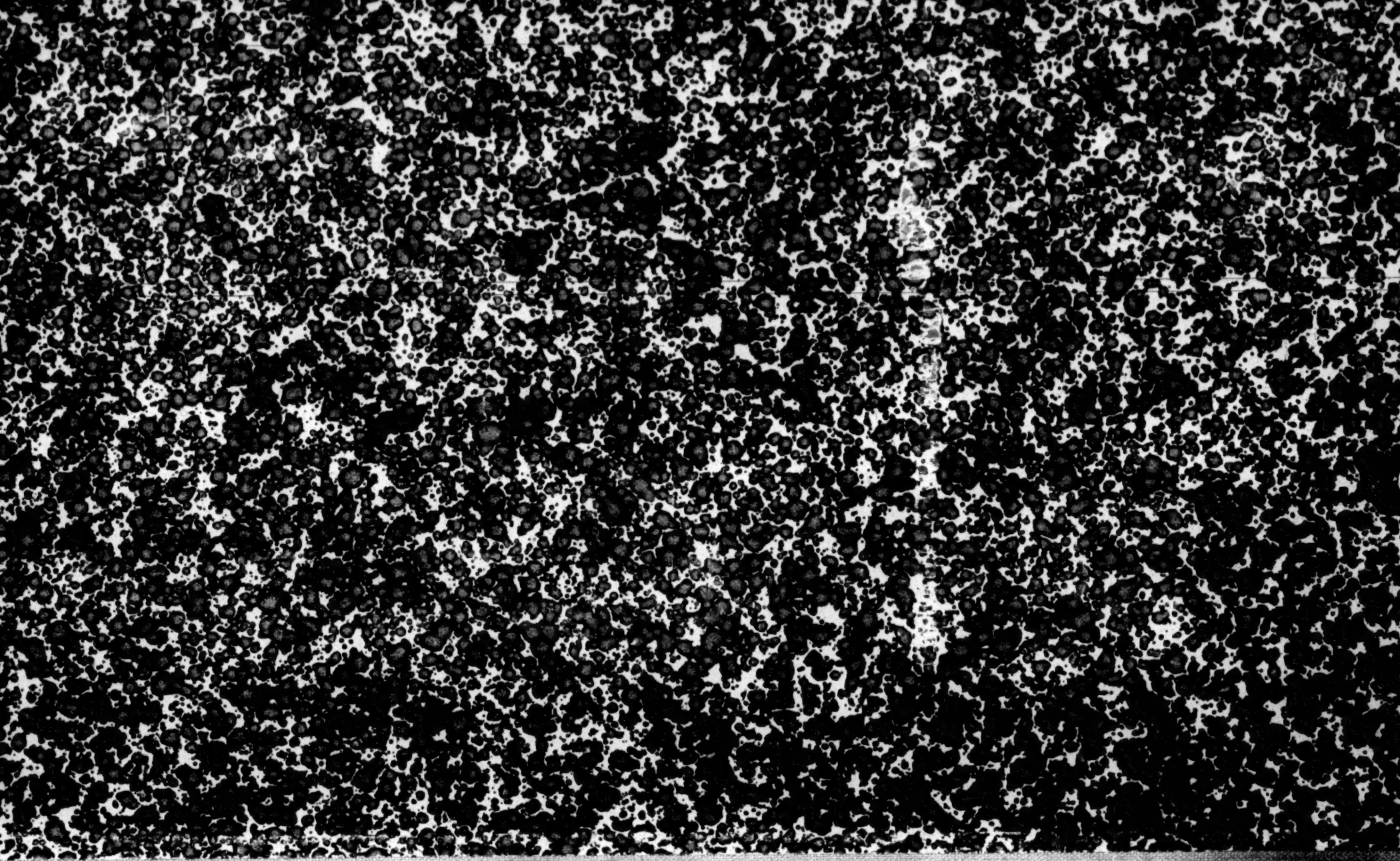
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American Railroad Journal.

New York, Saturday, January 4, 1873.

Railroad Bridge over the Niagara at Lewiston.

Measures are on foot for the construction of a railroad bridge across the Niagara river at Lewiston. The plan is pushed forward under the auspices of the Lake Ontario Shore Railroad, now being constructed from Oswego to Lewiston. The object is to bring the Lake Ontario Shore road into connection with the Canadian system, and ultimately to form a northern line from the seaboard to the great west. From the Buffalo *Courier* we learn that this object is to be secured from the three great points: New York, Boston, and Portland—from the first via the Midland; from the second via the Hoosac tunnel, and from Portland via the northern line through New Hampshire, Vermont and across Northern New York to Oswego. These routes combining at the last named place will proceed thence westward by the Lake Ontario Shore road to Lewiston, where they will connect with the Great Western of Canada, and possibly with the Canada Southern. For that purpose it is in contemplation to construct a first class suspension bridge at Lewiston, upon the site of the old carriage bridge which was so nearly destroyed a few years ago. A meeting of parties interested in this enterprise was recently held at Clifton, Ca., and a committee appointed to procure plans and estimates for the new bridge.

To Investors.

To those who wish to REINVEST JANUARY COUPONS OR DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-Thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (**1.10**) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency—yielding an income more than one-third greater than U. S. **5-20s**. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post-Office address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington,

Financial Agents N. P. R. R. Co.

Baltimore and Potomac Railroad Completed.

We are gratified to say, says the Marlboro' *Gazette*, that the Baltimore and Potomac Railroad is finished to the river, and that in a very short time it will be fully equipped the entire distance to Pope's creek on the Potomac river. On Thursday last Vice President DuBarry and several other officers of the road passed over it from Baltimore to Pope' creek, the southern terminus, with a view of examining the work below Marlboro'. They were accompanied by Mr. Seabrooke, the general contractor. It is understood that the road will be formally handed over to the company by Mr. Seabrooke on the first of January—"finished." The president of the road, Hon. Oden Bowie, was prevented by previous engagements from accompanying the party. This was a source of regret, as his friends in Charles county were anxious to thank him in person for his constant and laborious efforts in behalf of the road.

The New Line Through West Virginia.

A correspondent of the Baltimore *Gazette*, writing from the National Capital, says:

A trip from Charleston, the capital of West Virginia, on the Kanawha, to the east, over the Chesapeake and Ohio Railroad, will ere long be an everyday occurence, and hence will lose much of its novelty. Anticipating that rapidly approaching day, permit me to give you a rapid sketch of the trip. Leaving Charleston at 12 M., on Saturday, the 22d, by a special car, furnished a portion of the members of the Legislature of West Virginia by the officers of the Chesapeake and Ohio Railroad Company, we reached the Falls of Kanawha about 2 P. M., where, by the care of Capt. Parsons, director of said road, we were transferred to coaches, which carried us safely to Bowyer's Ferry, twenty miles from Kanawha Falls. Upon reaching the ferry we were at once taken charge of by Gen. Wickham, vice-president of the road, and Major H. D. Whitcomb, chief engineer. From the General we learned that there were but fifteen miles of unfinished road, and that most of that was ready for the rail. By 2 P. M. we started for Gordonsville; and he who would see the wildest, grandest scenery of this country should visit the canon, New river.

The character of the road with which I propose to deal principally is really worthy of those who have planned and built it. From one end to the other it has stamped upon it the impress of first-class workmen, and every bridge is built for a double track. Every part has the appearance of durability, and its very appearance indicates its assured importance among the railroads of this country. The location of the road bespeaks for it all the business its capacity will admit of from the first day of its opening, which will be about the middle of January. The country it traverses is rich in all the ores necessary to a manufacturing district. Iron and coal find their rarest association here, being so arranged as to furnish loaded cars each way to or from a furnace. Timber of the best quality stands in unbroken forests of hundreds of thousands of acres. Once through the New river canon you approach the mountain scenery of Virginia, which Scribner's correspondent for December and January numbers has so graphically described. The C. and O. R. R. Co. has everything to attract the tourist, the capitalist, the worker of wood or iron,

The Montclair Railroad.

The occasion of the completion of the Montclair branch of the New York and Oswego Railway, which was consummated on Saturday last, suggests a few facts in regard to the manner and nature of the enterprise, which is of no mean importance to the county and the state. The road is about forty miles long, commencing at Jersey City, passing through Kearney, North Newark, Bloomfield, Montclair, Little Falls and Pompton to Greenwood Lake, where it will connect with the Short Line of the New York and Oswego Midland Railroad and become the eastern or New Jersey section of that great route. The Montclair Railway has two branches now building, one leading to Orange, the other to Morristown. The Orange branch will be running about the 1st of March and possibly earlier. The Morristown branch is in course of construction, the tunnel through the mountain at Montclair having been already driven about five hundred of the two thousand feet necessary.

The chief advantages to the community are the opening up of a large section hitherto dormant, and the infusion of a new life along its entire line by connecting all that region closely with the city of New York. The connections westerly will increase the supply and lessen the cost of all the great staples of consumption. The actual increase in value of property along the line may be understood by a comparison of prices at the time of beginning with prices now prevailing at the time of completion of the road.

The prices affixed are the average prices, and are generally based on bona-fide sales:

Localities.	Acres.	Av. price in 1869.	Av. price 1872.	Inc. in value.
Kearney	2,500	$700	$2,000	$1,250,000
Bellville & Woodside.	1,280	2,000	3,500	1,920,000
Montgomery	1,000	600	1,200	600,000
Bloomfi'ld,outside vil'e	2,000	1,000	2,500	3,000,000
Montclair n. of village.	4,000	500	1,500	4,000,000
Little Falls	3,500	150	350	700,000
Wayne	3,000	100	250	450,000
Pequannock	2,000	75	200	250,000
Pompton Plains	2,500	100	300	500,000
Pompton (imp'd land)	5,000	150	250	500,000
Do. (mountain land)	15,000	25	75	750,000
Total	41,780			$15,920,000

Length, 32 miles. Average advance, 123 per cent.

To produce this great increase of wealth along its route the company have expended nearly four millions of dollars, of which nearly half a million were required for the great cut at Kearney.

The Montclair Railway has been built in the interest of the New York and Oswego Midland Railway Company, under a contract by which the latter company acquires the perpetual use of the road from the time of completion, and by virtue of that contract it is now surrendered and will be hereafter operated by the New York Midland Company, of which Mr. Littlejohn is president. Mr. Pratt, the president of the Montclair Company, will, at his own request, be relieved from farther active duties in the management, and will devote himself to private business as soon as the interests of the company may permit.

About three months since the president of the company sent circulars to the citizens at the different points on the line, inviting them to subscribe to the stock of the company such amounts as seemed desirable, for handsome depots at the various stations; but of about twenty communities thus solicited only one at the present time has responded.—*Newark* (N. J.) *Daily Advertiser.*

☞ The time allowed for the foreclosure of the first mortgage on the Boston, Hartford and Erie Railroad, on account of the failure of the payment of interest on the bonds, will expire on the 18th of March. Notice will then be given to the holders of bonds to meet at the expiration of thirty days for the purpose of organizing a new company. The stock and floating debt will by this means be wiped out, and the bondholders will receive stock in the new company at the rate of ten shares for every one-thousand dollar bond.

Railroads of the United States.

The following tabulation exhibits an approximate survey of the total length and cost of railroads in the United States at the opening of the year 1873, and of the distribution thereof to the several geographical division, States and Territories, which in the aggregate compose the Union:

Sections, States and Territories.	Length in Miles. Total.	Complete.	Cost of Road & equipm't.
Maine	1,017.50	906.50	$37,914,406
New Hampshire	1,144.38	922.78	27,573,705
Vermont	859.30	761.30	40,992,280
Massachusetts	1,816.49	1,625.02	88,335,768
Rhode Island	133.16	133.16	7,079,088
Connecticut	986.44	898.26	45,377,013
	5,957.27	5,146.97	$247,272,210
New York	6,635.35	4,884.95	$320,971,068
New Jersey	1,559.99	1,343.69	107,518,499
Pennsylvania	7,484.85	5,782.55	342,158,593
Delaware	280.69	222.69	7,269,867
Maryland	1,206.53	865.48	51,271,426
West Virginia	788.30	493.30	51,164,366
	17,905.21	13,542.31	$880,351,819
Virginia	2,180.95	1,504.75	$67,851,380
North Carolina	1,749.46	1,338.46	33,172,271
South Carolina	1,572.69	1,316 19	36,395,534
Georgia	2,966.27	2,205.89	56,856,690
Florida	778.70	475.70	17,691,654
	9,198.07	6,840.49	$211,197,529
Alabama	3,463.60	1,858.60	$65,640,078
Mississippi	2,224.90	985.40	36,650,627
Louisiana	1,095.00	560.00	25,101,066
Texas	3,295.25	1,260.73	43,501,800
Arkansas	1,624.00	651.50	30,470,000
Tennessee	2,142.64	1,521.14	54,893,525
Kentucky	2,266.22	1,195.74	46,578,874
	16,111.61	8,033.11	$304,835,970
Ohio	5,344.47	3,923.77	$237,427,337
Michigan	4,351.68	2,973.72	136,932,890
Indiana	5,359.35	3,705.25	180,988,222
Illinois	10,150.81	6,877.71	333,449,396
Wisconsin	4,141.70	2,128.20	84,030,943
	29,348.01	19,608.65	$972,828,788
Minnesota	2,802.50	1,861.60	$85,309,637
Dakota Ter	1,000.00	323.00	14,175,000
Montana Ter	489.00	.....	48,000
Idaho Ter	120.00	.....	12,000
Iowa	5,597.21	3,679.72	155,309,890
Nebraska	1,756.75	1,147.25	75,758,500
Wyoming Ter	454.00	454.00	50,000,000
Missouri	5,183.32	2,969.32	147,640,284
Kansas	3,142.85	1,901.85	80 908,700
Colorado Ter	1,439.00	551.00	24,222,922
New Mexico Ter.	960.00	.....	480,000
Indian Ter	1,441.00	310.50	16,245,000
	24,376.63	13,198.24	$650,109,933
California	3,825.80	1,491.30	$70,663,000
Nevada	1,469.00	569 00	50,450,000
Utah Ter	637.00	376.00	31,900,000
Oregon	2,784.00	297.00	13,450,000
Washington Ter.	620.00	55.00	2,750,000
Arizona Ter	600.00	.....	60,000
	9,935.80	2,788.30	$169,273,000

General Recapitulation by Sections.

N. E. States	5,957.27	5,146.97	$247,272,210
Middle States	17,905.21	13,542 31	880,351,319
S. E. States	9,198.07	6 840.49	211,967,529
G'lf & S.W.St'tes	16,111.61	8,033.11	304 835,970
Interior, East	29,348.01	19,608.65	972,828,788
Interior, West	24,376.63	13,198.24	650,109,933
Pacific Slope	9,935.80	2,788.30	169,273,000
Grand total	112,832.60	69,158.07	$3,436,638,749

The following exhibit makes a statement of the increase of mileage and cost in the several sections as deduced from a comparison of the statistics of the previous year and those of the present year:

	Length in Miles. Total.	Complete.	Cost of Road & equipm't.
N. E. States	192.45	162,32	$18,639,974
Middle States	1,514.96	1,220.37	77,289,810
S. E. States	142.87	278.42	19,383,099
Gulf & S.W.States	364 85	1,001.59	49,098,586
Interior, East	1,604.24	1,444.51	119,178,020
Interior, West	2,410.96	1,860.07	114,639,874
Pacific Slope	2,013.00	549.10	29,951,000
Total increase	8,244.33	6,511.38	$423,180,313

The progress of railroad construction in the United States since 1827, in which year the Granite Railroad at Quincy, Mass., was inaugurated, to the present time is shown in the following table:

Year.	Miles open.	Yearly Increase.	Year.	Miles open.	Yearly Increase.
1827	3		1850	7,475	1,125
1828	3		1851	8,589	1,114
1829	28	25	1852	11,027	2,438
1830	41	13	1853	13,497	2,470
1831	54	13	1854	15,672	2,175
1832	131	77	1855	17,398	1,726
1833	576	445	1856	19,251	1,853
1834	762	186	1857	22,625	3,374
1835	918	156	1858	25,090	2,465
1836	1,102	184	1859	26,755	1,665
1837	1,431	329	1860	28,771	2,016
1838	1,843	412	1861	30,593	1,822
1839	2,220	477	1862	31,769	1,176
1840	2,797	577	1863	32,471	702
1841	3,319	522	1864	33,860	1,389
1842	3,877	558	1865	34,442	582
1843	4,174	297	1866	35,351	909
1844	4,311	137	1867	36,896	1,545
1845	4,522	211	1868	38,822	1,926
1846	4,870	348	1869	42,272	3,450
1847	5,336	466	1870	48,860	6,588
1848	5,682	346	1871	55,535	6,675
1849	6,350	668	1872	62,647	7,112
1873 - - -	**69,158**		**Increase - -**	**6,511**	

The year 1872 terminates with an increase of 6,511 miles of railroad in the whole breadth and length of the land; and the cost of railroads has increased during the same year in the amount of $423,180,313. The rate of increase in mileage has been 10.4 per cent, and in cost 14.1 per cent.

The mileage increased in the five years ended December 31, 1872, from 38,822 to 69,158, or 30,336 miles, being 81.1 per cent. In the same term of years, the cost increased from $1,660,460,809 to $3,436,638,749, or $1,776,177,944—the rate of increase being 106.9 per cent.

In the year ending with December 1867, the average cost per mile of railroads in the United States was $42,770, and at the close of 1872, $49,592, showing an increase of 16.2 per cent.

These figures and deductions clearly demark a rapid and important enhancement in the costliness of railroads and their equipments in this country. It is by no means a fictitious enhancement; but on the contrary, the value of money has also been constantly enhancing from the commencement to the close of the term of years embraced in the exhibits as above.

Peculation and knavery have incessantly levied heavy booty on capital used in construction in its transit from a floating to a permanent condition, and that this roguery has contributed largely to swell the cost there can be no possible doubt. But still the main conclusion educed from our figures must be that the character of construction and of locomotive and carrying ma-

chinery has been essentially changed and improved at a large moeity of the enhanced cost.

Taking the Boston and Albany Railroad as an instance of increased cost, we find that while at the close of 1867 this was only $17,692,861, it had risen by the close of 1872 to $24,301,751, an increase of $6,609,390, or 35 per cent, no additional length of road having in the meanwhile been made. An explanation of the change exhibited is found by reference to the reports of the company for the years named, which show that in the interim there have been added to the second track and sidings about 70 miles; that a large amount of rail has been changed from iron to steel; that nearly all the bridges have been rebuilt with stone and iron; that scarcely an old structure remains; and that the equipment has been enlarged by the addition of about 60 locomotives and 2,000 cars. In fact an almost new road has been built and equipped at the cost represented by the increased amount.

There are, however, many instances in which the increased cost in chiefly nominal, and the result of financial manipulation. The more prominent of the concerns thus indicated are of too notorious a character to need special notice.

It will be perceived that in the year 1872, as compared with the previous year, the increase in mileage is less by about 600 miles. This is a less retardation in the annual increase than might have been anticipated. The year has been a remarkable one. Mainly throughout, money has been "tight," both here and in Europe; and American Railroad bonds have not been readily negotiated in foreign markets in which heretofore large amounts have found easy "placing." The enormous rise in the price of iron and steel have also contributed largely to hinder progress; and that we have accomplished so much as the result shows is probably due mainly to the fact that the builders had the advantage of contracts entered upon before the rise in prices alluded to. Of late prices have become more favorable to buyers, but the general complaint of undue cost is heard, and the indications are that, for the present, but few new enterprises in the railroad line will be undertaken. That the great lines already in progress (though they must cost immensely beyond the original estimates) will be carried to completion and usefulness there can be no doubt. The Northern and the Southern Pacific Railroads, and others in the western half of the country, are of too great importance to the Union at large to permit of their abandonment, or of any delay in their construction and final completion.

The financial results of operating existing railroads, as indicated by the monthly returns of earnings on the great thoroughfares during the year 1872, have been favorable; and in almost every instance an increased income is shown. The country is evidently prospering under the stimulous of an improving system of roads. Every line as it is opened to commerce finds ready work for all the machinery that our shops can turn out. It appears, indeed, that the business of the country keeps ahead of the means of transportation, and even on the distant wilds towards the setting sun, where but a few years ago civilization had no resting place, the car of commerce finds a loading.

And so it will be to the end. The impetus steam power has already given to progress can never be broken. It is the lever of a mighty present and future commerce, and its adjunct industries.

Massachusetts Railroads.

The Boston *Advertiser* extracts the the following information from the report of the Massachusetts Railroad Commissioner:

The twenty-four railroads reported are, with perhaps one or two unimportant exceptions, all that are operated by the companies owning them. The total length of main line operated by them is 1,863 miles. Those not reported have main lines aggregating about 450 miles, but fully one-half of this mileage is operated by roads included in our returns. There are, we believe, but three branch lines in the State that are not reported. We may, therefore, give a view full enough for all practical purposes of the condition of Massachusetts railroads.

On a general examination of the returns as a whole we at once notice the healthy growth of business and of profits. During the year twenty railroads, operating 1,763 miles, exclusive of leased lines, carried 33,395,615 passengers against 30,514,236 in 1871, being a gain of 2,881,379 passengers and of 9.4 per cent. The freight returns for the Fitchburg road were not included in the last report, and we can, therefore, report but nineteen, the five excluded roads being the Boston, Barre and Gardner, the Mansfield and Framingham, the Framingham and Lowell, the Fitchburg, and the Massachusetts Central. The other nineteen roads carried 9,490,323 tons of freight against 7,864, 398 tons the previous year—an increase of 1,525,930 tons, and of 19.2 per cent. The gross earnings of twenty-one roads amounted to $28,385,058 this year, against $25,367,910 62 last year—a gain of $2,967.147 38, and of 11.7 per cent.; while the net income of the past year was for the same roads, $7,823,696 49, against $7,113,722 18 in 1871—an increase of $709,974 31, or 9.98 per cent. The increase of net income as above amounts to more than one per cent. on the entire capital of the roads reported—a result which surely reflects great credit upon the management which has achieved it. It is not, however, to be taken for granted that the shareholders in these railroads are to receive an additional dividend. The companies have during the year added little to their capital stock, but quite materially to the total of debt. The aggregate indebtedness of all the railroads reported was $52,026,317 63, against $20,155,777 20, as reported last year. But the debt of the Hartford and Erie road, though not reported in 1871, has not been increased within the year. As a matter of fact, the figures for 1872 being $52,026,000, those for 1871 should be $42,655,000, showing an increase in the year of $9,600,000. The increased revenue, is therefore, just about equal to the payment of seven per cent interest on the increase of debt.

On the 1,789 miles of railroad reported there are 1,834 crossings of highways at grade, and 1,473 of these crossings are unguarded by either gates or flagmen. There are but three roads in the whole list that have as high as forty per cent of their crossings so guarded—the Providence road, which has but nine unprotected crossings out of forty-seven; the New Bedford and Taunton, with thirteen out of forty-three, and the Eastern, with sixty-four out of one hundred and twenty-one. Some of the roads have apparently not a crossing-gate on their lines, nor a flagman in their employment. It is satisfactory to find the railroads adopting safety appliances, and the list of companies using train brakes, on which we commented some time ago, will be a valuable item in future reports. The companies have added largely to their rolling stock during the year. We make the following comparison for twenty-one railroads:

	1872.	1871.
Locomotives	753	644
Passenger cars	946	780
Mail and baggage cars	289	254
Freight cars	13,880	6,607

We think it very probable that the extraordinary increase in freight cars reported will be found exaggerated, though we cannot discover the error unless it be that the freight cars are not "reduced" to eight wheels. If the figures are correct they show a very gratifying movement on the part of railway managers. The total passenger mileage of the year on twenty roads reached the enormous figure of 504,279,375, against 466,099, 613 in 1871. Dividing this mileage by the whole number of passengers carried, we find that the average railroad journey, which was 15.27 miles in 1871, becomes 15.10 miles in 1872, showing that the universal tendency of additional facilities is to increase the number but to shorten the average length of trips. The total freight mileage on nineteen roads was 515,942,875 against 411,516,291 in 1871. This indicates that the freight carried in 1871 was transported 52.82 miles on an average; while in 1872 it was carried 54.36 miles; and this we take to be a proof of the growth of the through freight business. The average rates of fare and freight have varied but slightly during the past year. On the whole, we think the showing a good one. On some of the smaller roads the transient rates are very high, but on the seven Boston roads the average rate per mile varies only between 2.40 cents and 2.98 cents, while season ticket passengers ride at from .78 cent to 1.47 cents a mile.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.

AN EAST AND WEST AIR LINE OF 152 MILES FROM INDIANAPOLIS, INDIANA, TO DECATUR, ILLINOIS, two of the largest railway centres in the West.

The WESTERN DIVISION (85 miles) of this important line, opening, for the first time, direct Western communication with the

BLOCK COAL FIELDS

of Indiana, will be completed and ready for business with an ample first-class freight and passenger equipment by FEBRUARY, 1873.

It traverses a populous and a highly cultivated district now without railway connections, and it is assured a profitable business from the start, in coal and farm products.

A large part of the cost of construction has been, and will in the end be, paid in cash by the stockholders and people on the line.

Bonds $1,000 each, payable in 30 years, principal and interest in GOLD, FREE OF GOVERNMENT TAX.

Sinking Fund 2½ per cent. of gross earnings.

Whole issue $3,500,000, of which those now selling are on COMPLETED ROAD.

For sale at 90 and accrued interest, by the Financial Agents of the Company (of whom pamphlets and information may be obtained).

Walker, Andrews & CO.,
No. 14 WALL ST., NEW YORK.

☞ The Governor of Virginia has signed the bill repealing the act of March 17, 1872, for the payment of interest, so that the interest on the State debt cannot be paid without a further enactment of the Legislature.

Railroads of the United States.

A Tabular Statement showing the Length and Cost of each Work at the close of the financial year ending nearest to January 1, 1873.

(Not including City Passenger Railroads.)

State of Maine.

Area....31,776 sq. M. Population....626,915. Valuation....$204,253,780.

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
1. Androscoggin	21.00	21 00	$1,000,000
Lewiston Branch	12.00	12.00	
2. Atlantic and St. Lawrence (N. H. & Vt.)	79.00	79.00	5,000,000
3. Bangor and Piscataquis	48.20	48.20	1,305,416
4. Belfast and Moosehead Lake	33.50	33.50	1,000,000
5. Belfast and Piscataquis	21.00	....	210,000
6. Boston and Maine (N. H. & Mass.)	2.50	2.50	171,147
Portland Extension	42.00	20.00	1,000,000
7. Dexter and Newport	14.00	14.00	300,000
8. European and North American	114 00	114.00	5,463,964
Orono Branch	6.00	6.00	
9. Houlton Branch (N. B. & Can. R. R.)	6.00	6.00	150,000
10. Knox and Lincoln	49.00	49.00	2,756,492
11. Leeds and Farmington	38.00	38.00	1,000 000
12. Machiasport (private)	7.50	7.50	120,000
13. Maine Central	110 00	110.00	8,069,117
Portland Extension	19.00	19.00	
14. Portland and Kennebec	63.00	63.00	3,000,000
Bath Branch	9.50	9 50	
15. Portland and Ogdensburg (N. H.)	50.00	50.00	1,500,000
16. Portland and Oxford Central	27 50	27.50	550,000
17. Portland and Rochester (N. H.)	49.50	49.50	1,470,000
18. Portland and Rutland (N. H.)	48.00	.....	48,000
19. Portland, Saco and Portsmouth	51.30	51.30	2,041,270
20. Portsmouth, Great Falls and Conway (N. H.)	3.50	3 50	100,000
21. St. Croix and Penobscot	22.00	22.00	609,000
22. Somerset	33.50	13.50	250,000
23. Somerset and Kennebec	37.00	37.00	800,000
Total.	1,017.50	906.50	$37,914,406

State of New Hampshire.

Area.....9,280 sq. M. Population....318,300. Valuation....$149,065,290.

1. Ashuelot	23.76	23.76	$506,000
2. Atlantic and St. Lawrence (Maine & Vt.)	54.00	54.00	3,500,000
3. Boston, Concord and Montreal	93.54	93.54	2,850,000
4. Boston and Maine (Mass. & Maine.)	35.00	35.00	2,396,073
Great Falls Branch	2.75	2.75	
5. Cheshire (Mass.)	42.81	42.81	2,583,778
6. Concord	35.00	35.00	1,500,000
Hooksett Branch	7.00	7.00	
7. Concord and Portsmouth	41.00	41.00	350,000
8. Contoocook River	14.64	14.64	254 333
9. Dover and Winnepiseogee	28.50	28.50	825,000
10. Eastern	16.55	16.55	492,500
11. Fitchburg (Mason Branch, Mass.)	9.37	9.37	53,066
12. Franklin and Portland (Me.)	35.00	....	35,000
13. Manchester and Keene	38.00	....	38,000
14. Manchester and Lawrence	22 39	22 39	1,072,124
15. Manchester and North Weare	19.13	19.13	200 000
16. Merrimac and Connecticut Rivers	27.16	27.16	698,258
17. Monadnock (Mass.)	30.40	13.75	308,748
18. Mount Washington	3.00	3.00	150 000
19. Nashua and Lowell (Mass.)	5.25	5.25	165,141
20. Nashua and Rochester	33.00	....	100,000
21. New Hampshire Central	70.00	.....	70,000
22. Northern New Hampshire	69.16	69.16	3,068,400
Bristol Branch	13.41	13.41	
23. Portland and Ogdensburg	60.00	10.00	250,000
24. Portland and Rochester (Me.)	3.00	3.00	75,000
25. Portland and Rutland (Me.)	43.00	.....	43,000
26. Portsmouth and Dover	13.00	....	13,000
27. Portsmouth, Great Falls and Conway	69 50	69 50	2,000,000
28. Sugar River Valley	30.00	30.00	850,000
29. Sullivan County	26 00	26.00	1,250,000
30. Suncook Valley	33.00	17.50	341,700
31. White Mountains and Extension	51.00	51.00	800,000
Branch to foot of Mt. Washington	12.00	4.50	
32. Wilton	15.43	15.43	233,000
33. Wolfeborough	12.00	12.00	250,000
34. Worcester and Nashua (Mass.)	6.63	6.63	151,584
Total	1,144.38	822.73	$27,573,705

State of Vermont.

Area.....10,212 sq. M. Population.....330,551. Valuation...$102,548,528.

1. Addison County	15.00	15 00	$450,000
2. Atlantic and St. Lawrence (Me. & N. H.)	16.00	16.00	1,000,000
3. Connecticut and Passumpsic Rivers	110.30	110.30	3,385,436
4. Grand Trunk of Canada	16.50	16.50	1,000,000
5. Harlem Extension (New York)	58.00	58.00	4,385,736
State Line Branch	2.00	2.00	
6. Missisquoi	31.00	31.00	1,200,000
7. Missisquoi and Clyde River	28.00	28.00	1,000,000
8. Montpelier and Wells River	40.00	10.00	837,600
9. Rensselaer and Saratoga (N. Y.)	35.00	35.00	1,922,723
Rutland Branch	7.00	7.00	
10. Portland and Ogdensburg (Ver. Div.)	116.00	55.00	$2,000,000
11. Rutland	120.00	120.00	8,000,000
12. Southern Vermont	8.00	8.00	200,000
13. Vermont Central	117.00	117.00	10,500,000
Montpelier Branch	2.00	2.00	
14. Vermont and Canada	47 00	47 00	3,000,000
Burlington Branch	8.50	8.50	
St. Armand Branch	17.00	17.00	
15. Vermont and Massachusetts (Mass.)	10.31	10.31	408,849
16. Vermont Valley	23.69	23.69	1,221,886
17. Woodstock	31.00	14.00	480,000
Total	859.30	761.30	$40,992,230

State of Massachusetts.

Area....7,800 sq. M. Population....1,457,351 Valuation....$1,591,983,112.

1. Athol and Enfield	30.40	30.40	$730,000
2. Attleborough Branch	3.88	3.88	130,000
3. Berkshire	21.14	21.14	600,000
4. Boston and Albany (New York) 201.65 m.	162.35	162.35	
Hudson City Branch (New York) 17.33 m.	....	....	
Grand Junction	9.30	9.30	
Brookline Branch	1.55	1.55	18,313,906
Newton Lower Falls Branch	1.10	1.10	
Saxonville Branch	3.70	3.70	
Milford Branch	12.00	12.00	
Milbury Branch	3.00	3.00	
5. Boston, Barre and Gardner	23.38	23.38	644 310
6. Boston, Clinton and Fitchburg	41.40	41.40	1,971,113
Marlboro' Branch	1.47	1.47	
7. Boston, Hartford and Erie (Ct. & R. I.)	51.75	51.75	8,550,000
Woonsocket Division	33.75	33.75	
Southbridge Branch	17.50	17.50	
8. Boston and Lowell	26.75	26.75	3,984,800
Lexington Branch	9.25	9.25	
Stoneham Branch	2.50	2.50	
Woburn Branch	2.00	2.00	
9. Boston and Maine (N. H. & Me.)	36.75	36.75	2,710,729
Medford Branch	2.00	2.00	
Methuen Branch	3.75	3.75	
10. Boston and Providence (R. I.)	38 00	38.00	3,131,628
West Roxbury Branch	5.00	5.00	
Dedham Branch	2 00	2.00	
India Point Branch	7.50	7.50	
11. Cape Cod	71.62	71.62	1,515,019
Branches	4.90	4.90	
12. Cheshire (N. H.)	10 81	10.81	280,529
13. Connecticut River	50.00	50.00	2,148,099
Chicopee Falls Branch	2.35	2.35	
Holyoke Branch	2.00	2.00	
14. Danvers	9.26	9.26	244,456
15. Dorchester and Milton	3.25	3.25	136,373
16. Duxbury and Cohasset	17.50	17.50	310,407
17. Eastern	44.20	44.20	8,481,080
Saugus Branch	10.10	10.10	
Marblehead Branch	3.50	3.50	
Lawrence Branch	19.87	19.87	
Gloucester Branch	16.56	16 56	
Salisbury Branch	3.41	3.41	
Asbury Grove Branch	1.00	1.00	
18. Essex Branch	5 50	5 50	75,000
19. Fall River, Warren and Providence (R. I.)	3.66	3.66	195,400
20. Fitchburg	50.00	50 00	4,312,038
Freight and Ice Branch, in Charlestown	0.68	0.68	
Watertown Branch	6.60	6.60	
Lancaster and Sterling Branch	12 42	12 42	
Peterboro' and Shirley Branch (N. H.)	14.25	14.25	
21. Framingham and Lowell	26.00	26.00	913,683
22. Hanover Branch	7.87	7.87	211,439
23. Hartford and New Haven (Conn.)	5.87	5.87	404,153
24. Holyoke and Westfield	10.28	10.28	336,945
25. Horn Pond Branch	0.64	0.64	15,238
26. Lowell and Lawrence	12.35	12.35	363,158
27. Mansfield and Framingham	23.00	23.00	781,053
28. Massachusetts Central	98.00	....	133,049
29. Middleboro' and Taunton	8.54	8.54	181,601
30. Milford and Woonsocket	3.88	3.88	119,706
31. Monadnock (N. Hamp.)	2.20	2.20	44,107
32. Mount Tom and Easthampton	3.40	3.40	70,000
33. Nashua, Acton and Boston	22.00	.....	22,000
34. Nashua and Lowell (N. H.)	9.25	9.25	562,842
35. New Bedford and Taunton	20.13	20.13	772,149
Weir Branch (20-31)	0.61	0.61	
Acushnet Branch	0.35	0.35	
Fairhaven Branch	15.11	15.11	
36. Newburyport	26.98	26.98	527,386
37. New Haven and Northampton (Conn.)	32.62	32 62	1,182,336
38. New London Northern (Conn.)	44.00	44.00	673,345
39. Norwich and Worcester (Conn.)	17.40	17.40	963,970
40. Old Colony and Newport (R. I.)	114.25	114.25	7,451,078
Easton Branch	1.69	1.69	
Dorchester and Milton Branch	3.25	3.25	
Bridgewater Branch	7.25	7.25	
Granite Branch	3.10	3.10	
Shawmut Branch	2.50	2.50	

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
41. Pittsfield and North Adams	18.65	18.65	$450,000
42. Providence and Worcester (R. I.)	25.51	25.51	1,072,630
Connecting Branch (Worcester)	1.00	1.00	
43. Salem and Lowell	16.88	16 88	468,969
44. South Reading Branch	8.15	8 15	299,468
45. South Shore	11.50	11.50	501,593
46. Stockbridge and Pittsfield	21.93	21.93	550,000
47. Stony Brook	13.16	13.16	272,216
48. Stoughton Branch	4.04	4.04	121,941
49. Taunton Branch	11.10	11.10	
Weir Branch (11-31)	0.59	0 59	516,283
Attleborough Branch	8 60	8.60	
50. Troy and Greenfield (tunnel)	30 00	30.00	3,700,000
Eastern Division	7 00	7.00	
51. Vermont and Massachusetts (Vt.)	59.00	59 00	
Greenfield Branch	8 00	8.00	3,224,148
Turner's Falls Branch	2.80	2.80	
52. Ware River	49.10	15 63	891,958
53. West Stockbridge	2.75	2.75	39,600
54. Williamsburg and North Adams	38 00	.....	38,000
55. Worcester and Nashua (N. H.)	39.60	39.60	1,904,837
Total	1,816.49	1,625.02	$38,335,768

State of Rhode Island.

Area.....1,306 sq. M. Population.....217,353. Valuation.....$244,278,854

1. Boston, Hartford and Erie (Mass. & Ct.)	0.75	0.75	$75,000
2. Boston and Providence (Mass.)	6.00	6 00	712,487
3. Fall River, Warren and Providence (Mass.)	2 13	2.13	135,107
4. Hartford, Providence and Fishkill (Ct.)	26.32	26.32	1,230,864
Dorrance Street (Prov.) Branch	0.81	0.81	256,000
5. New York, Providence and Boston (Ct.)	45.00	45 00	1,863,900
6. Old Colony and Newport	16.25	16 25	846,861
7. Providence, Warren and Bristol	13.00	13.00	705,620
8. Providence and Worcester (Mass.)	17.90	17.90	1,159,159
9. Westerly (Quarry) Branch	1 50	1.50	30,000
10. Wickford Branch	3.50	3.50	70,000
Total	133.16	133.16	$7,079,088

State of Connecticut.

Area.....4,674 sq. M. Population.....537,454 Valuation.....$125,433,237.

1. Boston, Hartford and Erie (Mass. & R.I.)	9.50	9.50	$950,000
Putnam to Williamantic	29.00	29.00	2,900,700
2. Connecticut Valley	44.00	44.00	2,126,209
3. Connecticut Western	67.50	67.50	3,348,054
Branch	1.70	1.70	
4. Danbury and Norwalk	23.80	23.80	838,352
5. Erie and New England (N. Y.)	23.00	.....	23,000
6. Fairhaven and Westville	6 00	6 00	150,000
7. Hartford and New Haven (Mass.)	56.13	56 13	
Hartford Branch	0.25	0.25	
New Britain Branch	2.50	2 50	4,961,629
Middletown Branch	10.00	10 00	
8. Hartford, Providence & Fishkill (R. I.)	96.04	96 04	3,238,887
9. Hartford and Wethersfield	9.00	9.00	210,000
10. Housatonic	74.00	74 00	2,505,559
11. Naugatuck	57.00	57 00	2,641,402
12. New Canaan	8.35	8.35	256,826
13. New Haven and Derby	10.33	10.33	982,000
14. New Haven, Middletown and Willamantic	52.00	52.00	5,683,843
Norwich Branch	22 00	.....	.....
15. New Haven and Northampton (Mass.)	51.26	51.26	
New Hartford Branch	14.09	14.09	2,406,355
Tariffville Branch	1.04	1.04	
16. New London Northern (Mass.)	66.00	66.00	954,744
17. New York, Housatonic and Northern	23.25	5.36	488,953
18. New York and New Haven (N. Y.)	46.96	46.96	6,467,350
Connecting (N. H.) Branch	3 00	3 00	
19. New York, Providence and Boston (R. I.)	17.00	17.00	704,100
20. Norwich and Worcester (Mass.)	42.00	42.00	1,927,941
Allyn's Point Extension	7.00	7.00	
21. Ridgefield and New York	23.29	.....	175,000
22. Rockville	4.80	4.80	171,855
23. Shepaug Valley	32.50	32.50	692,213
24. Shore Line	50.00	50.00	1,200,000
25. South Manchester	2.25	2.25	67,000
26. Windsor Locks and Suffield	3.50	3.50	75,000
27. Watertown and Waterbury	4.40	4.40	130,733
Total	986.44	898 26	$45,377,013

State of New York.

Area....47,000 sq. M. Population....4,382,759. Valuation...$1,967,001,185.

1. Adirondac (and Land)	182.00	60 00	$3,103,062
2. Albany and Susquehanna	142.00	142.00	8,530,663
3. Albany and Vermont	12.00	12.00	610,000
4. Atlantic and Great Western (Penn. & Ohio)	49.14	49.14	4,914,000
5. Avon, Genesee and Mount Morris	15.50	15.50	247,000
6. Black River and Morristown	36.40	.....	190,454
7. Black River and St. Lawrence	38.00	12.00	142,684
8. Black River and Woodhull (wooden rails)	13.00	13.00	15,000
9. Blossburg and Corning	15.64	15.64	$582,348
10. Boston and Albany (Mass.)	39.30	39 30	5,440,885
Hudson City Branch	17.33	17.33	
11. Boston, Hartford and Erie (Mass., R.I. & Ct.)	42 00	.....	420,000
12. Buffalo, Bradford and Pittsburg (Pa.)	8 00	8.00	982,896
13. Buffalo, Corry and Pittsburg (Pa.)	37.20	37.20	1,319,274
14. Buffalo Creek	3.25	3.25	178,348
15. Buffalo and Jamestown	70.00	12.00	450,000
16. Buffalo, New York and Erie	142.00	142.00	3,330,000
17. Buffalo, New York and Philadelphia (Pa.)	76.00	76.00	2,404,574
18. Carthage, Watertown and Sackett's Harbor	28.00	18.00	526 594
19. Cayuga Lake	36.00	36.00	1,450,000
20. Cayuga and Susquehanna	34.61	34.61	589,110
21. Cazenovia and Canastota	15.00	15.00	538,001
22. Central of Long Island	22.00	22.00	1,000,000
Branches (Bethpage and Hempstead)	4.00	4.00	
23. Chemung	17.36	17.36	380,000
24. Cherry Valley, Sharon and Albany	20.91	20.91	600,000
25. Clove Branch	4.25	4.25	150,000
26. Cooperstown and Susquehanna Valley	15.00	16.00	456,001
Branch	1.00	1.00	
27. Delhi and Middletown	30.00	12.00	323,043
28. Dunkirk, Warren and Pittsburg (Pa.)	42.20	42.20	1,790,663
29. Dutchess and Columbia	58.00	58.00	2,766,470
30. Elmira, Jefferson and Canandaigua	46.64	46.84	600,000
31. Elmira and Williamsport (Pa.)	9.00	9.00	305,198
32. Erie Railway (Pa. & N. J.)	384.50	384.50	
Piermont Branch	18.00	18.00	
Newburg Branch	19.00	19.00	96,300,000
Buffalo Branch	60.00	60.00	
Third rail owned 64½ miles	32.25	32.25	
33. Erie and Genesee Valley	21.00	7.00	158 854
34. Far Rockaway Branch	6.00	6.00	95.173
35. Flushing and North Side	11.85	11.85	989 941
36. Fonda, Johnstown and Gloverville	10.00	10.00	464.409
37. Glen's Falls Branch	5.76	5.76	221.639
38. Goshen and Deckertown	11.61	11.61	290,901
39. Greene	10.25	10.25	320.386
40. Greenwich and Johnsonville	14.00	14.00	273,893
41. Harlem Extension (Vt.)	56.00	56.00	3,653,764
42. Hempstead and Rockaway (Valley Stream)	9 00	9 00	225,000
43. Hudson Suspension Bridge and Erie	37 00	.....	37,000
44. Hudson Valley	10.00	.....	1,000
45. Ithaca and Athens	35 00	35 00	999,219
46. Junction (Buffalo)	7.67	7.67	207,037
47. Lake Champlain and Moriah (& Br. 1.87)	9.05	9 05	327 577
48. Lake Ontario Shore	142 80	55.00	2,654,309
Rochester Branch	6.00	.....	
49. Lake Shore & Michigan Southern (Pa., O., Ind., Mich. & Ill.)	68.34	68.34	5,912,317
50. Lockport and Buffalo	14.00	.....	14,000
51. Long Island	94 00	94 00	
East New York and Jamaica	5 00	5.00	
Hempstead Branch	2.50	2.50	
Glen Cove, Roslyn and Mineola	9.00	9.00	5,016,402
Northport Branch	15.00	15 00	
Sag Harbor Branch	35.00	35.00	
52. Middleburg and Schoharie	5.75	5.75	102,200
53. Middletown and Crawford	10.22	10.22	159,618
54. Middletown, Unionville and Water Gap	13 00	13.00	350,476
55. Montgomery and Erie	10 26	10.26	288,931
56. Monticello and Port Jervis	23.75	23.75	1,054,956
57. Montreal and Plattsburg and Whitehall and Plattsburg	43 00	43 00	1,000,000
58. Nanuet and New City	4.00	4.00	80,000
59. Newburg and Kingston	35.00	.....	35,000
60. Newburg and Midland	25 00	.....	25,000
61. New York and Albany (west side)	150.00	.....	150,000
62. New York and Boston	58 00	26.00	1,250,000
63. New York & Canada (Whitehall to Pt. Henry)	28.00	.....	380,000
64. New York Central and Hudson River	441.75	441.75	
Athens to Junction	37.87	37.87	
Troy to Schenectady	21.00	21.00	
Syracuse to Rochester	105 00	105 00	
Batavia to Attica	11.00	11.00	60,413,657
Rochester to Suspension Br.	74 75	74.75	
Lockport to Tonawanda	12 25	12 25	
Charlotte Junction to Charlotte	6 88	6.88	
Buffalo to Lewiston	29.67	29.67	
65. New York, Housatonic & Northern (Conn.)	16.50	.....	.....
66. New York and Harlem	130 75	130.75	14,797,563
Port Morris Branch	2.12	2.12	
67. New York and New Haven (Conn.)	15.29	15.29	1,787,836
68. New York and Oswego Midland	245.00	245.00	
Norwich Branch	75.00	75.00	
New Berlin Branch	22.00	22.00	16,000,000
Delhi Branch	16.50	16.50	
Ellenville Branch	7.50	7.50	
69. New York and Mahopac	6.97	6.97	229,110
70. New York and North Salem	8.00	.....	835
71. New York, Utica and Ogdensburg	72.00	.....	72,000
72. New York and White Plain	20.00	.....	20,000
73. Niagara Bridge and Canandaigua	99.00	99 00	1,000,000
74. North Shore of Long Island	6.25	6.25	300,548
75. Northern, of New Jersey (N. J.)	1.25	1.25	27,452

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.
Kyuk and Northern	4.33	4.33	$143,675
Ogdensburg and Lake Champlain	118.00	118.00	5,730,943
Branches	4 00	4 00	
Ogdensburg and Morristown	13 00	.....	.....
Oswego and Rome	38 58	38 58	950,95.
Oswego and Syracuse	31 98	31 98	1,369,324
Third Rail 46 14 m	23 07	23 07	
Pennsylvania and Salina Ra.	81 00	.....	180,379
Philadelphia and Morristown R. W. & O. R. R.	35 00	7 00	280 000
Poughkeepsie and Eastern	16 25	16.25	2,250,000
Rensselaer and Saratoga	25 22	25 22	
Saratoga and Whitehall	47 52	47.52	6,324,496
Rutland and Whitehall (Vt.)	27 00	27 00	
Rochester and Genesee Valley	18 45	18 45	671,303
Rochester, Munda and Pennsylvania	13 00	.....	13,000
Rochester and Pine Creek	27 00	6 25	270 000
Rochester and State Line (Salamanca)	100 00	.....	10,000
Rockland Central	1 1 00	.....	2 800
Rome and Clinton	13 03	13 03	350,000
Rome, Watertown and Ogdensburg	141 11	141 11	
Potsdam Branch	21 28	21.28	5 740,913
Cape Vincent Branch	21 24	21 24	
Rondout and Oswego (N. Y. Kingston & Syr.)	98 00	72 50	2 274,518
Rye and Westchester	15 00	.....	15,000
Saratoga and Schenectady	21 00	21 00	494 684
Schenectady and Susquehanna	15 00	15 00	450 000
Schenectady and Utica	78 00	.....	78,000
Schoharie Valley	4 38	4 38	91,369
Skaneateles (and Branch 0 5)	5 00	5 00	139,670
Smithtown and Port Jefferson	16 00	...	32,000
Sodus Bay, Corning and New York	86 00	...	86,000
Sodus Point and Southern	35 00	.....	350,000
Southern Central (Pa.)	98 00	98 00	3,428,609
Southern Westchester	2 00	...	28 000
Southfield (Furnace) Branch	1 00	1 00	17,922
South Side (L. I.)	57 00	57 00	3 055,371
Branch	1 25	1.25	
Spuyten Duyvil and Port Morris	11 00	6 00	729,733
Staten Island	13 00	13 00	381 709
Sterling Mountain	7 60	7 60	499 631
Syracuse Branch of N. Y., L. & O. R. R.	48 00	.....	48,000
Syracuse, Binghamton and N. Y.	81 00	81 00	3,867,059
Syracuse and Chenango Valley	42 00	12 00	882,685
Syracuse Northern	44 40	44.40	1,332 000
Suspension Bridge and Erie Junction	23 25	23.25	1,500,000
Troy and Bennington	5 38	5 38	230,953
Troy and Boston	31 91	34.91	2,312,698
Troy and Greenbush	6 00	6 00	294 948
Troy and Saratoga	20 00	.....	2,000
Troy Union and Depot	2 14	2.14	783,984
Union (Ramapo)	0 25	0 25	11,792
Utica and Black River	74 75	74 75	2,112,965
Utica, Chenango and Susquehanna Valley	46 00	46 00	2,818,631
Richfield Springs Branch	21 00	21 00	
Utica, Chenango and Cortland	30 00	.....	30,000
Utica, Ithaca and Elmira	76 00	76 00	3,000,000
Valley (Binghamton to State Line)	11 50	11 50	783,239
Wallkill Valley	85 25	25.00	1,096,412
Warwick Valley	10 16	10 16	199,162
Waverly and State Line (Pa. & N. Y. R. R.)	0 25	0.25	24,974
West Shore Hudson River	93.00	.....	626,635
	6,635 35	4,81 95	$320,971,068

STATE OF NEW JERSEY.

Area....8,320 sq. M. Population.....906,096. Valuation....$624,868,971.

Belvidere Delaware	67.00	67.00	$3,784,387
Camden and Amboy	61 28	61 28	
Bordentown to Trenton	6.19	6.19	
Trenton and Dean's Pond	17.00	17.00	
Trenton to New Brunswick	26.11	26 11	13,000,230
Princeton Branch	3.00	3.00	
Jamesburg to Monmouth Junction	6.50	6.50	
Monmouth Junction to Kingston	4.00	4.00	
Camden and Atlantic	60.23	60 23	2,127,827
Camden and Burlington County	23.02	23.02	715,362
Mount Holly to Burlington	7.12	7.12	
Cape May and Millville	41.25	41 25	818,449
Central of New Jersey	64 00	64 00	20,159,803
Elizabeth City to Jersey City	10.00	10.00	
Chester	2.25	2.25	136,597
Dockertown and State Line	11.30	.....	11,300
Ferro Monte	2.50	2.50	40,628
Flemington	12.00	12.00	394,095
Freehold and Jamesburg Agricultural	17 00	17.00	383,011
Hackensack and New York	7.50	7.50	191,246
Hackensack Extension	13 25	13.25	406,775
Hibernia Mine	5.00	5.00	148,638
High Bridge (private)	1 24	1.24	33,000
Jersey City and Bergen	6 00	6.00	486,920
Lodi Branch (private)	0.78	0.78	20,000
Long Branch and Sea Shore	9.00	9.00	398,863
Long Dock and Tunnel	2.88	2.88	2,880,000
Longwood Valley	25.00	.....	25,000
May's Landing and Egg Harbor City	7.00	7.00	$125,000
Mercer and Somerset	22.50	22.50	666,311
Millstone and New Brunswick	6.63	6.63	113,404
Montclair	40.00	40.00	3,000,000
Morris and Essex	84.00	84.00	11,610,000
Denville to Bergen Tunnel	34 00	34.00	
Mount Holly, Lumberton and Medford	6 50	6.50	168,150
Mount Hope Mineral	4.25	4.25	160,000
National	84.00	26.00	2,000,000
Trenton Branch	4.00	.....	
Newark and Bloomfield	6.00	6 00	103,850
Newark and New York	8.00	8.00	2,367,285
New Jersey	33.80	33 80	9,458,328
Branch	1.50	1.50	
New Jersey Midland	68.00	68.00	6,800,000
New Jersey Southern	68 75	68.75	5,870,000
Port Monmouth to Eatontown	10 00	10.00	
Manchester to Tom's River	7.50	7.50	
New Jersey West Line	66.00	24 00	2,400,000
New York and Fort Lee	21.00	2.00	300,806
Northern New Jersey (N. Y.)	20.25	20.25	500 452
Ogden Mine	10.00	10.00	487,244
Orange and Newark and Branch	9.00	9 00	897,022
Paterson and Hudson River	14 50	14 50	630,000
Paterson and Newark	12 00	12.00	1,000,000
Paterson and Ramapo	15.12	15.12	350,000
Pemberton and Hightstown	22.00	22.00	528,692
Pemberton and New York	18 00	18.00	1 875,000
Pequest and Wallkill	45 00	.....	45,000
Perth Amboy and Woodbridge	6 50	6.50	214.582
Ridgefield Park	12.00	.....	120,000
Rocky Hill	3.60	3.60	45 006
Salem	16.58	16.58	278,828
South Branch	16.00	16.00	441,869
Squankum and Freehold	7.65	7.65	100,000
Sussex	24.00	24 00	1,435,586
Newton to Branchville	7.00	7.00	
Swedesboro'	8.25	8 25	289,425
Tom's River and Ware Town	13.00	13.00	166,000
Tuckerton	28.80	26.80	600,000
Vincentown Branch	4.50	4.50	45,257
Vineland	47.50	47.50	1 826 191
Warren	18.25	18 25	2,367,285
Weehawken Branch	3.25	3 25	325,000
West Jersey	37.36	37.36	2,241,892
Millville and Glassboro'	22.30	22.30	
Bridgeport and Port Norris R. R.	21.25	21.25	530,000
Williamstown	30.00	15.00	300,000
Total	1,559.99	1,343 69	$107,518,499

STATE OF PENNSYLVANIA.

Area....46,000 sq. M. Population....3,521,791. Valuation...$1,313,236,042.

Allegheny Valley	176.60	132.00	$9,747,216
Eastern Extension	112.00	.....	1,120,000
Allentown	35 80	35.80	1,432,000
Atlantic & Great Western (N. Y. & O.)	92.16	92.16	12,536,000
Meadville to Oil City	33.20	33.20	
Bald Eagle Valley	51.19	51 19	1,050,000
Milesburg to Bellefonte	2.50	2.50	
Barclay Coal	16 00	16.00	1,200,000
Bedford and Bridgeport	39.70	39.70	1,000,000
Bellefonte and Snow Shoe	21.20	21.20	442,059
Snow Shoe Intersection Branch	4.00	4.00	
Bloss (leased to Tioga)	4 31	4.31	125,000
Buffalo, Bradford and Pittsburg (N.Y.)	18 00	18 00	1,986,604
Buffalo, Corry and Pittsburg (N.Y.)	6.00	6.00	212,784
Buffalo, New York and Philadelphia (N. Y.)	41.00	41.00	1,360,000
Catasauqua and Fogelsville	20.00	20 00	742,157
Troxlerton to Farmington	4.15	4.15	
Catawissa	94 00	94.00	5,126,500
Branches	4.50	4.50	
Chartiers	22.80	22.80	1,095,839
Chester Creek	7.25	7.25	365,400
Chester Valley	21.50	21.50	1,371,900
Chestnut Hill	4.13	4.13	120,650
Cleveland and Pittsburg (O.)	15.00	15.00	864,737
Colebrookdale	18.80	18 80	906,582
Columbia and Port Deposit (Md.)	34 55	0.25	19,762
Connecting (Phila.)	6.78	6.78	2,278,300
Cornwall	7.47	7.47	394,724
Branches	1.07	1.07	
Cowanesque Valley	12.00	12.00	300,000
Cumberland Valley (Md.)	68.00	68.00	1,272.149
Danville, Hasleton and Wilkesbarre	45.00	45.00	1 055,600
Black Creek Branch	22.00	22.00	440,000
Delaware and Hudson	77.00	77.00	3,384 306
Baltimore Coal and Union R. R.	17.00	17.00	340,000
Delaware, Lackawanna and Western	115.00	115.00	14,314,981
Keyser's Valley Branch	2.80	2.80	
Dunkirk, Warren and Pittsburg	12.50	12.50	529,337
East Brandywine and Waynesburg	17.50	17.50	264,800
East Mahanoy	7.54	7.54	391,604
Mine Branches	3.35	3.35	

	Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
31.	East Pennsylvania	36.00	36.00	$1,484,290
32.	Ebensburg and Cresson	11.00	11.00	122,000
33.	Elmira and Williamsport (N. Y.)	69.20	69.20	2,351,300
34.	Erie Railway (N. Y.)	42.50	42.50	6,500,000
35.	Erie and Pittsburg	83.69	83.69	
	Erie Harbor Branch	3.16	3.16	4,771,123
	Newcastle Iron Works Branch	0.62	0.62	
36.	Fayette County	12.67	12.67	130,000
37.	Frankford and Holmesburg	4.15	4.15	159,427
38.	Hanover Branch	12.20	12.20	260,000
39.	Harrisburg, Portsmouth, Mt. Joy & Lancaster	36.00	36.00	
	Columbia Branch	18.00	18.00	1,182,550
40.	Hempfield (Wheeling, Phg. & Balt.) W. Va.	61.00	17.00	880,708
41.	Huntingdon and Broad Top Mountain	44.00	44.00	
	Shoup's Run Branch	9.25	9.25	
	Six Mile Run Branch	4.50	4.50	2,792,475
	Sandy Run Branch	1.00	1.00	
42.	Ironton	11.00	11.00	268,000
43.	Jamestown and Franklin	51.00	51.00	
	Stoneboro' Coal Branch	1.50	1.50	2,463,074
44.	Jefferson	22.50	22.50	
	Main Line to several points	13.50	13.50	4,395,700
	Lane's Run to Carbondale	25.00	25.00	
45.	Junction and State Line and Branches(3 ft.)	250.00	.....	250,000
46.	Junction (Phila.)	4.62	4.62	698,324
47.	Lackawanna and Bloomsburg	80.00	80.00	
	Pittston Branch	2.00	2.00	3,959,678
48.	Lake Shore and Michigan Southern (N. Y. O., Mich., Ind. and Ill.)	44.03	44.03	4,092,719
49.	Lancaster and Reading (narrow gauge)	34.00	.....	
	Lancaster to Safe Harb. 11, & to Quarryv.	14 25.00	.....	590,000
50.	Lawrence (Ohio)	8.10	8.10	275,776
51.	Lehigh and Lackawanna	36.00	15.00	675,100
52.	Lehigh and Susquehanna	105.00	105.00	
	Nescopec Branch	9.00	9.00	
	Nanticoke Branch	20.25	20.25	
	Coplay Branch	1.00	1.00	12,041,731
	Lee Branch	2.00	2.00	
	Back Track	13.00	13.00	
	Mine Branches (various)	52.00	52.00	
53.	Lehigh Valley	101.00	101.00	
	Penn Haven Junction to Audenried	17.56	17.56	
	Black Creek Junction to Mt. Carmel	42.62	42.62	19,230,730
	Branches to same	15.73	15.73	
	Penn Haven to Hazleton, and Branches	31.59	31.59	
	Hazleton to Milnesville, and Branches	17.06	17.06	
54.	Lewisburg Centre and Spruce Creek	90.00	10.70	300,000
55.	Littlestown	9.50	9.50	115,616
56.	Little Saw Mill Run	3.00	3.00	100,657
57.	Little Schuylkill	28.25	28.25	
	Branches	6.35	6.35	1,416,188
58.	Locust Gap	4.88	4.88	100,000
	Lorberry Creek (merged in Phila. & Rdg.)			
59.	Lykens Valley (leased to Summit Branch)	21.00	21.00	
	Summit Branch (owned by Lessees)	0.50	0.50	998,902
	Mahanoy & Shamokin (merged in Ph. & Rdg)			
60.	Mifflin and Centre County	12.50	12.50	247,015
61.	Mill Creek and Mine Hill	3.78	3.78	
	Branches	8.20	8.20	323,375
62.	Mine Hill and Schuylkill Haven	37.47	37.47	
	Extensions and Branches	74.63	74.63	3,905,600
63.	Monongahela Valley	90.00	.....	90,000
64.	Mount Carbon	7.00	7.00	203,259
65.	Mount Carbon and Port Carbon	4.76	4.76	
	Branches and laterals	9.60	9.60	282,815
66.	Mount Pleasant and Bradford	9.60	9.60	164,323
67.	Muncy Creek	48.00	5.75	162,000
68.	Nesquehoning Valley	16.50	16.50	
	Panther Creek Valley Branch	1.00	1.00	1,152,968
69.	Newcastle and Beaver Valley	14.92	14.92	731,856
70.	Newcastle and Franklin	45.00	.....	45,000
71.	Newry	1.10	1.10	22,657
72.	Northern Central (Md.)	102.00	102.00	10,742,844
73.	North Pennsylvania	55.60	55.60	
	Shimersville Branch	1.80	1.80	7,981,830
	Doylestown Branch	10.30	10.30	
74.	Oil Creek and Allegheny River	95.00	95.00	
	Cherry Run Branch	3.00	3.00	8,344,717
	Oil City and Pit Hole (now Pithole Valley)			
75.	Peach Bottom (3 feet)	60.00	.....	60,000
76.	Pennsylvania	318.90	318.90	
	Holidaysburg Branch	7.60	7.60	
	Indiana Branch	19.00	19.00	
	Morrison's Cove Branch	19.80	19.80	
	Delaware Extension	5.30	5.30	34,610,161
	Steubenville Extension	1.20	1.20	
	Tyrone Branch	3.10	3.10	
	York Branch	13.00	13.00	
77.	Pennsylvania Coal	100.00	100.00	
	Hawley to Lackawaxen (Erie)	15.87	15.87	2,000,000
78.	Pennsylvania and New York	104.55	104.55	
	Pleasant Valley Branch	3.78	3.78	
	Southern Central Connection	2.17	2.17	5,231,883
	Ithaca and Athens Branch	1.43	1.43	
	Barclay Connection	1.57	1.57	

	Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
79.	Pennsylvania Cannel Coal	12.00	12.00	$400,000
80.	Pennsylvania and Delaware	21.00	21.00	630,000
81.	Pennsylvania Petroleum	101.00	17.00	500,000
82.	Perkiomen	30.65	18.40	989,400
83.	Philadelphia and Baltimore Central (Md.)	36.75	36.75	1,583,100
84.	Philadelphia and Erie	287.60	287.60	20,799,400
85.	Phila., Germantown and Norristown	17.00	17.00	
	Germantown Branch	3.00	3.00	1,514,800
86.	Philadelphia and New Hope	37.50	.....	2,700,000
87.	Philadelphia and Reading	98.40	98.40	
	N. Liberties and Penn. Township Br	1.40	1.40	
	Port Kennedy Branch	1.20	1.20	
	Lebanon Valley Branch	53.70	53.70	38,677,000
	West Reading Branch	1.90	1.90	
	Lebanon and Tremont Branch	42.20	42.20	
	Mahanoy and Shamokin	64.60	64.60	
88.	Philadelphia and Trenton	26.60	26.60	1,545,800
89.	Phila., Wilmington and Balt. (Del. & Md.)	18.21	18.21	2,031,700
90.	Pickering Valley	11.30	11.30	468,400
	Pine Grove & Leb. (merged in Ph. & Rdg.)			
91.	Pithole Valley	7.00	7.00	353,200
92.	Pittsburg, Cincinnati & St. Louis (W. Va. & O.)	35.25	35.25	3,176,000
93.	Pittsburg and Connellsville	142.00	142.00	
	Hickman's Run Branch	1.00	1.00	7,961,400
94.	Pittsb'g, Ft. Wayne & Chicago (O. Ind. & Ills.)	49.00	49.00	3,486,700
95.	Pittsburg, Virginia and Charleston	85.00	.....	145,500
96.	Plymouth	9.25	9.25	274,400
	Port Kennedy (merged in Phila. and Rdg)			
97.	Reading and Columbia	40.00	40.00	
	Lancaster Branch	8.00	8.00	
	Lebanon Branch	8.20	3.40	2,260,700
	Mount Hope Branch	2.50	.....	
98.	Schuylkill and Susquehanna	54.00	54.00	1,283,400
99.	Schuylkill Valley	11.00	11.00	
	Branches	12.80	12.80	576,500
100.	Shamokin Valley and Pottsville	28.00	28.00	1,569,400
101.	Shamokin and Treverton	6.80	6.80	
	Carbon Run Branch	2.80	2.80	195,800
102.	Shenango and Allegheny	32.00	22.00	797,300
103.	Somerset and Mineral Point	8.75	8.75	175,000
104.	South Mountain Iron	17.78	17.78	386,800
105.	South Pennsylvania	200.00	.....	200,000
106.	Southern Pennsylvania	60.00	24.00	1,259,400
107.	Southwark	1.72	1.72	58,400
108.	Southern Central (N. Y.)	18.50	18.50	646,500
109.	Strasburg	4.28	4.28	100,000
110.	Swatara (Cold Spring)	6.00	6.00	120,000
111.	Sullivan and Erie	29.00	29.00	2,200,000
	Summit Branch (Lessees of Lykens Valley)			
112.	Sunbury and Lewistown	43.50	43.50	1,900,000
113.	Susquehanna, Gettysburg and Potomac	100.00	17.00	181,000
114.	Tioga	30.60	30.60	1,247,100
115.	Treackow	6.00	6.00	170,000
116.	Tyrone and Clearfield	37.50	37.50	
	Moshannan Branch	6.50	6.50	
	Dunbar Branch	1.50	1.50	897,100
	Phillipsburg Branch	5.25	5.25	
117.	Union Canal Co's Railroad	3.50	3.50	
	Branches	2.50	2.50	130,000
118.	Union Coal Company's Railroad	19.00	19.00	800,000
119.	Wellsboro' and Lawrenceville	37.10	22.50	626,400
120.	Westchester	9.00	9.00	202,800
121.	Westchester and Philadelphia	26.30	26.30	1,490,400
122.	Western Pennsylvania	57.00	57.00	
	Freeport to Allegheny City	27.60	27.60	3,730,200
123.	Wilmington and Reading (Del.)	52.00	52.00	1,195,500
	Sundry coal, mineral and others industrial railroads not specifically accounted for estimated at	1000.00	700.00	14,000,000
	Total	7,484.35	5,732.25	$342,158,500

STATE OF DELAWARE.

Area....2,120 sq. M. Population....125,015. Valuation....$64,787,2

1.	Delaware	83.00	83.00	
	Townsend to Massey's X Roads	9.00	9.00	
	Seaford to W. Line of Maryland	6.00	6.00	82,141,3
	Clayton to Smyrna	1.25	1.25	
2.	Delaware and Pennsylvania	6.25	6.25	125,0
3.	Junction and Breakwater	42.00	42.00	706,0
4.	Newcastle and Frenchtown	6.00	6.00	150,0
5.	Newcastle and Wilmington	5.50	5.50	150,0
6.	Phila., Wilmington and Balt. (Pa. & Md.)	23.09	23.09	2,576,1
7.	Queenstown and Harrington (Md.)	8.00	.....	80,0
8.	Symrna and Delaware Bay	9.00	9.00	200,0
9.	Wilmington and Reading (Pa.)	11.60	11.60	488,8
10.	Wilmington and Western	20.00	20.00	650,0
	Total	230.69	222.69	$7,267,3

STATE OF MARYLAND.

Area....11,184 sq. M. Population....780,894. Valuation....$423,834,9

1.	Annapolis and Elkridge	20.50	20.50	$145,0
2.	Bachman Valley	13.00	13.00	260,0
3.	Baltimore and Eastern Shore	66.50	.....	6,0

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
4. Baltimore and Ohio (W. Va.)	139.00	139.00	$11,429,692
Washington Branch	30.00	30.00	1,650,000
Metropolitan Branch	42.00	42.00	2,500,000
5. Baltimore and Pikesville	9.50	.....	9,500
6. Baltimore and Potomac	32.00	32.00	4 800,000
Bowie Station to Pope's Creek	59.00	59.00	2,359,000
7. Baltimore and Towsontown (narrow)	8.00	8.00	150,000
8. Columbia and Port Deposit (Pa.)	10.87	4.77	368,777
9. Consolidation Coal, viz:			
Cumberland Coal and Iron (and Branches)	16.57	16.57	1,000,000
Cumberland & Pennsylvania (& Branches)	53 00	53.00	3,049,553
Mount Savage, Frostburg, Ocean &c.	20.00	20.00	1,600,000
10. Cumberland Valley (Pa.)	6.00	6.00	311,296
Potomac Extension	7 20	7.20	
11. Dorchester and Delaware	33.50	33.50	670,000
12. Eastern Shore	40.00	40.00	875,000
13. Emmittsburg	7.00	7.00	140.000
14. Frederick and Pennsylvania Line	28.00	28 00	1,000 000
15. Kent County	21.00	21.00	600,000
16. Maryland Central	12.00	.....	1,200
17. Maryland and Delaware	54.00	54.00	1,500 000
18. Maryland and Pennsylvania (3 feet)	49 00	.....	40,000
19. Northern Central (Pa.)	36.00	36.00	3,791,620
20. Oakington Branch	2 52	2.52	75 000
21. Philadelphia and Baltimore Central (Pa.)	9.25	9 25	398,481
22. Philadelphia, Wilm. and Balt. (Del. & Pa.)	54.01	54.01	6,393,107
Port Deposit Branch	3.81	3.81	
23. Pittsburg and Connellsville (Pa.)	7.60	7.60	424,050
24. Queen Anne and Kent	30.00	10.00	230,000
25. Queenstown and Harrington (Del.)	20.00	.....	200,000
26. Southern Maryland	78.00	.....	78,000
27. Washington County	24.00	24.00	1,000,000
28. Western Maryland	121.00	54.50	3,355,000
29. Wicomico and Pocomoke	23.00	23 00	375,000
30. Worcester	14.20	14.20	313,000
31. Worthington Valley	22.50	.....	22,500
Total	1,206 53	865.43	$51,271,426

District of Columbia.

Area....60 sq. M. Population....131,700. Valuation....$74,271,693.

Included in Maryland and Virginia; chiefly portions and terminal extensions of railroads having their principal lengths in those States.

State of West Virginia.

Area....23,000 sq. M. Population....442,014. Valuation.....$140,538,273.

1. Baltimore and Ohio	141.00	141.00	$19,817.201
Parkersburg Branch	103.50	103.50	7,180,685
Parkersburg and Wheeling Bridges	3.00	3.00	2 307,157
2. Chesapeake and Ohio (Va.)	7.00	7.00	654,000
Western Division	207.38	207 38	19,385,700
3. Hempfield (Wheeling, Pbg. & Balt.) Pa.	15 00	15.00	719,630
4. Iron Valley (B. & O.)	3.26	3.26	103,972
5. Laurel Fork and Sand Hill	5.16	5.16	123,997
6. Pittsburg, Cin. and St. Louis (Pa. & O.)	8 00	8 00	721,024
7. Washington and Ohio (Va.)	160 00	.....	16,000
8. West Virginia Central	135.00	.....	135,000
Total	788.30	493.30	$51,164,366

State of Virginia.

Area....40,904 sq. M. Population....1,225,163 Valuation....$365,439,917.

1. Alexandria and Fredericksburg	27.00	27.00	$1,500,000
2. Alexandria, Georgetown and Washington	7.00	7.00	250,000
3. Atlantic, Mississippi and Ohio	508.00	408.00	
Petersburg to City Point	10.00	10 00	16,607,175
Glade Springs to Salt Works	10.00	10.00	
4. Chesapeake and Ohio (W. Va.)	213.44	213.44	19,959,800
5. Clover Hill	21.50	21.50	430 000
6. Fredericksburg and Gordonsville	62.00	....	1,500,000
7. Lynchburg and Danville	80.00	....	800.000
8. Norfolk and Great Western	100.00	.....	100,000
9. Orange, Alexandria and Manassas Gap, viz:			
Alexandria to Gordonsville	84.00	84.00	
Charlottesville to Lynchburg	64.60	64.60	
Manassas Junction to Harrisonburg	112.00	112.00	9,500,000
Warrenton Junction to Warrenton	9.00	9.00	
Front Royal Branch	1.00	1.00	
10. Petersburg (N. Car.)	52.50	52 50	1,353,556
Gaston Branch (N. Car.)	12.30	12.30	
11. Richmond and Danville	140.50	140.50	
Midlothian Branch	1.14	1.14	4,971,225
Manchester Branch	1.56	1.56	
12. Richmond, Fredericksburg and Potomac	75.50	75.50	
Springfield Branch	3.50	3.50	2 864,236
Quantico Branch	11 41	11 41	
13. Richmond and Petersburg	22.50	22.50	
Port Walthall Branch	2.75	2.75	1,269,970
14. Richmond and York River	64.50	38.30	1,129,000
15. Roanoke Valley (N. Car.)	6.00	6.00	131 622
16. Seaboard and Roanoke	53.25	53.25	1,207,509
17. Valley (Lynchburg to Salem)	113.00	....	1,130,000
18. Washington and East Alexandria	4.00	4.00	200,000
19. Washington and Ohio	170 00	59.00	2,500 000
20. Washington and Richmond	36 00	.....	360,000
21. Winchester and Potomac	32.00	32.00	$600,000
22. Winchester and Strasburg	19.00	19.00	591,887
Total	2,130.95	1,504.75	$67,851,380

State of North Carolina.

Area ...50,704 sq. M. Population....1,071,361. Valuation....$130,378,622.

1. Atlanta and Richmond Air Line (S. C. & Ga.)	22.00	22.00	$520,000
2. Atlantic and North Carolina	95.00	95.00	2,200,000
3. Atlantic, Tennessee and Ohio	47.00	47.00	1,000,000
4. Charlotte, Columbia and Augusta (S Car)	10.96	10.96	283,305
5. Cheraw and Salisbury (S. Car.)	17.00	.....	.....
6. French Broad	80.00	30 00	1 000 000
7. North Carolina	223.00	223.00	4,947,746
8. Petersburg, (Va.)	8.50	8.50	365,557
Gaston Branch (Va.)	9.00	9.00	
9. Piedmont	48.50	48.50	1 736,459
10. Raleigh and Augusta Air-Line	44.00	44.00	1,137,500
11. Raleigh and Gaston	97.00	97.00	2,000,000
12. Roanoke Valley, (Va.)	47.00	16.00	350,990
13. Seaboard and Roanoke (Va.)	26.75	26.75	603,954
14. Western (Coal)	43.00	43.00	1,429,871
15. Western North Carolina (E. Div.)	142.75	142.75	6,583,000
Branches to Newton and Lime Bed	8.00	8.00	
Western Division	131.00	.....	.....
16. Williamston and Tarboro'	32.50	32.50	850,000
17. Wilmington, Charlotte and Rutherford	186.50	136.00	3,800,000
Western Division	185.50	54 00	
18. Wilmington, Columbia and Augusta (S.Car.)	63.50	63.50	1,270,000
19. Wilmington and Weldon	162.00	162.00	3,093,889
Rocky Mount to Tarboro'	19.00	19.00	
Total	1,749.46	1,338.46	$33,172,271

State of South Carolina.

Area....29,385 sq. M. Population.....705,606. Valuation.....$183,913,337.

1. Atlanta and Richmond Air Line (Ga. & N. C.)	146.00	26.00	$1,000,000
2. Blue Ridge	53.50	45.00	4,000,000
Branch	1.50	1.50	
3. Charlotte, Columbia and Augusta (N. Car.)	98.64	98.64	4,728,615
Columbia to Augusta	85.00	85.00	
4. Cheraw and Darlington	40.30	40.30	680,000
5. Cheraw and Salisbury (N. Car.)	67.00	25.00	400,000
6. Greenville and Columbia (Consolidated)	143.25	143.25	
Abbeville Branch (with South)	11.50	11.50	3,080,963
Anderson Branch (Carolina R. R.)	9.50	9.50	
7. King's Mountain	23.00	23.00	249,000
8. Laurens	32.00	32.00	640,000
9. North Eastern	102.00	102.00	2,148,131
10. Port Royal	110.00	110.00	3,300,000
11. Savannah and Charleston (Ga.)	89.00	89.00	1,95-,089
12. South Carolina	137.00	137.00	
Columbia Branch	68.00	68.00	9,499,854
Camden Branch	38.00	38.00	
13. South Carolina Central	40.00	20.00	500,000
14. Spartanburg and Union	68.00	68.00	1,340,882
15. Wilmington, Columbia & Augusta (N. Car.)	98.50	98.50	2,870,000
Sumterville to Columbia	45.00	45.00	
Columbia to Augusta	66.00	.....	.....
Total	1,572.69	1,316.19	$36,395,534

State of Georgia.

Area....58,000 sq. M. Population....1,184,109. Valuation....$227,219,519

1. Alabama & Chattanooga (Miss.,Ala. & Tenn.)	23.00	23.00	$829,714
2. Alabama and Georgia (Ala)	16.00	.....	16,000
3. Atlanta & Richmond Air Line (S. C. & N. C.)	95.00	95.00	3,800,000
4. Atlanta and West Point	86.74	86.74	1,200,129
5. Atlantic and Gulf	237.00	237.00	
Florida Branch (Fla.)	28.00	28.00	5,934,729
Savannah Depot Branch	2 00	2.00	
6. Augusta and Hartwell	165.00	10.00	250,000
7. Augusta and Savannah	53.00	53.00	1,032,200
8. Bainbridge, Cuthbert and Columbus	140.00	20.00	500 000
9. Brunswick and Albany	242.00	242.00	6 650,000
10. Central of Georgia	192.00	192.00	5,000,000
11. Cherokee	45.00	23.00	575,000
12. East Tennessee, Virginia & Georgia (Tenn.)	14.08	14.08	477.036
13. Etowah	8.87	8.87	175,000
14. Georgia	171.00	171.00	
Athens Branch	39.00	39.00	4,156,000
Warrenton Branch	4.00	4.00	
Washington Branch	18.00	18.00	
15. Macon and Augusta	78.00	78.00	2,500,000
16. Macon and Brunswick	187.50	187.50	7,250,000
Hawkinsville Branch	10.00	10.00	
17. Macon and Western	102.50	102.50	2 500,000
18. Milledgeville and Eatonton	39.00	39.00	766,200
19. North Eastern (Athens to Clayton)	88.00	.....	8,800
20. North and South of Georgia (Rome to Col.)	130.00	31.00	749,700
21. Ocmulgee and North Georgia	160 00	.....	16,000
22. Rome	20.00	20.00	235,235
23. Savannah and Charleston (S. Car.)	15.00	15.00	329,977
24. Savannah, Griffin & North Alabama (Ala.)	78.00	44.00	1,000,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
25. Savannah, Skiddaway and Seaboard	8.50	8.50	200,000
26. Selma, Rome and Dalton (Ala.)	55.00	55.00	3 081,670
27. South Georgia and Florida	60.00	60.00	1,213,100
28. Southwestern (Macon to Eufala)	143.60	143.00	
Fort Valley to Columbus	71.00	71.00	
Fort Valley to Perry	12.25	.....	
Smithville to Albany	23.50	23.50	5,000,000
Cuthbert to Fort Gaines	20.00	20.00	
Albany to Blackeley	28.13	.....	
Albany to Newton	26.50	.....	
29. Upson County (Barnesville to Thomaston)	16.50	16.50	200,000
30. Western and Atlantic (Tenn.)	124.20	124.20	5,210,000
Total	3,966.27	2,305.39	$56,856,690

State of Florida.

Area....59,268 sq. M. Population.....187,748. Valuation.....$32,480,843.

1. Atlantic and Gulf (Ga.)	20.00	20.00	$444,454
2. Florida (Fernandina to Cedar Keys)	154.00	154.00	5,390,000
3. Florida, Atlantic and Gulf Central	60.00	60.00	2,100,000
4. Jackson, Pensacola and Mobile	130.00	130.00	
Extension (Quincy westward)	224.00	21.00	7,920,000
Station No. 3 to Monticello	4.00	4.00	
Tallahassee to St. Mark's	21.00	21.00	
5. Pensacola and Louisville	45.20	45.20	1,582 200
6. Pensacola and Perdido	8.50	8.50	130,000
7. St. John (wooden or iron strap)	12.00	12.00	25 000
8. South Florida	100.00	.....	100,000
Total	778.70	475.70	$17,691,654

State of Alabama.

Area....50,722 sq. M. Population.....996,992. Valuation.....$155,582,595.

1. Alabama Central	81.30	81.30	$3,600,000
2. Alabama & Chattanooga (Miss. Ga. & Tenn.)	246.00	246.00	8,626,400
2. Alabama and Georgia (Ga.)	94.00	.....	250,000
Gadsden Branch	25.00	.....	
4. Columbus and Decatur	140.00	.....	140,000
5. E. Alabama & Cincinnati (Eufala to Gunter)	221.00	25.50	765,000
6. Marion and Cahawba	32.00	32.00	1,000,000
7. Memphis and Charleston (Tenn. & Miss.)	147.00	147.00	
Florence Branch	6.00	6.00	4,982,903
Tuscumbia Branch	2.00	2.00	
8. Mobile and Alabama Grand Trunk	248.00	56.50	1,553,107
Selma Branch	40.00	.....	.....
9. Mobile and Girard	228.00	113.00	2 825 000
10. Mobile and Montgomery	178.80	178.80	6,633 390
11. Mobile and North-western (Miss.)	42.00	20.00	600,000
12. Mobile and Ohio (Miss., Tenn. and Ky.)	63.00	63.00	3,050,980
Gainesville Branch (Miss.)	16.00	16.00	
13. Montgomery and Eufala	80.00	80.00	2,500,000
14. Nashville and Decatur (Tenn.)	26.00	26.00	.....
15. Nashville and Chattanooga (Tenn.)	27 00	27.00	711,719
16. New Orleans, Mobile & Texas (M. La. & T.)	30.00	30.00	1,285,286
17. New Orleans and Selma (Miss. & La.)	100.00	21.00	840,000
18. North Western	11.50	11.50	230,000
19. Savannah, Griffin & North Alabama (Ga.)	72.00	.....	72,000
20. Savannah and Memphis (Miss.)	235.00	30.00	1,000,000
21. Selma and Gulf	100.00	40.00	1,640.000
22. Selma, Marion and Memphis (Miss.)	72.00	60.00	2 000,000
23. Selma, Rome and Dalton (Ga.)	182.00	182.00	9,898,129
24. South and North Alabama	183.00	183.00	6,405 000
25. South Alabama (Columbia to Pollard)	120.00	.....	120,000
26. Vicksburg and Brunswick (Miss.)	206.00	21.00	630,000
27. Western (Selma to West Point)	132.00	132.00	5,281,164
Opelika to Columbus	28.00	28.00	
Total	3,463.60	1,858.60	$65,640,078

State of Mississippi.

Area....47,156 sq. M. Population....827,922. Valuation ....$177,278,890.

1. Alabama and Chattanooga (Ala. Ga. & Tenn.)	21.00	21.00	$751 800
2. Grand Gulf and Port Gibson	8.00	8.00	200,000
3. Memphis and Charleston (Tenn. & Ala.)	35.00	35.00	1,198,617
4. Mississippi Central (Tenn.)	189.60	189.60	7,584,000
5. Mississippi and Tennessee (Tenn.)	89.20	89.20	2,573 766
6. Mobile and North-western (Ala.)	292 00	.....	29,200
7. Mobile and Ohio (Ky., Tenn. & Ala.)	270.00	270.00	
Gainesville Branch (Ala.)	5.50	5.50	11,508,760
Columbus Branch	14.50	14.50	
Aberdeen Branch	9.60	9.60	
8. New Orleans, Mobile & Texas (Ala., La. & Tex.)	70.00	70.00	3,000,000
9. N. Orleans, Jackson & Gt. Northern (La.)	117.00	117.00	7,724,340
Extension (Canton to Tenn. Line)	202.00	.....	500,000
10. New Orleans and Selma (Ala. & La.)	100.00	.....	10,000
11. Raymond	7.00	7.00	100,000
12. Selma, Marion and Memphis (Ala.)	200.00	.....	200.000
13. Vicksburg and Brunswick (Ala.)	21.50	.....	21,500
14. Vicksburg, Canton and Yazoo City	52.00	.....	50,000
15. Vicksburg and Meridian	140.00	140.00	3,036,644
16. Vicksburg and Nashville	282.00	.....	282,000
Grenada to Eunice, Ark	90.00	.....	.....
17. West Feliciana (La.)	9.00	9.00	180,000
Total	2,224.90	985.40	$38,650,627

Corporate Titles of Companies.	Length of Miles. Total.	Completed.	Cost of Road and Equipm't.
State of Louisiana.			
Area....41,346 sq. M. Population....726,915. Valuation....$263,371,890.			
1. Baton-Rouge, Gros-Tete and Opelousas	28.00	28.00	$560,000
2. Clinton and Port Hudson	22.00	22.00	450,000
3. Louisiana and Texas (Morgan's)	83.00	83.00	
Terre-Bonne to Houma	15.00	15.00	7,000,000
Main Line to Raceland	2.00	2.00	
4. Mexican Gulf	27.00	27.00	665,000
5. Milnburg and Lake Pontchartrain	6.00	6 00	220,000
6. New Orleans and Carrollton Branches	15.50	15.50	656 000
7. New Orleans, Mobile and Texas (Miss & Ala.)	40.00	40.00	1,714,286
Middle Division (N. O. to Texas Line)	227.00	100.00	3,000,000
Vermillionville to Shreveport	195.00	.....	.....
Vermillionville to Brashear City	65.00	.....	.....
8. New Orleans, Jackson & Gt. Northern (Miss.)	89.00	89.00	6,875,780
Extension to Gas Company's Wharf	3.50	3.50	
9. New Orleans and Selma (Miss. & Ala.)	50 00	.....	.....
10. North Louisiana and Texas	190.00	92.00	3,000,000
11. Texas and Pacific (Shreveport to Texas Line)	19.00	19.00	600,000
12. West Feliciana (Miss.)	18.00	18.00	360,000
Total	1,095.00	560.00	$25,101,066
State of Texas.			
Area....237,504 sq. M. Population....818,579. Valuation....$149 732 929.			
1. Eastern Texas	210.00	31.00	$1,000,000
2. Galveston, Harrisburg and San Antonio	200.00	85.50	2,500,000
3. Galveston, Houston and Henderson	51.00	51.00	2,741 800
Connecting Branch at Houston	1.75	1.75	
4. Gulf, Western Texas and Pacific	143.00	68 00	2,350,000
Cuero to Austin City	85.00	.....	.....
5. Houston and Great Northern	350.00	115.00	3,750,000
Phelps to Huntsville	8.00	8.00	
6. Houston Tap and Brazoria (H. & Gt. N'th.)	80.00	50.00	2,000,000
7. Houston and Texas Central	356.00	356.00	15,700 000
Austin to Hempstead	115.00	115.00	
8. International (Fulton to Laredo)	550.00	150.00	7,380,000
9. New Orleans, Mobile & Texas (La. Miss. & Ala.)	103.00	108.00	3,240,000
10. Rio Grande (Brazos to Brownsville)	30.00	15.00	600,000
11. Texas and Pacific (La.)	800.00	51.00	1,500 000
12. Texas Transportation (Houston)	7.50	7.50	200,000
13. Waco and North-Western	200.00	18.00	540,000
Total	3,295.25	1,260.75	$43,501,800
State of Arkansas.			
Area....52,198 sq. M. Population....484,471. Valuation .....$94,526,643.			
1 Arkansas Central	100.00	50.00	$1,000,000
2. Arkansas Western	170.00	.....	170,000
3. Cairo and Fulton (L. Rock to Mo. Line)	158.00	158 00	7,900,000
Little Rock to Fulton (Red River)	143.00	143.00	7,150,000
Missouri Line to Memphis	85.00	.....	.....
4. Camden and Red River	86.00	.....	86,000
5. Little Rock and Fort Smith	153.00	90.00	4,500,000
6. Little Rock, Pine Bluff and New Orleans	150.00	36.00	1,200,000
7. Memphis and Little Rock	134.00	134.00	6,700,000
8. Memphis & St. Louis (Hopefield to Mo. Line)	60.00	.....	60,000
Hopefield to Helena	70 00	.....	70 000
9. Mississippi, Ouachita and Red River	155.00	40.50	1,600,000
10. St. James and Little Rock	140.00	.....	14,000
Total	1,624.00	651.50	$30,470,000
State of Tennessee.			
Area....45,000 sq. M. Population....1,258,520. Valuation....$258,782,161.			
1. Alabama and Chattanooga (Miss. & Ala.)	6.00	6.00	$214,800
2. Cincinnati, Cumberland Gap and Charleston	94.00	40.00	1,732,208
3. Cincinnati Southern (Ky.)	140.00	.....	140,000
4. East Tennessee, Virginia and Georgia (Ga.)	227.92	227.92	8,722,964
Chattanooga Branch	28.00	28.00	
5. Edgefield and Kentucky	48.00	48.00	1,673 804
6. Knoxville and Charleston	53.00	16.00	800,000
7. Knoxville and Kentucky	65.00	31.00	2,500,000
8. Louisville and Nashville (Ky.)	45.00	45.00	1,689,899
9. McMinnville and Manchester	34.20	34.20	1,091,578
10. Memphis & Charleston (Miss. & Ala.)	89.00	89.00	3,472,921
Somerville Branch	13.00	13.00	
11. Memphis, Clarksville and Louisville	82.60	82.60	3,200,000
12. Memphis and Ohio	130.30	130.30	5,032,186
13. Mineral Home	10.00	10.00	250.000
14. Mississippi Central (Miss.)	47.40	47.40	1,896,103
15. Mississippi and Tennessee (Miss.)	10.80	10.80	311,622
16. Mobile and Ohio (Ky. Miss. & Ala.)	118.50	118.50	4,147,501
17. Nashville and Chattanooga (Ala.)	124.00	124.00	
Shelbyville Branch	8 00	8.00	4,172,963
Tracy City Branch	11.00	11.00	
Jasper Branch	14.00	14.00	
18. Nashville and Decatur (Ala.)	94.00	94.00	3,927,815
Mount Pleasant Branch	12.50	12.50	
19. Nashville and Northwestern (Ky.)	165.00	165.00	4 610 911
20. Paducah and Memphis (Ky.)	118.00	16.50	1,750,000
21. Rogersville and Jefferson	15.50	15.50	376.250
22. Tennessee and Pacific	187.00	31.00	1,240,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
23. Vicksburg to Nashville (Miss.)	98.00	.....	$ .....
24. Western and Atlantic (Ga.)	13.80	13.80	690 000
25. Winchester and Alabama (Ala.)	38.12	38.12	1,250 000
Total	2,142.64	1,521.14	$54,893,525

STATE OF KENTUCKY.

Area....37,600 sq. M. Population....1,321,011. Valuation....$409,544,294.

1. Breckenridge Coal (private)	8.50	8.50	$370,000
2. Barren County	10.19	10.19	179,314
3. Cincinnati and Chesapeake	140.00	.....	140 000
4. Cincinnati, Lexington and East Tennessee	62.50	13.00	1,000,000
5. Cincinnati Southern (Tenn.)	200.00	.....	200,000
6. Eastern Kentucky	23.00	23.00	1,200,000
Branches to Coal Mines	7.25	7.25	
7. Elizabeth, Lexington and Big Sandy	120.00	33.00	1,320,000
8. Elizabethtown and Paducah	185.00	185.00	6,500,000
Louisville Branch (L. to Litchfield)	65.00	.....	.....
Cairo Extension (C. to Paducah)	40.00	.....	.....
9. Evansville, Henderson and Nashville	110.00	98.00	3,500,000
10. Frankfort, Paris and Big Sandy	65.00	.....	.....
11. Kentucky Central	99.00	99.00	4,500,000
12. Kentucky and Great Eastern	130.00	.....	.....
13. Louisville, Cincinnati and Lexington	93 50	93.50	7,218,782
Shelby Cut-Off	29.00	.....	
Cincinnati Short Line	77.60	77.60	
14. Louisville, Harrod's Creek & Westp't(narrow)	25.00	10.00	150,000
15. Louisville and Nashville	185.00	185.00	13,964,388
Bardstown Branch	17.30	17.30	
Knoxville Branch	172.30	110.32	
Richmond Branch	33.46	33.46	
Memphis Branch	46.37	46.37	
16. Maysville and Lexington	49.50	49.50	2 000,000
17. Mobile and Ohio (Tenn., Miss. & Ala.)	20.50	20.50	791,710
18. Nashville and Northwestern (Tenn.)	7.50	7.50	210 917
19. Owensboro' and Russellville	95.00	36.00	1,200,000
20. Paducah and Memphis (Tenn.)	47.00	47.00	1,089,780
21. Portland and Louisville	5.00	5.00	100 000
22. St. Louis and South-Eastern	116.00	.....	470,000
23. Shelby	48.75	18.75	473,983
Total	2,266.22	1,195.74	$46,578,874

STATE OF OHIO.

Area...39,964 sq. M. Population ...2,665,260. Valuation...$1,167,731,697.

1. Adrian, Saline and Detroit (Ind. & Mich.)	20.00	.....	$20,000
2. Ashtabula, Youngstown and Pittsburg	36.09	36.09	1,200,000
3. Atlantic and Great Western (Penn. & N. Y.)	246.02	246 02	35,000,000
Silver Creek Branch	4.98	4.98	
Cleveland Branch (wide track)	51.00	51.00	
4. Atlantic and Lake Erie	235.00	.....	1,000,000
5. Baltimore, Pittsburg and Chicago (Ind.& Ill.)	220.00	.....	110,000
6. Baltimore Short Line (Mar. & Cin.)	18.00	.....	180,000
7. Carrollton and Oneida	12.00	12.00	101,000
Cuyahoga Valley	52.00	.....	520,000
8. Central Ohio (Balt. & Ohio)	104.00	104.00	5,499,999
Newark to Columbus (½ of 33 m.)	16.50	16.50	
9. Cincinnati and Baltimore	23.50	7.00	723,152
10. Cincinnati, Hamilton and Dayton	60.13	60.13	5,530,671
Atlantic and Great Western (wide gauge)	60.13	60 13	
11. Cincinnati and Indiana	20.50	20.50	1,894,478
12. Cin. and Indianapolis Junction (Ind.)	19 50	19.50	932,916
13. Cincinnati and Muskingum Valley	162.83	162.83	6,500,000
14. Cincinnati, Richmond and Chicago	36.00	36 00	947,885
15. Cincinnati, Sandusky and Cleveland	155 00	155.00	5,872,971
Findlay Branch	16 00	16.00	
16. Cincinnati and Terre Haute	20.00	.....	20,000
17. Cleveland, Columbus, Cin. & Indianap's(Ind.)	257.00	257 00	10,174,164
Springfield Branch	50.00	50.00	
18. Cleveland and Mahoning	51.00	51.00	3,737,792
Mahoning Branch	17.00	17.00	
Hubbard Branch	12.50	12.50	
19. Cleveland, Mount Vernon and Delaware	132.50	104.00	2,650,000
20. Cleveland and Pittsburg (Pa.)	152.00	152.00	10,653,857
Tuscarawas Extension	32.75	32.75	
21. Col., Chicago & Indiana Central (Ind.)	117.40	117.40	8,611,147
Union City Branch	19.50	19.50	
22. Columbus and Hocking Valley	76.00	76.00	3,165,945
Straitsville Branch	13 00	13.00	
23. Columbus, Springfield and Cincinnati	44.00	44.00	1,250,000
24. Columbus and Xenia	54 69	54 69	1,502,712
25. Dayton and Michigan	140.71	140.71	6,612,016
26. Dayton and Union	31.78	31 78	602,594
27. Dayton and Western	31.80	31.80	600,746
28. Dayton, Xenia and Belpre	15.26	15.26	600,000
29. Erie and Louisville	122.00	67.00	2,000,000
30. Gallipolis, McArthur and Columbus	60.00	.....	60.000
31. Harrison Branch	6.70	6.70	167,500
32. Iron	13.00	13.00	333,283
33. Lake Shore & Mich. South.(N.Y.,Pa. I.M.& Ill)	196.00	196.00	18,974,585
Elyria to Millbury	74.52	74.52	
Air Line Branch (Ind.)	65.40	65.40	
Detroit Line	7.70	7.70	
34. Lake Shore and Tuscarawas Valley	92.00	61.00	2,650,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
35. Lawrence (Penn.)	9.40	9.40	$357,39
36. Little Miami	84.20	84.20	4,105.25
37. Mahoning Coal	36.00	12.00	500,000
38. Mansfield, Coldwater & L. Michigan (Mich.)	142.00	46.00	1,500,000
39. Marietta and Cincinnati	190.80	190.80	21,710,313
Hillsboro Branch	21 00	21.00	
Union Branch	9 00	9.00	
Portsmouth Branch	56.00	56 00	
40. Marietta and Pittsburg	101.00	58.00	2,320,000
41. Massillon and Cleveland	12.50	12.50	283,403
42. Newark, Somerset and Straitsville	42.67	42.67	1,300,000
Shawnee Branch	2.00	2.00	
43. Niles and New Lisbon	53.00	35.30	1,112,857
44. Ohio and Mississippi (Ind. & Ill.)	19 53	19.53	1,533,766
45. Painesville and Youngstown (3 ft.)	65.00	32.00	850,000
46. Pittsburg, Cincinnati and St. Louis (Pa.)	117.40	117.40	14,128,582
Newark and Columbus (½ of 33 m.)	16 50	16.50	
Cadiz Branch	7.50	7.50	
47. Pittsburg, Ft. Wayne & Chicago (P., I. & I.)	251.30	251.30	18 135,582
48. Pittsburg, Maysville and Cincinnati	225.00	.....	1,125,000
49. Rocky River	5.53	5.53	117,818
50. Sandusky, Mansfield and Newark	116 25	116.25	3,219,465
51. Toledo, Wabash and Western (Ind & Ill)	75.50	75.50	3,220,886
52. Wheeling and Toledo	230.00	.....	230,000
Total	5,344 47	3,923.77	$237,427,337

STATE OF MICHIGAN.

Area....56,451 sq. M. Population....1,184,059. Valuation....$272,242,917.

1. Adrian, Saline and Detroit (Ohio & Ind.)	54.00	37.00	$1,200,000
2. Bay City and East Saginaw	13.00	13.00	300,000
3. Chicago and Canada Southern (Ill. & Ind.)	58.00	58.00	3,000,000
4. Chicago, Detroit and Canada Grand Junct'n.	59.00	59.00	2,169,736
5. Chicago and Michigan Lake Shore	170.00	170.00	6,500,000
Holland to Grand Rapids	25.00	25.00	
Muskegon to Big Rapids	42.00	18.00	450,000
6. Chicago and North-western—Peninsula Div.	67.90	67.90	5,000,000
Branches and Extensions to Mines	15.80	15.80	
Menominee Extension	70.00	70.00	2,450,000
7. Detroit and Bay City	102.00	52.00	1,820,000
La Peer to Lake Huron	49.50	6.00	150,000
8. Detroit, Hillsdale and Indiana	65.00	65.00	2,000,000
9. Detroit, Lansing and Lake Michigan	200.00	164.00	5 750 000
10. Detroit and Milwaukee	189.00	189.00	11,797,972
11. East Saginaw and Ann Harbor	80.00	.....	80,000
12. Flint and Pere Marquette	189.50	139.54	5,600,000
13. Fort Wayne, Jackson & Saginaw (Ind.)	47.30	47.30	1,571,779
14. Grand Rapids and Indiana	298.00	210.50	8,420,000
Traverse City Branch R. R	20 00	20 00	600,000
15. Grand River Valley	94.00	94.00	2,000,000
16. Hecla and Torch Light Lake	4.00	4.00	190,915
17. Holly, Wayne and Monroe	63.31	63.31	2,000,000
18. Jackson, Lansing and Saginaw	300.00	193.00	6,750,000
19. Jonesville, Marshall and Grand River	105.00	105.00	210,000
20. Kalamazoo and South Haven	32.00	32.00	1,000 000
21. Lansing and Lake Michigan (Howard)	80.00	.....	80,000
22. Lake Shore & Mich. South. (N.Y.Pa.O.I. &I.)	115.00	115.00	28,209,716
Detroit and Toledo (Ohio)	57.09	57.09	
Adrian and Monroe	33.60	33.60	
Palmyra and Jackson	46.00	46.00	
White Pigeon and Grand Rapids	94.68	64.68	
Jonesville to Lansing	62.00	62.00	2,480,000
23. Mansfield, Cold Water & Lake Mich. (Ohio)	102.00	22 00	700,000
24. Marquette, Houghton and Ontonagon	130.00	58.00	1,500,000
Humboldt to Republican Mine	6.00	6.00	
25. Michigan Air Line	156.00	22.00	770,000
Jackson to Indiana Line	106.00	106.00	3.750,000
26. Michigan Central (Ind. and Ill.)	221.00	221.00	13,108,772
27. Michigan Midland	185.00	15.00	550,000
28. Michigan Lake Shore	56 00	56.00	1,250,000
29. Mineral Range and L'Anse Bay	21.00	.....	210,000
30. Northern Central	.....	.....	.....
31. North Western Union (Milw. to F. du Lac.)	64.00	.....	630,000
32. Paw-Paw	4.00	4.00	54,000
33. Peninsular (Ind. & Ill.)	110.00	110.00	4,500,000
34. Port Huron and Lake Michigan	90.00	66.00	2,500.000
35. Toledo, Ann Arbor and Northern	200.00	.....	20,000
Total	4,351.68	2,973.72	$136,932,890

STATE OF INDIANA.

Area....33,809 sq. M. Population....1,680,637. Valuation....$663,455,044.

1. Adrian, Saline and Detroit (Ohio & Mich.)	26.00	.....	$260,000
2. Baltimore, Pittsburg & Chicago (O. & Ill.)	160.00	.....	160,000
3. Chicago and Canada Southern (Mich. & Ill.)	138.00	.....	3,000,000
4. Chicago, Cincinnati and Louisville	103.00	103.00	3,000,000
5. Chicago and Illinois Southern (Ill.)	11.00	6.00	180,000
6. Chicago, Valparaiso and Southern	23.00	.....	23,000
7. Cincinnati & Indianapolis Junction (Ohio).	78.90	78.90	5,443,145
Louisville Branch (½ of 25 miles)	12.50	12.50	
8. Cincinnati, Lafayette and Chicago (Ill.)	28.00	28.00	1,000,000
9. Cincinnati and Martinsville	38.70	38.70	800,000
10. Cincinnati, Richmond and Fort Wayne	92.00	92.00	3,800,000
11. Cincinnati, Rockford and South-western	72.00	.....	72,000

	Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
12.	Cincinnati and Terre Haute	160.00	51.00	$2,000,000
13.	Cincinnati, Wabash and Michigan	132.00	57.00	2,132,000
14.	Cleveland, Columbus, Cincinnati & Ind. (O.).	84.00	84.00	2,917,350
15.	Columbus, Chicago & Indiana Cent. (O.& Ill.)	211.50	211.50	
	Indianapolis Line	72.50	72.50	28,379,119
	Logansport and State Line	169.50	169.50	
	Louisville Branch (⅛ of 25 miles)	12.50	12.50	
16.	Columbus and Shelbyville	24.00	24.00	480,000
17.	Detroit, Eel River and Illinois	91.00	64.00	2,000,000
18.	Erie and Louisville	51.00	.....	255,000
19.	Evansville and Crawfordsville	109.00	109.00	2,838,295
	Rockville Extension	23.00	23.00	
20.	Evansville and Indianapolis	80.00	.....	80,000
21.	Evansville, Terre Haute and Chicago (Ill.)	47.00	47.00	1,450,000
22.	Fort Wayne, Jackson and Saginaw (Mich.)	52.70	52.70	1,751,221
23.	Fort Wayne, Muncie and Cincinnati	109.00	109.00	3,300,000
24.	Fort Wayne and Pacific	143.00	.....	143,000
25.	Grand Rapids and Indiana (Michigan)	54.00	54.00	2,160,000
26.	Indiana and Illinois Central (Ill.)	74.00	74.00	2,250,000
27.	Indiana Mineral	147.00	.....	147,000
28.	Indiana, North and South	198.00	15.00	525,000
29.	Indianapolis, Bloomington & Western (Ill.)	78.00	78.00	4,324,700
30.	Indianapolis, Cincinnati and Lafayette	8.50	8.50	250,000
31.	Indianapolis, La Porte & Mich. City	13.00	13.00	325,000
32.	Indianapolis, Peru and Chicago	148.00	148.00	3,500,000
33.	Indianapolis and St. Louis	72.00	72.00	3,829,175
34.	Indianapolis and Vincennes	117.00	117.00	4,581,800
35.	Jeffersonville, Madison and Indianapolis	110.00	110.00	
	Madison Division	45.00	45.00	6,316,098
	New Albany-Jeffersonville Connection	6.00	6.00	
36.	Joliet and Northern Indiana (Ill.)	15.00	15.00	433,334
37.	Knightstown and Shelbyville	27.00	27.00	540,000
38.	Lafayette, Muncie and Bloomington	115.00	36.90	1,500,000
39.	Lake Shore & Mich. South. (N.Y.,Pa.,O.& Ill)	101.00	101.00	14,209,013
	Goshen Air Line	67.80	67.80	
40.	Logansport, Crawfordsville & S. W. Indiana	92.00	92.00	3,500,000
	Sand Creek to Coal Mines	1.75	1.75	
41.	Louisville, New Albany and Chicago	289.00	289.00	10,000,000
42.	Louisville, New Albany and St. Louis (Ill.)	110.00	10.00	1,500,000
43.	Michigan Air Line (Mich.)	7.00	7.00	245,000
44.	Michigan Central (Mich & Ill.)	51.00	51.00	3,579,322
45.	Ohio and Mississippi (Ohio & Ill.)	173.00	173.00	20,714,256
	Louisville Branch	53.00	53.00	
46.	Peninsular (Mich. & Ill.)	82.00	53.00	2,120,000
47.	Pitts., Ft. Wayne and Chicago (Pa.,O. & Ill.)	151.00	151.00	10,895,858
48.	Plymouth, Kankakee and Pacific (Ill.)	65.00	.....	1,000,000
49.	Plymouth and Ligonier	38.00	.....	380,000
50.	Racoon Valley	10.00	.....	10,000
51.	Richmond and Miami and Branches	8.00	8.00	209,000
52.	St. Louis and South Eastern (Ill.)	30.00	30.00	1,500,000
53.	Shelby and Rush	20.00	20.00	320,000
54.	Terre Haute and Indianapolis	73.00	73.00	
	Terre Haute to Illinois Line	7.00	7.00	2,601,225
	Coal Branches	16.40	16.40	
55.	Toledo, Muncie and South Western	50.00	.....	50,000
56.	Toledo, Wabash and Western (O. & Ill.)	167.00	167.00	9,472,311
57.	Union Depot and Railroad	6.00	6.00	500 000
58.	Wabash and Lake Michigan	45.00	.....	45,000
59.	White Water Valley	63.00	63.00	2,000,000
	Total	5,359.35	3,705.25	$180,938,222

STATE OF ILLINOIS.

Area....55,410 sq. M. Population....2,539,691. Valuation....$482,899,575.

1.	American Central (C. B. & Q.)	50.75	50.75	
	Keithsburg Branch	5.75	5.75	$1,600,000
2.	Baltimore, Pittsburg and Chicago (Pa.O.Ind.)	27.00	.....	27,000
3.	Belleville and Southern Illinois	56.00	56.00	2,240,000
4.	Cairo and St. Louis (3 ft.)	150.00	.....	300,000
5.	Cairo and Vincennes	160.00	160.00	5,600,000
	Paducah Branch	50.00	.....	.....
6.	Carthage and Burlington (C. B. & Q.)	30.75	30.75	1,000,000
7.	Champaign, Monticello and Decatur	49.00	49.00	1,500,000
8.	Chester and Chicago Branch Junction	68.00	68.00	2,000,000
9.	Chester and Tamaroa	41.75	41.75	1,250,000
10.	Chicago and Alton	242.00	242.00	
	Dwight to Washington and Lacon	80.00	80.00	16,761,977
	Roodhouse to Louisiana	37.60	37.60	
11.	Chicago, Burlington and Quincy	165.00	165.00	
	Galesburg to Quincy	100.00	100.00	
	Galesburg to Peoria	53.00	53.00	
	Galesburg to Burlington	43.00	43.00	21,585,635
	Aurora to Turner	13.00	13.00	
	Yates City to Lewiston	30.00	30.00	
12.	Chicago, Danville and Vincennes	130.00	110.00	3,582,000
	Rossville to Brazil Coal Mines	40.00	.....	400,000
13.	Chicago and Northwestern (Wisc.)	74.00	74.00	
	Milwaukee Division (Wisc.)	45.00	45.00	
	Freeport Division	121.00	121.00	
	Clinton Division	137.00	137.00	
	Richmond Line (Wisc.)	33.00	33.00	35,000,000
	Madison Division (Wisc.)	19.60	19.60	
	Rockford-Kenosha Division (Wisc.)	44.90	44.90	
	St. Charles Branch	2.60	2.60	

	Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
14.	Chicago and Canada Southern (Ind. & Mich.)	27.00	.....	$500,000
15.	Chicago and Illinois Southern (Ind.)	151.00	27.00	1,150,000
16.	Chicago and Illinois River	200.00	.....	200,000
17.	Chicago and Iowa	83.50	83.50	3,050,000
18.	Chicago and Northern Pacific (Wisc.)	50.00	.....	500,000
19.	Chicago and Pacific	140.00	32.00	1,000,000
20.	Chicago and Paducah	325.00	118.00	3,000,000
21.	Chicago, Pekin and Southwestern	160.00	60.00	2,400,000
22.	Chicago, Rock Island and Pacific (Iowa)	182.00	182.00	9 250,000
	Port Byron Branch	10.00	10.00	
23.	Chicago and Rock River	105.00	45.00	1,600,000
24.	Cincinnati, Lafayette and Chicago (Ind.)	29.00	29.00	1,000,000
25.	Columbus, Chicago & Indiana Cent. (O.& Ind.)	27.00	27.00	1,000,000
26.	Danville and Charleston	55.00	.....	55,000
27.	Danville, Paris and Vincennes	112.00	36.00	1,112,000
28.	Danville and Paxton	35.00	.....	70,000
29.	Decatur and State Line	135.00	.....	.....
30.	Decatur, Sullivan and Mattoon	40.00	40.00	1,260,000
31.	Dixon, Peoria and Hannibal (C. B. & Q.)	44.50	44.50	1,200,000
32.	Evansville, Terre Haute and Chicago (Ind.)	8.00	8.00	250,000
33.	Gilman, Clinton and Springfield	111.00	111.00	5,000,000
34.	Grand Tower and Carbondale	28.00	28.00	560,000
35.	Hannibal and Naples	46.00	46.00	1,425,000
	Pittsfield to Mayaville	6.00	6.00	
36.	Illinois Central	308.75	308.75	
	Galena Branch	252.20	252.20	33,610,186
	Chicago Branch	146.50	146.50	
37.	Illinois Coal (Brooklyn)	4.00	4.00	100,000
38.	Illinois Grand Trunk (C. B. & Q.)	65.50	65.50	2,000,000
39.	Indiana and Illinois Central (Ind.)	77.50	77.50	2,350 000
40.	Indianapolis, Bloomington & Western (Ind.)	124.50	124.50	6,875 290
	Whiteheath to Havanna and Keokuk	228.00	92.00	3,500,000
41.	Jacksonville, North Western & South Eastern	89.00	49.67	1,500,000
42.	Joliet and Chicago (Chic. & Alton)	37.70	37.70	2,000,000
43.	Joliet and Northern Indiana (Ind.)	30.00	30.00	866,667
44.	Lafayette, Bloomington and Mississippi	80.30	80.30	2,300,000
45.	Lake Shore & Michigan So. (N.Y.P.O.I.M.)	16.64	16.64	1,304,771
46.	Louisville, New Albany and St. Louis (Ind.)	6.00	6.00	200,000
47.	Michigan Central (Mich. & Ind.)	12.00	12.00	692 710
48.	Milwaukee and St. Paul (Chic. Extension)	47.00	47.00	1,500,000
49.	Mound City	3.50	3.50	100,000
50.	Muscatine, Kewannee and Eastern	200.00	.....	200,000
51.	Ohio and Mississippi (Ohio & Ind.)	148.00	148.00	13.565.088
52.	Ottawa, Oswego & Fox River Val. (C. B. & Q.)	72.00	72.00	2,000,000
53.	Pana and Louisiana	101.00	.....	101,000
54.	Pana, Springfield and North-western	.....	.....	.....
55.	Paris and Decatur	75.00	75.00	2,625,000
56.	Pekin, Lincoln and Decatur	67.25	67.25	3,700,000
57.	Peninsular (Ind. and Mich.)	27.00	.....	27,000
58.	Peoria, Atlanta and Decatur	70.00	.....	700,000
59.	Peoria and Bureau Valley	46.00	46.00	2,106 000
60.	Peoria and Hannibal (C. B. & Q.)	32.25	32.25	886,071
61.	Peoria, Pekin and Jacksonville	83.00	83.00	2,239,700
62.	Peoria and Rock Island	91.00	91.00	3.500,000
63.	Pitts., Ft. Wayne & Chicago (Pa., O. & Ind.)	17.00	17.00	1,226,686
64.	Plymouth, Kankakee and Pacific	100.00	.....	200,000
65.	Quincy, Alton and St. Louis	69.00	41.70	1,250,000
66.	Quincy Bridge	2.00	2.00	1,750,000
67.	Quincy and Warsaw (C. B. & Q.)	39.75	39.75	1,400,000
68.	Rockford Central (Wisc.)	92.00	.....	92,000
69.	Rockford, Rock Island and St. Louis	350.00	155.00	
	Rock River to Colona	7.47	7.47	18,000,00
	Sagetown to Keithsburg	17.90	17.90	
70.	St. Louis, Alton and Terre Haute	175.00	175.00	
	Alton Junction to East St. Louis	20.00	20.00	11,040,000
	East St. Louis to Bellville	15.00	15.00	
	Belleville to O'Fallon	6.00	6.00	180,000
71.	St. Louis, Jacksonville and Chicago	149.70	149.70	5,348,850
	Hopedale to Peoria	23.00	.....	.....
72.	St. Louis, Jerseyville and Springfield	76.50	.....	76,500
73.	St Louis and South Eastern	141.50	141 50	6,680,000
	McLeansboro' towards Evansville (Ind.)	32.10	32.10	
74.	St. Louis, Vandalia & Terre Haute	158.00	158.00	7,730.231
75.	Springfield and Illinois South Eastern	228.00	228.00	6,850 000
76.	Springfield and North Western	150.00	30.00	1,000,000
77.	Sycamore and Cortlandt	5.00	5.00	100,000
78.	Toledo, Peoria and Warsaw	227.00	227.00	12,150,000
	La Harpe and Burlington	19.00	19.00	
79.	Toledo, Wabash and Western (Ohio & Ind.)	212.40	212.40	
	Decatur to East St. Louis	109.00	109.00	
	Bluffs City to Naples	4.00	4.00	22,184,902
	Clayton to Hamilton	41.20	41.20	
80.	Western Union (Wisc.)	112.00	112.00	4,212,432
	Roads not specially named, being lines in progress or recently completed, &c., &c., estimate	1000.00	400.00	10,000,000
	Total	10,150.81	6,877.71	$333,449,396

STATE OF WISCONSIN.

Area....53,924 sq. M. Population....1,054,670. Valuation....$333,209,818

1.	Chicago and Northern Pacific (Ill.)	250.00	.....	$250,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
2. Chicago and Northwestern, viz:			
Wisconsin Division (Ill.)	168.20	168.20	
Menominee Extension (Mich.)	50.00	50.00	
Kenosha Rockford Line (Ill.)	27.50	27.50	
Richmond Line (Ill.)	11.50	11.50	$25,000,000
Madison Division (Ill.)	48.00	48.00	
Madison Extension	126.00	126.00	
Milwaukee Division (Ill.)	40.00	40.00	
Milwaukee and Fond du Lac	65.00	65.00	2,000,000
3. Dubuque and Monroe (Milw. & St. Paul)	70.00	.....	70,000
4. Galena Narrow Gauge	.....	.....	.....
5. Galena and Southern Wisconsin	32.00	.....	32,000
6. Green Bay and Lake Pepin	200.00	76.00	2,500,000
7. Grand Rapids and Bay City	180.00	.....	360,000
8. La Crosse, Trempealeau & Prescott	28.00	28.00	1,302,568
9. Madison and Portage	40.00	40.00	1,200,000
10. Manitowoc, Appleton and New London	220.00	20.00	600,000
11. Milwaukee, Lake Shore and Western	115.00	23.00	1,000,000
12. Milwaukee and Northern	109.00	71.00	3,000,000
Menasha Branch	16.00	16.00	
13. Milwaukee and St. Paul, viz:			
La Crosse Division	196.00	196.00	
Prairie du Chien Division	193.00	193.00	
Portage Division	95.00	95.00	
Berlin, Omro and Winneconne Line	58.00	58.00	24,198,723
Watertown and Madison Line	37.00	37.00	
Milton and Monroe Line	42.00	42.00	
Chicago Extension	42.00	42.00	1,200,000
14. Mineral Point	33.00	33.00	1,520,000
Belmont Branch	8.00	8.00	
15. Oshkosh and Mississippi	200.00	20.00	337,800
16. Platteville and Calamine	32.00	8.00	200,000
17. Rockford Central (Ill.)	22.00	.....	.....
18. Sheboygan and Fond du Lac	260.00	78.00	2,000,000
19. Tomaha and Wauseka (narrow)	80.00	.....	80,000
20. West Wisconsin	153.00	156.00	6,000,000
21. Western Union (Ill.)	68.00	68.00	3,309,852
Elkhorn and Eagle Branch	16.50	16.50	
22. Wisconsin Central	267.00	112.50	3,370,000
Roads not specially named being roads in progress and recently opened, mineral roads &c., estimate	600.00	150.00	4,500,000
Total	4,141.70	2,128.20	$84,030,943

STATE OF MINNESOTA.

Area.....83,531 sq. M. Population.....439,706. Valuation.....$84,135,332.

1 Chicago, Dubuque and Minnesota (Iowa.)	24.50	24.50	$1,102,500
2. Davenport and St. Paul (Iowa.)	142.00	.....	14,200
3. Lake Superior and Mississippi, viz:			
St. Paul to Duluth	156.00	156.00	7,081,986
Minneapolis and Duluth R. R	14.00	14.00	400,000
Minneapolis and St. Louis R. R	220.00	20.00	650,000
Stillwater and St. Paul R. R	13.00	13.00	361,702
4. Milwaukee and St. Paul, viz:			
Iowa Line to St. Paul and Minneapolis	139.00	139.00	5,602,000
Austin to Iowa Line	13.00	13.00	
Hastings and Dakota R. R	206.00	72.00	2,000,000
Minnesota and North Western R. R	106.00	45.60	1,651,600
St. Paul and Chicago R. R	126.50	126.50	6,325,000
5. Minneapolis and St. Cloud	62.00	.....	6,200
6. New Ulm, Redford and Big Stone Lake	120.00	.....	12,000
7. Northern Pacific (Dak., Id. & Wash.)	253.00	253.00	12,650,000
8. St. Paul and Minneapolis Air & Hour Line	8.50	.....	8,500
9. St. Paul and Pacific, viz:			
St. Paul to Sauk Rapids	76.00	76.00	3,869,953
St. Anthony to Breckenridge	207.00	207.00	11,112,548
St. Cloud to St. Vincent	314.00	.....	3,140,000
Sauk Rapids to Brainerd	60.50	60.50	2,117,500
10. St. Paul and Sioux City	122.00	122.00	4,200,000
11. St. Paul Stillwater and Taylor's Falls	19.50	19.50	780,000
12. Sioux City and St. Paul (Ia.)	66.00	66.00	2,640,000
13. Southern Minnesota	170.50	170.50	9,417,000
14. Winona and St. Peter	260.00	260.00	10,000,000
Mankato Branch	3.50	3.50	166,948
Total	2,802.50	1,861.60	$85,309,637

STATE OF IOWA.

Area....55,045 sq. M. Population....1,191,792. Valuation.....$302,515,488.

1. Burlington, Cedar Rapids & Minn.	229.00	229.00	$8,615,000
Extension, Vinton to Liscomb	50.00	26.00	1,000,000
2. Burlington and Missouri River	295.85	295.85	
Chariton to Leon	30.60	30.60	
Creston to Hopkins	43.20	43.20	16,784,000
Red Oak to Nebraska City	49.75	49.75	
Junction to East Plattsmouth	4.16	4.16	
3. Burlington and Southwestern (Mo.)	91.50	91.50	3,500,000
4. Cedar Falls and Minnesota	75.58	75.58	3,174 000
5. Cedar Rapids and Missouri River	271.60	271.60	11,234 000
6. Central of Iowa	235.00	235.00	11,750,000
7. Chicago, Clinton and Dubuque	60.00	60.00	2,400,000
8. Chicago, Dubuque and Minnesota	92.50	92.50	4,162,000
Turkey Valley Branch	26.00	8.00	$300,000
9. Chicago, Iowa and Nebraska	81.30	81.30	5,000,000
Railroad Bridge at Clinton	1.10	1.10	
10. Chicago, Rock Island and Pacific (Ill.)	310.50	310.50	
Oskaloosa Branch	113.00	80.00	19,625,000
Railroad Bridge at Rock Island	2.00	2.00	
11. Chicago and Southwestern (Mo.)	129.25	129.25	5,816,250
12. Davenport and St. Paul (Minn.)	151.00	90.00	5,500,000
Eldridge to Maquoketa	32.00	32.00	
13. Des Moines and Indianola	22.62	22.62	678,600
14. Des Moines Valley	248.49	248.49	10,500,000
Fort Dodge to Minnesota Line	85.00	.....	85,000
15. Dubuque and Sioux City	142.85	142.85	5,893 200
16. Dubuque South Western	54.76	54.76	1,760,138
17. Iowa Falls and Sioux City	183.64	183.64	7,585,000
18. Iowa Midland	348.75	71.65	2,388,334
19. Iowa Pacific	300.00	.....	1,000,000
20. Kansas City, St. Joseph & Council Bluffs(Mo.)	54.88	54.88	1,829,300
21. Keokuk and St. Paul	42.03	42.03	1,349,768
22. Lyons Branch	2.60	2.60	100,000
23. Milwaukee and St. Paul, viz:			
McGregor to Minnesota Line (Minn.)	85.00	85.00	
Calmar to Algona	276.50	126.00	10,310,000
Conover to Decorah	10.00	10.00	
Mason City to Minn. State Line	37.00	37.00	
24. Mississippi Valley and Western (Mo.)	346.00	42.00	1,680,000
25. Missouri, Iowa and Nebraska (Mo.)	220.00	.....	.....
26. Muscatine Western	120.00	30.00	1,000,000
27. Sabula, Ackley and Dakota	302.00	84.94	3,000,000
28. St. Louis and Cedar Rapids	109.20	41.37	1,654,800
29. St. Louis, Council Bluffs and Omaha (Mo.)	70.00	.....	.....
30. Sioux City and Pacific (Nebr.)	80.00	80.00	2,800 000
31. Sioux City and St. Paul (Minn.)	81.00	81.00	2,835,000
Total	5,597.21	3,679.72	$155,309,890

STATE OF MISSOURI.

Area....65,350 sq. M. Population....1,721,295. Valuation....$556,129,969.

1. Atlantic and Pacific (Ind. Ter.)	293 50	293.50	$14,675,000
2. Boone County and Jefferson City	52.00	22.00	600,000
3. Burlington and Southwestern (Ia.)	158.50	13.50	2,750,000
Unionville to Lexington and Kansas City	185.00	55.00	
Lexington to Indian Territory	200.00	.....	200,000
4. Cairo, Arkansas and Texas	76.00	76.00	2,000,000
5. Cape Girardeau and State Line	87.00	.....	870,000
6. Chester and Iron Mountain	72 00	10.00	350,000
7. Chicago and South Western (Ia.)	141.75	141.75	6,183,756
Plattsburg to Atchison	30.00	30.00	1,000,005
8. Chillicothe and Brunswick	36.50	36.50	865,000
9. Chillicothe and Des Moines (Ia.)	65.50	28.00	1,000,000
10. Hannibal and Central Missouri	70.00	70.00	2,000,000
11. Hannibal, Ralls and Mexico	49.00	.....	250,000
12. Hannibal and St. Joseph	207.00	207.00	
Quincy Branch and Bridge	15.00	15.00	21,267,528
Kansas City Branch	55.00	55.00	
St. Joseph to Landing (opp. Atchison)	21.00	21.00	500,000
13. Jefferson City, Lebanon and Southwest	97.00	.....	97,000
14. Kansas City, St. Joseph & Coun. Bluffs (Ia.)	145.32	145.32	
Hopkins to St. Joseph	60.00	60.00	4,844,000
Amazonia to Savannah	5.00	5.00	
15. La Clede and Fort Scott (Leb. to Ft. Scott)	128.00	.....	
Lebanon to St. Genevieve	150.00	.....	273,000
16. Lexington, Lake and Gulf	170.00	.....	340,000
17. Lexington and St. Louis (Lex. to Sedalia)	55.25	55.25	1,580,000
18. Louisiana and Missouri River	216.00	51.00	
Mexico to Jefferson City	50.00	50.00	6,000,000
Memphis, Carthage and North-Western	52.00	27.00	750,000
19. Missouri, Iowa and Nebraska (Ia.)	80.00	62.00	2,000,000
20. Missouri, Kansas and Texas (Kansas)	106.00	108.00	
Osage Division (Holden to Kansas Line)	35.00	35.00	5,000,000
21. Mississippi Valley and Western (Ia.)	386.00	40.00	1,600 000
22. Osage Valley and Southern Kansas	150.00	41.00	1,000,000
23. Pacific of Missouri	283.50	283.50	16,500,000
Carondelet Branch	14.00	14.00	300,000
24. Quincy, Missouri and Pacific	230.00	70.00	2,800,000
25. St. Louis, Council Bluffs and Omaha (Ia)	110.00	44.50	1,780,000
26. St. Louis and Iron Mountain	195.00	195.00	
Mineral Point to Potosi	3.50	3.50	
Bismark to Pilot Knob	10.50	10.50	20,000,000
Pilot Knob to Arkansas Line	98 50	98.50	
27. St. Louis, Kansas City and Northern	234.75	234.75	
Moberly to Kansas City	129.00	129.00	24,000,000
28. St. Louis and Keokuk	130.00	40.00	1,200,000
29. St. Louis, Lawrence and Denver (Kan.)	20.00	20.00	700,000
30. St. Louis and St. Joseph	72.25	72.25	2,660,000
Total	5,183.32	2,969.32	$147,640,284

STATE OF NEBRASKA.

Area....75,995 sq. M. Population....122,993. Valuation....$54,584,616.

1. Atchison and Nebraska (Kan.)	193.00	103 00	$2,750,000
2. Brownsville, Fort Kearney and Pacific	90.00	.....	90,000
3. Burlington and Missouri River	190.75	190.75	7,630,000
4. Fremont, Elkhorn and Missouri Valley	150.00	51.00	1,500,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.
5. Midland Pacific	150.00	58.00	2,600,000
Extension towards Ft. Riley	100.00	.....	.....
6. Omaha and Northwestern	180.00	47.50	1,662,500
7. Omaha & Southwestern (O. to B. & Mo. Riv. RR.)	21.00	21.00	2,000,000
Crete (96 m. S. W. Omaha) to Beatrice	31.00	31.00	
8. St. Joseph and Denver City (Kan.)	145.00	145.00	5,075,000
9. Sioux City and Pacific (Iowa)	20.50	20.50	945,000
10. Union Pacific (Wyom. & Utah)	473.00	473.00	52,000,000
Total	1,756.75	1,147.25	$75,758,500

State of Kansas.

Area.....81,318 sq. M. Population.....364,399. Valuation.....$92,125,861.

1. Atchison and Nebraska (Nebr.)	44.00	44.00	$1,250,000
2. Atchison, Topeka and Santa Fe	450.00	352.00	13,500,000
Wichita to Newton	28.00	28.00	
3. Fort Scott, Humboldt and Western	310.00	45.00	1,750,000
4. Kansas City and Santa Fe	31.90	31.90	1,440,000
5. Kansas Central (narrow)	420.00	56.00	1,330,000
Holton to Netawaka	10.50	10.50	
6. Kansas Pacific (Colo.)	421.00	421.00	22,750,000
Lawrence to Leavenworth	34.00	34.00	
7. Leavenworth Atchison and Northwestern	21.25	21.25	1,100,000
8. Leavenworth, Lawrence & Galveston	143.40	143.40	6,500,000
Parker to Stock Yards	1.80	1.80	
Cherryvale to Independence	11.00	11.00	
9. Leavenworth and Topeka	50.00	.....	250,000
10. Missouri, Kansas and Texas, viz:			
Junction City to Parsons	156.00	156.00	12,500,000
Parsons to Missouri Line	52.00	52.00	
Parsons to Indian Territory	24.00	24.00	
Osage Division (Ottawa to Mo. Line)	18.00	18.00	
11. Missouri River, Fort Scott and Gulf (Ind. Ter.)	161.00	161.00	8,000,000
12. St. Joseph and Denver City (Neb.)	136.00	136.00	4,760,000
13. St. Louis and Denver (narrow)	.....	.....	.....
14. St. Louis, Lawrence & Denver (Mo.)	41.00	41.00	1,435,000
15. Topeka, Fort Scott and Memphis (narrow)	200.00	.....	200,000
16. Union Pacific, Central Branch	320.00	100.00	3,723,700
17. Wakarusa Valley (Lawrence to Carbondale)	28.00	14.00	420,000
Total	3,142.85	1,901.85	$80,908,700

State of California.

Area....188,981 sq. M. Population....560,247. Valuation....$269,600,068.

1. Atlantic and Pacific (Mo. &c.)	400.00	.....	$1,000,000
2. California Central	21.80	21.80	1,000,000
3. California Pacific	66.00	66.00	7,500,000
Marysville Branch	43.00	43.00	
Calestoga Branch	38.00	38.00	
4. Central Pacific of California (Nev. & Utah)	258.00	258.00	33,350,000
Niles to San Jose	18.00	18.00	
Lothrop to Visalia	152.00	152.00	
Rossville to Oregon Line	330.00	225.00	
Alameda to Hayward's	15.00	15.00	
Oakland to Brooklyn	5.00	5.00	
5. Los Angeles and San Pedro	21.00	21.00	1,000,000
6. Napa Valley	40.00	40.00	1,600,000
7. North Pacific Coast	220.00	.....	220,000
8. San Francisco and Washoe	92.00	.....	92,000
9. San Joaquin Valley (Central Pacific)	180.00	60.00	2,400,000
10. San Rafael and San Quentin	20.00	3.50	110,000
11. San Diego and San Bernardino	91.00	.....	91,000
12. San Francisco and Colorado River	550.00	.....	550 000
13. Santa Rosa and Petaluna	15.00	15.00	750,000
14. Southern Pacific	600.00	260.00	13,000,000
15. Stockton and Copperopolis	35.00	35.00	2,000,000
Milton Branch	15.00	15.00	
Railroads not otherwise specified, being roads in progress or recently completed	600.00	200.00	6,000,000
Total	3,825.80	1,491.30	$70,663,000

State of Nevada.

Area.....112,090 sq. M. Population....42,491. Valuation....$25,740,973.

1. Central Pacific (Cal. & Utah)	448.00	448.00	$44,800,000
2. Virginia and Truckee	21.00	21.00	650,000
Roads not specially named, being roads in progress or recently completed including branches to mines, &c	1000.00	100.00	5,800,000
Total	1,469.00	569.00	$50,450,000

Territory of Washington.

Area.....69,994 sq. M. Population.....23,955. Valuation.....$10,642,863.

1. Northern Pacific (Minn. &c.)	420.00	55.00	$2,750,000
Portland Branch	200.00	.....	.....
Total	620.00	55.00	$2,750,000

Territory of Wyoming.

Area.....93,107 sq. M. Population.....9,118. Valuation.....$5,516,748

1. Union Pacific (Nebr. & Utah)	454.00	454.00	$50,000,000
Total	454.00	454.00	$50,000,000

Corporate Titles of Companies.	Length in Miles. Total.	Completed.	Cost of Road and Equipm't.

State of Oregon.

Area.....95,244 sq. M. Population.....90,923. Valuation.....$31,798,510.

1. Oregon and California (Portland to Oakland)	268.00	181.00	$9,050,000
2. Oregon Central (Portland to Hillsboro)	16.00	16.00	400,000
Roads not specially named, being roads projected, in progress or recently opened	2500.00	100.00	4,000,000
Total	2,784.00	297.00	$13,450,000

State of Colorado.

Area.....104,500 sq. M. Population.....39,864. Valuation.....$17,338,101.

1. Colorado Central	160.00	29.00	$857,922
2. Denver and Boulder Valley	15.00	15.00	600,000
3. Denver, Georgetown and Utah	200.00	.....	200,000
4. Denver Pacific	106.00	106.00	5,000,000
5. Denver and Platte Valley	160.00	.....	16,000
6. Denver and Rio Grande (N. Mex.)	200.00	183.00	5,856,000
Arkansas Valley Branch	38.00	38.00	
7. Golden and Julesburg	215.00	.....	215,000
Longsmont to Dale Creek (U. Pac. R.R.)	65.00	.....	.....
Greeley to Fort Collins	22.00	.....	.....
8. Golden and South Platte	18.00	.....	18,000
9. Idaho and South Park	60.00	.....	60,000
10. Kansas Pacific (Kansas)	218.00	218.00	10,900,000
Carson to Ft. Lyon	51.00	.....	500,000
Total	1,477.00	589.00	$24,223,922

Territory of New Mexico.

Area....121,201 sq. M. Population....91,874. Valuation....$17,784,014.

1. Atchison, Topeka and Santa Fe	200.00	.....	$100,000
2. Atlantic and Pacific (Mo. & Cal.)	350.00	.....	175,000
3. Denver and Rio Grande (Col.)	410.00	.....	205,000
Total	960.00	.....	$480,000

Territory of Utah.

Area.....80,056 sq. M. Population.....86,786. Valuation.....$12,565,842.

1. American Fork	17.00	17.00	$600,000
2. Central Pacific (Cal. & Nev.)	157.00	157.00	$15,700,000
3. Union Pacific (Neb. & Wyom.)	102.00	102.00	11,000,000
4. Utah Central	61.00	37.00	1,500,000
5. Utah Northern	100.00	32.00	1,600,000
6. Utah Southern	200.00	31.00	1,500,000
Total	637.00	376.00	$31,900,000

Territory of Arizona.

Area.....113,916 sq. M. Population.....9,658. Valuation.....$1,410,295.

1. Atlantic and Pacific (Mo. &c.)	600.00	.....	$60,000
Total	600.00	.....	$60,000

Indian Territory.

Area .....sq. M. Population ..... Valuation $.....

1. Atchison, Topeka and Santa Fe (Kan.)	120.00	.....	$120,000
2. Atlantic and Pacific (Mo.)	400.00	34.50	1,725,000
3. Burlington and South-Western (Ia. & Mo.)	45.00	.....	.....
4. Leavenworth, Lawrence & Galveston (Kan.)	300.00	.....	300,000
5. Missouri, Kansas and Texas (Mo. & Kan.)	276.00	276.00	13,800,000
6. Missouri River, Fort Scott and Gulf	300.00	.....	300,000
Total	1,441.00	310.50	$16,245,000

Territory of Dakota.

Area.....147,490 sq. M. Population.....14,181. Valuation.....$2,924,489.

1. Dakota Central	100.00	.....	$100,000
2. Dakota Northwestern	500.00	63.00	2,000,000
3. Dakota Southern (20 m. in Iowa)	45.00	45.00	1,575,000
La Mars to Richland	22.00	.....	.....
4. Northern Pacific	400.00	202.00	10,100,000
5. Winona and St. Peter (Ia.)	13.00	13.00	400,000
Total	1,000.00	323.00	$14,175,000

Territory of Montana.

Area....143,770 sq. M. Population.....20,595. Valuation.....$9,943,411.

1. Northern Pacific (Minn., Wash. &c.)	480.00	.....	$48,000
Total	480.00	.....	$48,000

Territory of Idaho.

Area....90,932 sq. M. Population.....14,999. Valuation.....$5,299,205.

1. Northern Pacific (Minn., Wash. &c.)	120.00	.....	$12,000
Total	120.00	.....	$12,000

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,476,653
1868	64,463	86,937	81,396	96,431	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,682
1870	413,104	394.176	488,382	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,375,425	1,299,900	....	.....
Chicago and Alton:													
1865	280,503	275,283	290,063	258,480	322,278	355,270	335,985	409,251	401,283	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,753
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4 508 643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	454,915	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,666
1865	541,005	482,164	499,296	468,358	585,623	717,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,597,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,984	773,494	12,203,403
1871	655,428	602,482	774,994	787,041	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,533	318,626	354,766	366,960	378,493	.....	219,069	404,286	.....	428,598	386,514	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,646,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,483
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	647,988	636,373	641,410	616,680	763,256	759,967	863,746	681,382	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,368	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,687	149,550	162,521	191,841	208,977	207,911	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	424.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,850	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,788	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250,069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	478,295	6,690,695
1872	460,985	387,525	426,192	474,183	550,432	594,901	488,348	565,729	811,961	950,945	702 8 8	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	802,596	332,400	278,006	346,243	275,950	3,511,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,592	3,630,696
1872	254,319	238,823	303,591	305,755	265,000	304,512	265,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,687,124
1867	500,488	534,561	703,618	836,603	965,368	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,708	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	668,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,887	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,480	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	176,686	187,625	180,786	181,240	194,450	189,204	213,325	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,758	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	322,270	399,439	4,012,208
1869	284,198	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,988	434,465	614,175	.....	621,351	489,341	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,288	706,603	802,586	746,450	643,058	664.051	728.521	719,698	570.168	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	678,696	681,805	800,402	777,362	708,142	542,908	7,574,949
1872	578,936	564,116	666,861	699 490	890,442	855,459	743,382	789,667	968,754	980,706	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length (track equiv. single).	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$			p. c.		$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	45,709	75,000	—	155	2,856	657	—	100	100.	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100.	...
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	449	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.65	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,591	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn, City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	100
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	...
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,176	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,092	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,365	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	34	16	East New York & Jamaica N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in operа.)		—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	30,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown & (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	50	....
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,552	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in operа.)		—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,854	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,01o	299,424	133,100	—	310,958	105,646	13.5	50	....	19
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	...
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	54,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,282	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	60½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	81
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	—	—	—	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	5,059	7,887	293	—	100	100	...
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	15,350	41,951	5,981	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	2,006	—	1,920	—	100	100	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	5,275	49,098	708	—	50	50	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,050	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,864	30,700	—	50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,155	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,730	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	5
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,623	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,585	15.0	50	30	59
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	196,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City).N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,507	6,436	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,092	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,001,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	....	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	49,074	3.50	50	....	20
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingb.)			—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	130	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J	1883	....
Avenue C: 1st Mortgage	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	7	F& A	1882	....
2d Mortgage	200,000	7	M&N	1890	....
Citizens' (Phg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage	215,000	7	J.& J.	1878	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	M&S	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	1861	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	215,000	7	A&O	1573	....
Frankford and Southwark: 1st Mortgage	175,500	7	J.& J.	1877	....
2d Mortgage	51,500	7	M&N	1891	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.: 1st Mortgage	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Farm.: 1st Mortgage	125,000	7	J.&D.	1890	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	'80'1	....
2d Mortgage	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage	168,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s).	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3 1 Mortgage	154,000	7	A.&O	1885	....
Conv. bonds	315,000	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1890	....
Real estate	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage	35,550	7	A&O	1890	....
Troy and Lansingburg: 1st Mortgage	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.)	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage	200,000	6	J.& J.	1885	....
General Mortgage	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage	28,000	7	.....	.....	....
2d Mortgage	5,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref..100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref...50	5,880,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Jan. '73 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,364,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,800	J.A. J.O.	Jan. '73 2½
" " 50	377,100	— & —	.....
Camden and Atlantic....50	752,700	— & —	Oct. '72 3½
" " pref. 50	915,577	J. & J.	Jan.'72 3¾
Cape Cod 50	447,000	J. & D.	Dec. '72 3
Cape May and Millville* 50	426,900	Novemb.	Nov. '71 6
Catasauqua & Fogelsv.. 50	1,159,500	— & —	.....
Catawissa*.....50	2,200,000	M. & N.	May '72 3½
" pref. 50	589,110	J. & J.	Jan. '73 4½
Cayuga and Susq.*.....50	6,850,400	M. & N.	Nov. '72 1½
Cedar Rapids & Mo. R.*100	769,600	M. & N.	May '72 3½
" " pref.100	4,666,800	J & J	Jan. '73 5
Central of Georgia.....100	13,000,000	J.A.J&O.	Oct. '72 2½
Central of New Jersey.100	2,425,000	J. & D.	Dec. '72 3
Central Ohio*.....50	400,000	J. & D.	Dec. '72 3
" pref.....50	380,000	J.A.J&O	Oct. '72 1½
Chemung*.....100	2,100,000	J. & J.	July '72 2
Cheshire, preferred 100	8,925,500	M. & S.	Sept. '72 5
Chicago and Alton.....100	2,425,400	M. & S.	Sept. '72 5
" " pref...100	20,000,000	M. & S.	Sept. '72 5
Chicago,Burl. & Quincy.100	3,916,300	J. & J.	Jan. '73 4
Chicago,Iowa & Nebras*100	14,720,959	J. & D.	Dec. '72 3½
Chicago & N. Western..100	20,415,013	J. & D.	Dec. '72 3½
" " pref.100	19,000,000	A. & O.	Oct. '72 4
Chicago, R. I. & Pacific..100	3,500,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*.....50	2,980,550	— & —	Apl. '72 10s
Cin., Sand. and Clev.*.... 50	429,046	M. & N.	Nov. '72 3
" " pref.. 50	13,944,000	F. & A.	Aug.'72 3½
Clev., Col., Cin. & Ind...100	2,057,569	M. & N.	May '72 3½
Cleveland & Mahoning*. 50	7,494,588	F.M.A.N	Nov. '72 2½
Cleveland & Pittsburg*. 50	13,000,000	J.A J&O	July '72 2½
Col., Chic. & Ind. Cen.*.100	1,786,800	M.J.S.D.	Dec. '72 2
Columbus and Xenia*.. 50	848,964	F. & A.	Aug.'72 5
Colum. & Hocking Val..100	1,500,000	M. & N.	Nov. '72 5
Concord.....50	350,000	J. & J.	Jan. '73 3½
Concord and Ports.*.....100	2,084,200	F. & A.	Aug. '72 3
Conn. & Passump Riv..1 0	1,700,000	J. & J.	Jan. '73 5
Connecticut River.....100	307,383	— & —	.....
Cooperstown and Susq.100	1,325,000	A & O.	Oct. '72 4
Cumberland Valley.....50	400,000	M.J.S.D.	Dec '71 4
Danbury and Norwalk . 50	1,230,941	J. & J.	Jan. '73 3
Delaware*.....50	18,808,850	J.A J.O.	Oct. '72 0
Del., Lackaw. & Westn. 50	452,850	— & —	.....
Detroit & Milwaukee *. 50	2,095,000	J. & J.	Dec. '69 7
" " pref. 50	5,000,000	J. & J.	Oct. '72 3
Dubuque & Sioux City*100	1,399,200	J. & J.	Jan' '73 4
East Pennsylvania*..... 50	392,950	J. & J.	Jan. '73 3
East Mahanoy *.....50	4,062,600	J. & J.	Jan. '73 3
Eastern (Mass.).....100	492,500	J. & J.	Jan. '73 3
Eastern (N. H.).....100	500,000	F. & A.	Aug.'72 2½
Elmira, Jef. & Canand*.100	500,000	M. & N.	Nov. '72 2½
Elmira & Williamsport* 50	500,000	J. & J.	Jan. '73 3½
" " pref. 50	18,000,000	F. & A.	Feb. '66 4
Erie Railway 100	8,536,910	J & J.	July '72 3½
" pref.....100	1,090,250	M.J.S.D.	Dec. '72 1½
Erie and Pittsburg*..... 50	3,540,000	J. & J.	Jan. '73 4
Fitchburg 100	4,156,000	J. & J.	July '72 4
Georgia 100	1,000,000	— & —	.....
Grand River Val.* guar 100	14,367,946	— & —	.....
Grand Trunk, (Ca.).....100	19,237,404	A. & O.	Oct. '72 3½
Great Western, (Ca.)....100	4,151,700	F. & A.	Aug.'70 3½
Hannibal & St. Joseph..100	5,078,224	Annual	Aug. '70 7
" " pref.100	116,850	M. & N.	Nov. '72 5
Hanover Branch, (Pa.).. 50	4,000,000	— & —	.....
Harlem Extension 100	1,182,500	J. & J.	Jan. '73 3½
Harrisburg & Lancaster* 50	1,180,000	J. & J.	Jan. '73 4
Housatonic, pref. 100	616,000	— & —	.....
Huntingdon & B'd Top. 50	218,350	J. @ J.	July '68 3½
" " pref. 50	25,280,240	F. & A.	Aug.'72 5
Illinois Central 100	7,685,497	M. & S	Sept.'67 4
Indianapolis, Cin. & Laf. 50	4,625,000	— & —	.....
Iowa Falls & Sioux City*100	2,000,000	J. & J.	Jan. '66 5
Jeffersonv.,Mad. & Ind..100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet and Chicago*.....100	300,000	J. & J.	July '72 4
Joliet & North.Indiana*100	38,446,500	F. & A.	Aug.'72 4
Lake Shore & Mich. So...100	533,500	F. & A.	Aug.'71 5
" " (guar.).100	260,200	— & —	.....
Lawrence*.....50	600,000	J. & J.	Jan. '72 3
Leeds and Farmington*100	8,739,800	M & N.	May '67 5
Lehigh & Susquehanna. 50	18,159,400	J.A. J.O.	Jan. '73 2½
Lehigh Valley 50	6,871,450	J.A. J.O.	Jan. '73 2
Little Miami*.....50	2,646,100	J. & J.	Jan. '73 3½
Little Schuylkill*..... 50			

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Nov.'72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehl l*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,875	J & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug.'72 3½
M. Hill & Schuyl. Hav.* 50	3,856,455	J. & J.	Jan. '73 3½
Morris and Essex*.....50	11,900,950	J. & J.	Jan. '73 5
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov.'72 5
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N.Haven & Northamp..100	605,000	J.A J.O.	Sept'72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Oct. '72 4
" " Certif....100	44,428 330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '73 5
N. Y.,Provid. & Boston.100	2,000,000	J.A. O.J.	Jan. '73 2½
Nieg Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '72 3½
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport..100	4,959,020	J. & J.	Jan, 73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb '72 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. '73 —
Panama.....100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Dec. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '73 2½
Phila., Wil. & Balt.....50	9,562,650	J. & J.	Jan' '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan '73 1½
" Special Imp.100	2,000,000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan' '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan' '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'72 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,519,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	445,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,968,150	J. & J	July '72 6
Tol.,Peo.& War.1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	2,860,000	M. & N.	Nov.'72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug.'72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500.00	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'72 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	202,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phila.).....50	600,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brooklyn 100	500,000	— & —	.....
D. Dock.E. B'dw. & Bat..'00	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..50	200,000	— & —	 3
42nd St. & G St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Phila.) 50	491,750	J. & J.	July '72 4
Germantown (Phila.).....50	1,000.000	J. & J.	Jan. '73 3
Girard College (Ph.) 50	500,000	J. & J.	July'71 3
Grand St. and Newton....100	170.000	J. & J.	July'71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston,Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston). . 50	1,250,000	J. & J.	Jan. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '72 2½
Phila, Alleg.& Manchester 50	200,000	M. & N.	Nov.'69 8
Second Avenue (N.Y.)....100	898,100	J.A. J.O.	Jan. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July'71 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson...100	15 000 000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '73 2½
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,608,207	F. & A.	Feb'72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Dec. '72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '72 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	3,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Dec. 1, 1872.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109¼
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,741,000	6	Jan. & July.	1880	114¼
.. ..coupon	4,674,000	6	" "	1880	118
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109
Loan of July 17, and Aug. 5, 1861....registered	125,433,000	6	Jan. & July	1881	114¼
.. ..coupon	63,588,250	6	" "	1881	118
Loan of Feb. 25, 1862 (5-20s).....registered	32,183,200	6	May & Nov.	1882	112¼
.. .. .. (5-20s).....coupon	235,784,150	6	" "	1882	112¼
Loan of March 3, 1863.....registered	53,459,850	6	Jan. & July.	1881	114¼
.. ..coupon	21,540,150	6	" "	1881	118
Loan of March 3, 1864 (5-20s).....registered	2,296,000	6	May & Nov.	1884	112¼
Loan of June 30, 1864 (5-20s).....registered	35,086,450	6	May & Nov.	1884	112¼
.. .. .. (5-20s).....coupon	36,227,650	6	" "	1884	113
Loan of March 3, 1865 (5-20s).....registered	36,709,650	6	May & Nov.	1885	112¼
.. .. .. (5-20s).....coupon	119,802,900	6	" "	1885	112¼
.. .. 2d series (5-20s).....registered	58,618,750	6	Jan. & July.	1885	112¼
.. .. .. (5-20s).....coupon	151,601,950	6	" "	1885	116¼
.. .. 3d series (5-20s).....registered	90,926,650	6	Jan. & July.	1887	113¼
.. .. .. (5-20s).....coupon	225,505,400	6	" "	1887	117¼
.. .. 4th series (5-20s).....registered	13,877,000	6	Jan. & July.	1888	113¼
.. .. .. (5-20s).....coupon	24,531,950	6	" "	1888	116¼
Loan of March 3, 1864, (10-40s)....registered	139,496,150	5	Mar. & Sept.	1904	109¼
.. .. .. (10-40s).....coupon	55,071,150	5	" "	1904	109¼
Consols of July 14, '70 & Jan. 20, '71.registered	127,737,800	5	F. M. A. & N.	1881	111¼
.. .. coupon	72,262,200	5	" "	1881	111¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	4,030,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99	113¼
U. S. Notes and Fractional Currency.....	401,852,333	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	80
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	43
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800)					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	88
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,684):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,810):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'96	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	600,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R. R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,645	6	Jan. & July.	1883	103½
.. Bounty War Bonds, 1868.....	511,365	6	J. A. J. & O.	1885	....
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'86	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	109½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	95½
.. Bounty Loan, 1864.....	4,379,540	5	May & Nov.	1894	98½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,186,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,334,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	100
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1888	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	95½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	99
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	900,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,159,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	....
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	105
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	34
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'96	22
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'96	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	13
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	103
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	....
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1883	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,042,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	an. & July.	1893	....
.. .. of May 1864.....	822,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct	1888	25
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	22
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	80
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	une & Dec.	'71-'73	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	40½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon.....	1,866,000	5	" "	'66-'00	....
.. Funded Interest, 1866-'67.....	6,092,426	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	893,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1860-'80	579,500	6	" "	"	1880	96½
Loan of 1853-'35	1,710,500	6	April & Oct.	"	1885	94
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	82
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	44½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1890	56
Mass. Loan (sec'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	87½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	88
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	90
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	104
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	110
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	330,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg f'd for $16,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	85
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	90
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	186,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100¼
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	112¼
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4¼	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.P'aul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar.	800,000	8	Jan. & July.	" "	1889	95¾
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100¾
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (198 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	200 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102¼
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	95¾
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,560,000	7	F. M. A. & N.	" "	1915	91
Equipm't (Eng & Cars, $2,760,000)	275,000	10	May & Nov.	" "	1871	..
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	103¾
Chi. & Southwes'n(C., R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $1,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	91¼
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	800,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70–'95	....
Clev. & Mahoning (A.& Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	87
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	94
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	88
2d Mortgage Consol. skg fund.	8,679,900	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD& E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,300	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,738,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	90
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	98
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage. (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	90
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'80	1,000,000	6	May & Nov.	"	1889	92½
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	97½
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	92
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	89
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	N Y & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	96½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	533,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	93½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.R R55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	102
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	88
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. skg f'd.	3,082,500	7	April & Oct.	New York.	1875	101½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,000,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	101
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guarnnteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (1nd & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	800,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1882	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)ev.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,083,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.68m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	85
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. & Phila.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,800,000	7	April & Oct.	New York.	1879	101
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1890	93
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	94½
1st Mort. (June. R.R.) Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	101½
2d Mort. Oct 31, 1857 "	2,698,000	7	" "	" "	1877	97½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1866 "	3,000,000	7	April & Oct.	" "	1896	95
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	96½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Air. & Gr. R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1868 (J.& Frank.)	500,000	7	" "	" "	war	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1600	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	83
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	*1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M.& A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	92
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol. M. for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1889	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	230,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	100
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	86½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	85
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1919	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	358,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	114
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	....
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	105½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. l.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E.):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	93½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	89½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	93
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1858	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	660,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug	" "	1891	97½
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,500,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	$00,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N OtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	97
Bonds for real estate (")	162,000	6	" "	" "	1883	97
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,(00	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	95
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	96
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,800	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div).....	534,000	7	" "	" "	1874	54
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	94½
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	75
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(O.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	87½
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	83
Income Bonds.....	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,365,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	85
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg).....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	3.0,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	92
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	82½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	300,000	6	April & Oct.	"	1921	....
2d Mortgage (P'a. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	81½
Loan of 1870, convertible.....	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon...	5,500,000	7	June & Dec.	Philadelphia.	1911	100½
	Dollar registered	1,462,000	7	" "	"	1911	102
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg..	624,000	6*	" "	" "	1911	....
	Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	100
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	81
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	96½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	408,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98½
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	8	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	90
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1866	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	75
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk'g f'd.	1,100,000	7	Jan. & July.	New York.	1894	100½
1st Mortgage (Series B) sk'g f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Conn. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	92½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold sk'g fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold sk'g f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk'g f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipmen: Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Potts'v(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1904	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk'g fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, sk'g fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, sk'g fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1857	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk'g fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	94½
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	80
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage sk'g fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	350,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	548,000	7	" "	" "	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	93½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95½
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	92½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	86½
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	82½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	79½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	82½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,695,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	98
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889	866,000	6	June & Dec.	Princeton.	1889	88
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	93½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphi.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	39
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	298,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	D¾
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91¼
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	82
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	83
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	6	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	76½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	96
2d Mortgage coupon or regis.	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,760,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,672	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,999,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered: 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	86½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	74½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,850	6	" "	"	1888	80
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1888	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1874	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	6	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jan. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	22	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	—	20.5		(No returns furnished.)				—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	95,000	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0		(Leased to Cheshire.)			7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	25
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—		(Unfinished—No operations.)				—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶. Ga. S.C. & N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn. & O.	.....	—	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶. N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	155
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	*	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec. 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	146½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,088	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	8½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,899	1,767,952	548,763	1,203,108	252,264	8	100	136
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,598	1,012,570	141.7	1,093,138	3,873,587	486,444	1,994,689	471,117	8	100	124½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	152	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	25.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0		(Leased to Erie.)				—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,059	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased and operated by Erie.)					7	500	....
Sept 20, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433.681	349.6	1,609,941	249,386	320,574	2,408,840	1,111,881	10s	100	114½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	—	—	—	....	*Cairo and Fulton*.....Arkansas.	20,000,000	—	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	—	—	—	....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087		683,467	3,776	3,800	28 5	9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	.....	.....	376,594	150,000	.....	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487.452	654,328	202,575	—	50	38
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92 860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,085,235	10	100	102
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	—	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	34½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California*¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.6	.....	.....	.....	8,962,564	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta... S.Car.	5,011,920	*	206,804	65,182	2,578,600	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,590	762,266	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.3	—	20.3	51.4	28	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	.....	1,050,000	1,871,000	.....	—	100.0	200.152	100,989	59,611	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept.30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	—	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	5	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	.....	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	.....	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492.000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,001,502	17,442,945	36,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,766	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	—	—	—	—	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	(No statement furnished.)		99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,869	358,894	416,791	3,104,969	1,089,035	—	100	47½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	113 300	50,000	—	38,139	7.8	19,290	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,506	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,559	—	—	—	1,182,550	760,000	—	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.0	85.0	—	34	33	18	610	Hartford and New Haven....Connecticut.	4,565,783	800,000	799,965	502,234	5,000,000	754,800	—	1,113,082	78.0	617,783	1,215 374	489,902	1,648,195	597,232	12	100	138½
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,886	*	.....	.....	2,037,933	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	969,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	162.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,000	—	10	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,900	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,996	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	19
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,619,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	126
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	—	—	—	—	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589.143	222,168	600.000	3,338,000	702.486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,309	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314.000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28 882	126,501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	—	11.0	11.380	.....	82,617	34 292	4,558	—	100	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1.408,100	2,935,000	66,667	263.757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2.095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	883	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					—	100	....
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)					7	100	92
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	8	100	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	50	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789.414	5,776,500	332,715	44,122	260.2	627,275	168,158	207,497	1,221,938	443,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	18.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,630,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	12½
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020.000	6,730	—	....		(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y.,P.O.Ind.Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,593	1,943,162	3,725,425	14,797,975	4,884,389	8	100	96½
Aug. 31, 1872	92.0	—	5.1	—	10	...	....	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000,000	—	.....	—	(Recently opened.)					—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi	Minn.	7,081,950	*				5,125,000	7,700,000			211.0				▼ 429,225	10,233	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence	Pennsylvania.	633,170	—	—	—	14,682	285,050	355,000	—	8,290	—	(Leased	to Pittsb.,	Ft.W.& C	hicago.)	56,618	7	50	....
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.	Kansas.	1,100,000	—	—	—	—	600,000	500,000	—	—	21.5	(Leased	to Pacific	of Mo.at 4	5 p.c.—m	$42,000)	—	100	....
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,115,539	587,550	5,790,078	354,207	5,720,000	5,720,000	408,367	—	—	177.1	376,806	106,010	84,945	591,210	147,099	—	100	....
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley	Pennsylvania.	14,501,805	4,728,925	....	....	....	18,158,600	9,219,000	645,142	....	235.2	3	867,271	1,573,748	5,290,725	1,828,695	10	50	117½
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami	Ohio	5,871,900	*	....	....	....	4,107,900	1,564,000	....	....	196.0	....	....	....	1,777,722	517,919	8	100	....
Dec. 31, 1871	90.0	—	8.0	143.0	16	4	2	150	Little Rock and Ft. Smith	Arkansas.	....	*	....	....	....	6,000,000	8,500,000	....	....	....	(Under	construct	ion.)	....	....	—	100	....
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill	Pennsylvania.	1,416,188	—	....	....	....	2,646,100	771,500	....	....	38.8	(Lea	to Phila. &	Reading.)	....	7	50	95
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown	Pennsylvania.	115,616	—	....	....	....	84,850	40,000	686	....	9.5	ed	4,703	15,635	70,546	1,816	—	50	....
Mar. 31 1872	92.6	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,000,000	*	....	....	....	1,500,000	1,500,000	....	....	....	(Recently	opened	—No retu	rns.)	....	—	100	....
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley	Canada.	947,249	80,579	36,323	19,294	442,240	440,405	150,866	....	....	24.5	48,419	44,427	23,831	43,002	12,709	—	100	....
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island	New York.	5,016,402	*	....	....	....	3,000,000	1,500,000	180,000	....	158.0	....	....	....	830,661	261,860	3	50	....
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River	Mo.	5,735,914	—	....	....	....	4,198,582	4,300,000	....	....	....	....	....	....	....	....	—	100	....
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville and Cincinnati and Lexington	Ky.	7,218,782	*	281,966	181,948	2,474,483	3,475,000	1,523,496	239,667	....	172.7	746,783	446,977	209,187	995,426	254,684	—	100	....
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville	Ky.	13,964,388	*	5,424,969	298,979	8,873,580	8,873,580	1,821,357	241,398	....	392.5	1,859,701	466,427	535,711	3,153,007	1,054,635	7	100	79
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago	Ind.	....	....	....	....	....	3,000,000	....	....	....	288.0	....	....	227,340	174,577	787,311	148,171	—	100	....
Sept. 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence	Massachusetts.	363,500	*	....	17,342	200,000	66,700	11,164	102,636	....	12.3	....	(Leased to	Boston and	d Lowell.	29,688	6	100	....
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St.L. Ind. & Ill.	....	1,057,495	*	115,500	64,593	1,168,153	—	68,732	703	....	10.0	....	(Under	construction.)	....	....	—	100	....
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	—	....	....	....	600,000	....	....	....	20.8	(Leased	to Summit	Branch.)	....	62,500	11½	20	....
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta	Georgia.	2,401,900	—	....	....	....	1,631,900	770,000	....	....	78.0	(Opera	d by Georgia.)		67,382	Loss.	—	100	....
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*	....	....	....	3,500,000	3,750,000	....	....	197.5	....	(Not repo	rted—Smal	l.)	....	....	—	100	....
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western	Georgia.	2,500,000	*	....	....	....	2,500,000	150,000	....	....	199.0	....	....	....	674,921	266,849	10	100	....
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶	Maine.	11,445,534	*	299,905	224,362	4,227,920	5,958,398	1,237,216	524,267	....	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	....
Mar. 31, 1871	22.4	3.6	3.2	—	....	....	....	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	34,736	1,000,000	—	15,297	91,563	....	22.4	....	(Operated	by Concor	d.)	101,392	10	100	130½
Sept. 30, 1871	23 0	—	1 5	—	—	—	—	—	Mansfield and Framingham	Mass.	715,162	—	14,889	444	290,000	300,000	190,916	—	....	23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	....
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati	Ohio.	23,835,215	*	1,222,788	....	13,980,080	8,844,447	2,233,426	....	....	283.8	2,042,700	369,753	528,395	1,690,968	210,055	—	50	....
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg	Ohio.	....	*	....	....	1,235,000	1,500,000	....	....	....	—	(Will be	completed	100 miles	in 1872.)	....	—	100	....
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	....	....	500,000	1,000,000	....	....	....	54.0	....	(No retur	ns obtaine	d.)	....	—	100	....
Jun 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley	Canada.	800,000	—	....	....	400,000	400,000	....	....	....	33.4	(Leased	to Conn.	and Pass.	Rivers.)	....	6	100	....
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington	Kentucky.	....	*	....	....	....	700,000	....	....	....	49.5	(Recently	opened	—No retu	rns.)	....	—	100	....
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles.	Tenn., Miss. & Ala.	8,753,559	*	1,157,068	....	5,312,725	4,157,387	469,855	....	....	308.0	801,681	313,017	....	1,417,441	218,435	—	100	....
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarksv. and Louisv. ¶	Tenn.	....	(Owned	and oper.	by Louis	ville and	Nashvill	e.)	....	....	82.6	352,636	....	....	462,571	12,398	—	100	....
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	96	Memphis and Little Rock	Arkansas.	....	*	....	....	....	2,700,000	....	....	....	131.0	(No retu	rns—ope	ned April	12, 1871.)	....	—	100	....
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶	Tennessee.	3,574,289	*	....	....	1,074,289	3,500,000	....	....	....	130.7	497,646	210,189	....	924,207	205,747	—	100	....
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset	New Jersey.	506,443	—	....	....	285,625	—	55,000	....	....	4.7	(Leased	to United	Companies.)	....	....	—	100	....
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*	....	....	800,000	—	424,000	....	....	27.0	....	....	....	73,489	25,899	7	100	....
Dec. 31, 1871	20.0	—	....	136.0	....	....	....	....	Michigan Air Line (E. D.)	Mich. & Ind.	....	....	....	....	....	225,000	....	....	....	20.0	(W.Div.	owned by	Michigan	Central.)	....	—	100	....
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central	Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,137	17,987,048	6,200,293	460,863	899,889	....	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	114
Dec. 31, 1871	67.0	—	3.3	—	4	5	2	19	Michigan Lake Shore	Michigan.	1,250,000	*	....	....	450,000	800,000	....	....	....	67.0	(Recently	opened	—No retu	rns.)	....	—	50	....
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton	Mass.	114,921	30'084	1,297	6,063	148,075	—	9,691	24,598	....	85.4	21,350	351,598	31,788	35,043	6,981	4	100	....
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford	New York.	159,618	—	....	....	121,420	68,500	....	....	....	—	(Leased	to N. Y.&	Oswego M	idland.)	....	—	100	....
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap	N.Y.	350,476	—	....	....	121,730	225,000	64,800	....	....	13 0	23,870	29,531	15,550	48,681	18,862	—	100	....
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada	Canada.	2,390,476	244,400	143,595	46,654	835,782	1,143,667	224,413	618,233	....	89.0	278,648	69,406	190,677	273,871	144,182	—	100	....
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific	Nebraska.	2,600,000	*	....	....	....	1,500,000	....	....	....	58.0	(Recently	opened	—No retu	rns.)	....	—	100	....
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	....	....	65,426	118,500	....	....	....	12.5	....	(Leased to	Pennsylva	nia.)	....	—	25	....
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul	Wisconsin.	39,700,789	*	1,889,996	1,691,579	22,649,215	18,151,339	630,009	1,781,801	....	1,018.0	3,684,939	849,631	1,463,155	6,690,695	2,840,341	—	100	53½
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern	Wisconsin.	1,320,000	*	....	....	510,000	18,000p.m	....	....	....	45.0	(Recently	opened	—No retu	rns.)	....	—	100	....
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	....	....	3,850,450	—	....	....	....	—	(Leased	to Phila.&	Reading.)	....	....	8	50	106½
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	....	....	1,200,000	320,000	....	....	....	41.0	....	(No retur	ns furnish	ed.)	....	—	100	....
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western	Minn.	1,540,000	—	....	....	770,000	1,000,000	....	....	....	38.5	(Oper. b	y Milw. &	St. Paul.)	....	....	—	100	....
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central	Miss. & Tenn.	....	*	....	....	....	4,557,980	....	....	....	237.0	....	....	....	1,268,981	loss.	—	100	....
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee	Miss. & Tenn.	2,011,197	185,833	....	....	825,407	2,196,547	380,439	....	....	100.0	245,025	....	....	486,071	227,112	—	100	....
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western	Mo.&Io.	1,600,000	*	....	....	800,000	800,000	....	....	....	—	(Recently	opened	—No retu	rns.)	....	—	100	....
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska	Mo. & Io.	1,500,000	*	....	....	1,500,000	....	....	....	....	62.0	(Recently	opened	—No retu	rns.)	....	—	100	....
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas	Mo. & Kan	24,636,000	*	....	....	12,045,000	12,491,000	....	....	....	463.0	....	(No infor	mation.)	....	....	—	100	41½
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf	Kansas.	12,900,000	*	....	....	5,950,000	6,950,000	....	....	....	161.0	....	....	....	683,882	258,902	—	100	....
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk	Ala.	838,003	—	....	....	250,000	564,398	3,606	....	....	—	(Operated	by Mobile	and Ohio.)	....	....	—	100	....
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*	Alabama.	2,109,718	*	14,465	10,556	1,278,377	711,000	126,145	....	....	87.0	100,735	48,778	....	201,935	22,746	—	100	....
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery	Alabama.	5,490,416	624,590	66,000	219,340	2,034,800	2,596,500	769,046	....	....	164.0	....	....	....	667,539	160,124	—	100	....
Dec. 31, 1871	472.0	45.6	42.3	—	116	....	....	....	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341	4,428,036	10,760,674	1,482,116	1,770,536	....	517.6	1,432,823	385,300	333,638	2,739,448	845,280	—	100	....
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnock	Mass. & N. Hamp.	352,855	—	....	....	197,500	99,825	....	....	....	....	(Recently	completed	—No retu	rns.)	....	—	100	....
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair	New Jersey.	3,000,000	*	....	....	700,000	2,300,000	....	....	....	—	(Leased	to N. Y.&	Oswego M	idland.)	....	—	100	....
Sept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,931	—	....	....	150,315	177,000	....	....	....	10.8	....	(Leased to	Erie.)	....	25,000	7	100	....
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala	Alabama.	....	....	....	....	....	....	....	....	....	80.0	....	(No infor	mation.)	....	....	—	100	....
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis	New York.	1,054,956	—	53,329	....	418,500	660,000	39,786	....	....	23.8	15,207	22,290	11,329	26,807	11,244	—	100	....
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex	New Jersey.	25,360,240	—	....	....	13,698,250	11,614,000	....	....	....	118.0	....	....	....	2,987,211	668,914	7	100	90
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell	N. Hamp. & Mass.	741,875	113,406	135,759	....	800,000	—	64,325	126,715	....	43.2	299,980	794,297	246,558	544,613	102,415	10	100	137½
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga	Tennessee.	5,196,256	*	1,100,241	226,166	1,896,935	1,964,000	2,662,228	....	....	173.0	902,859	202,709	276,761	1,446,133	396,442	—	100	....
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur	Tenn. and Ala.	3,937,619	433,218	555,018	55,936	1,511,807	2,624,000	518,864	237,120	....	132.5	294,079	98,985	49,428	425,218	144,942	—	100	....
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern	Tenn. & Ky.	....	(Sold to	Nashvill	e and C	hattanoo	ga.)	....	....	....	172.5	544,211	....	59,145	444,389	257 542	—	100	....
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck	Connecticut.	2,041,451	*	137,513	121,139	1,872,400	112,500	28,913	286,299	....	61.5	217,452	334,121	183,247	624,762	240,499	10	100	....
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York	New Jersey.	2,367,285	—	....	....	977,150	600,000	789,735	....	....	—	(Leased	by New J	ersey Cen	Central.)	....	7	50	....
Mar. 31, 1872	44.6	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,500,000	—	....	....	700,000	800,000	....	....	....	—	(Leased	to Balt. &	Ohio at 30	p. c.)	....	—	100	....
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton	Mass.	760,000	*	23,008	71,261	500,000	171,500	30,083	152,688	....	36.2	128,370	325,136	130,096	449,418	52,550	8	100	....
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada	N.Bruns.	2,500,000	*	....	....	....	972,000	....	....	....	126.0	....	28,005	97,443	144,439	57,128	—	100	....
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan	Conn.	246,983	—	....	....	163,905	75,756	5,689	....	....	....	....	....	....	....	....	....	....	....
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	....	....	600,000	93,300	2,000	....	....	14.9	(Leased	to Pitts., F	t. Wayne	and Chicago.)	....	10	50	....
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby	Conn.	949,000	—	....	....	424,000	525,000	....	....	....	13.3	....	(Opened	August 18	71.)	....	—	100	....
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic	Conn.	....	(Unfini	shed.)	....	3,000,000	4,500,000	....	....	....	23.0	....	....	8,044	....	....	....	....	....
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.	Conn. & Mass.	3,011,206	553,984	172,563	268,632	2,100,000	1,600,000	249,668	61,537	....	99.0	340,268	355,023	199,582	546,209	150,515	—	100	....
Dec. 31, 1871	38.0	—	41.1	—	—	—	—	—	New Jersey	New Jersey.	9,458,328	*	....	....	7,295,200	400,000	....	....	....	38.0	(Included	in United	Companies.)	....	....	10	100	124
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	6,500,000	*	....	....	2,000,000	4,500,000	....	....	....	68.0	(Leased	to N. Y. &	Oswego M	idland.)	....	7	100	....
Dec. 31, 1871	68.7	17.5	12.0	—	19	46	10	245	New Jersey Southern	New Jersey.	....	*	1,106,000	....	4,000,000	2,870,000	....	....	....	115.5	257,021	334,921	87,813	403,227	165,005	—	100	25½
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern	Conn. and Mass.	1,530,331	*	230,671	4,997	1,003,500	699,000	....	63,499	....	115.6	370,963	437,263	222,390	505,335	138 998	8	100	....
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North.	L. & M.	....	....	....	....	4,200,000	9,500,000	1,000,000	....	....	206.0	....	....	....	1,669,777	404,685	—	100	....
Dec. 31, 1871	313.0	—	....	535 0	....	....	....	....	N. O. Mobile and Texas	Ala. & Nash.	....	....	....	....	....	....	....	....	....	200.0	....	....	....	....	....	—	100	....
Sept 30, 1871	441.7	296.4	107.9	—	424	448	129	3,849	N. York Central and Hudson River	N.Y.	60,413,667	*	....	....	39,428,330	16,281,719	1,167	....	....	844.5	10,631 797	....	....	21,972,105	8,266,816	8	100	99½
Sept. 30 1871	139.7	21.2	46.5	—	89	85	36	725	New York and Harlem	New York.	13,206,980	1,592,481	1,678,798	....	8,500,000	6,717,725	....	....	....	156.9	892,174	1,682,500	323,409	2,666,763	1,929,085	8	100	114½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passenger.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	84.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,90[illegible]	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	—	—	—	135,300	—	74,709	—	7.0	(Recently	opened—	No returns.)	—	—	—	100	....
Mar. 31, 1871	62.3	—	73.5	—	36	27	24	426	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	299,665	1,037,013	76.7	824,968	2,551,656	174,036	2,313,950	903,946	10	100	138½
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	266,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Sept. 30, 1871	99.0	—	3.6	—	*	—	—	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	—	—	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niagara Bridge and Canandaigua	N.York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	Cent.& H	ar. R.)	60,000	6	100	....
May 31, 1871	223.0	—	9.6	—	—	—	—	—	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
Feb. 28, 1871	102.0	—	8.8	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	—	—	—	—	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,618	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Louisiana and Texas	La.	.....	(No accounts obtainable.)							72.0		(No accounts.)				—	100	....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	102
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	76
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	161,100	445,210	722,774	187,741	8	100	114
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—	(Leased to	Erie Com	pany.)	—	—	8	100	....
Northern Pacific	Minn., Dak. &c.	(In progress.)																	278.0		(No acc	essible ret	urns.)			100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	.....	.....	100,000,000	50,000p.m	.....	—	66.4	402,895	371,651	304,710	749,117	261,746	10	100	127
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	(Government bonds and cash.)				122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	66
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	—	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ipd. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,800	298,943	—	393.0	2,428,896	884,514	664,676	3,197,153	798,212	—	100	48½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	313,502	1,675,008	651,502	10	50	69½
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	.....	.....	808,022	59,000	.....	—	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808,022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	846	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operated by Pacific of Mo. at 25 p. c.)						100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertown & Ogdensburg.)				100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under construction.)				1,500,000	1,500,000	.....	—	21.0	.....	(Opened | April 17, 1 | 871.)				100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	—	471.3	.....	669,200	.....	3,597,299	947,801	—	100	55
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under construction.)				2,425,000	1,071,000	.....	—	63.5		(No returns furnished.)					100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	—	—	—		(Under construction.)					100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	—	—	47.5		(No returns.)					100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0		(Construction in progress.)		245,662	5	100	125
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5		(Leased to Erie.)					100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)	53,410	—	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1		(Leased to Erie.)					100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased	to Tol.Wa	b. and Western.)				100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companies.)				100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased | to New Jersey Southern.)				6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recently opened —No returns.)						100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	113½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	210
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098	—	—	—	132,412	700,000	100,000	—	—		(To be completed in 1872.)					50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,066	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	46.0	(Leased	to Chicago R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned over to Co. | Dec. 1, 1871.)				100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	—	—	57,200	100,000	57,381	—	6.5	(Oper.by	y Camden	and Amboy.)	—	—	—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	1,719,113	*	—	63,753	1,342,200	558,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.6	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,617	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	55½
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	171½
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	616.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	117
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	—	30.8	.....	1,276,762	668,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,689	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	110
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased | to Phila. and Reading.)					50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,819	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,776	—	120.0	932,848	700,422	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	5,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,894,515	*	.....	.....	19,714,286	13,463,000	.....	—	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leased to Boston and Albany.)					6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,336	551,000	218,333	—	41.0	.....	41,988	55,929	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....	(Not in running order.)					—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	69	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	651,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	—	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	131
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—	(Not in operation at date.)					—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	58	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	95
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	28	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	68,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	12.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	[1] 1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston [1].....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	887,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	50	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	[4] 122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,620	628,731	457,484	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville [1].....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,696,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac [1]..Va.	2,218,989	*	454,301	160,946	1,509,829	735,554	114,076	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg [1].....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.3	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	236,235	*	.....	.....	250,844	.....	.....	—	20.0	.....	(No returns furnished.)				—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,779	*	758,611	113,073	2,998,900	100,000	8,961	.....	216.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	.....	55,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,522,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central.)				—	100	13
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0		(No returns fuanished.)				—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* [1]...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	782,466	526,618	434,963	1,636,904	667,319	—	100	94
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	226.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 2d,	1871—No	returns.)		—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,800	3,250,000	338,427	—	...	(Completed in	January 1	1872.)			—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,419	1,968,000	16,206,500	318,423	5,313,836	...	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	16,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowell.)		17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,986	102,491	1,000,000	1,112,400	256,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	.....	.....	28,883	12,501	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,059	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke..Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	—	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	—	—	869,450	700,000	.....	—	28.0	206,515	41,009	750,445	554,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,629,000	.....	—	157.0	.....	(No report furnished.)				—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina [1].....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,701	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259 685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,860	—	27,430	.....	1,714,782	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	—	—	—	1,250,000	222,000	432,085	—	66.0	.....	49,466	.....	301,549	163,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,866	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,567,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,160	800,000	196,510	1,135,909	96.5	671,729	161,457	686,146	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	4	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32
Dec. 31, 1871	451.6	164.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	75
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.5	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	5	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,364	—	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	121
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,600	.....	—	74.7	96,738	131,547	39,864	247,444	98,809	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermont Central.)				8	100	60
May 31, 1871	118.0	—	108.0	—	170	125	51	5,169	Vermont Central.....Vermont.	11,500,000	—	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	284,674	26,443	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	87
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recently opened	—No returns.)				—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., Lacka. and	Western.)		7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	55,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)		—	306,088	.....	—	138.0	(Leased	to Del., Lacka. and	Western.)	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	64.5	—	2.2	—	7	6	6	142	Western Maryland [1].....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	179,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,460	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)				—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,388	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	3	171	West Jersey.....New Jersey.	2,241,892	*	1,279,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,058	567,661	112,346	625,810	229,680	4	100	106
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,816	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	—	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	52,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon [1]....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	153,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,635	—	143.5	247,360	70,845	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	869,764	181,067	10	100	....
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,968	2,039,150	1,825	—	12.5	—	—	.....	414,202	276,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	—	108.0	—	—	—	1,428,755	113,361	loss.	10	100	120
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,606	.....	8,739,850	15,038,666	.....	—	108.0	—	—	—	982,188	578,462	31,978	50	16
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	5,179	—	85.0	—	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,968	197,815	82,206	103.0	—	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 6	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,760	—	.....	.....	4,457,150	2,806,000	460,000	—	360.0	—	—	—	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	106.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,000	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	661,420	637,811	60c	50	154
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,506	—	84.0	—	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)				—	50	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Cormng,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	73
Catawissa,* pref. and guar.	2,200,000	7	7	84
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	40
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	82
Chicago and Alton, pref.	2,425,400	7	10	112
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	86
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	92½
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	...
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	...
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	77½
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	....	....	70
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	35
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	14½
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,720	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	...
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,580	...	7	....
Rutland, preferred	.....	7	7	58
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,586	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,309,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv.,York & Gettysburg,* pref.	317,050	...	2	....
CANAL STOCKS:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	27½
Union, preferred	.....	6	...	1½
MISCELLANEOUS STOCKS:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	55 — @	— —
Gartsherrie		53 — @	54 —
Glengarnock		50 — @	51 —
Eglinton		48 — @	— —
Pig, American, No. 1		45 — @	— —
Pig, American, No. 2		43 — @	— —
Pig, American, Forge		35 — @	40 —
Bar, Refined, English and American		110— @	— —
Bar, Swedes, assorted sizes	(gold)	120— @	130 —
—STORE PRICES.—			
Bar, Swedes, 1½ x¾ & 1¼x¾ to ⅝& ¾ sq. 1¼ to 6x¾ to ¾ & ⅞ to 2 sq. 6 to 12 x ¾ & ⅞		145 —	@155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in.		105 —	@107 50
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.		110 —	@112 50
Bar, Refined, 1 & 1¼ by ¼ & 5-16		112 50	@115 —
Large Rounds, 2¼ to 2⅝ to 3¼ to 4 in.		112 50	@125 —
Scroll		120 —	@150 —
Ovals and Half-round		130 —	@150 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@122 50
Horse Shoe		117 50	@127 50
Rods, ¼@3-16 inch		110 —	@152 50
Hoop, ⅜ by No. 22 to 1 & 1¼ by 13 & 14		127 50	@172 50
Nail Rod	per lb.	— — @	9
Sheet, Russia, as to assortment	(gold)	16 —@	16½
Sheet, Single D. and T. Common		6¾@	7½
Sheet, Doubles and Trebles, Charcoal		7¼@	8½
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	72 — @	78 —
Rails, American, at Works in Penns. c'y.		80 — @	— —
Anvils, (Eagle)	per lb currency.	— 9 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @	— 22
English Spring (2d and 1st quality)		— 9½@	— 10½
English Blister (2d and 1st quality)		— 11½@	— 16
English Machinery		— 11½@	— 14
English German (2d and 1st quality)		— 11½@	— 12
American Blister		— — @	— 11½
American, Cast, Tool		— — @	— 17
American, Spring		— — @	— 11
American Machinery		— — @	— 11½
American German		— 9 @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— — @	5 50
8d. and 9d. "		— — @	5 75
6d. and 7d. "		— — @	6 —
4d. and 5d. "		— — @	6 25
3d. "		— — @	7 —
Cut, 2d and 3d. Fine		— — @	7 75
4d. and 4½d. Sugar Box		— — @	6 50
Cut Spikes, all sizes		— — @	5 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @	— 33
Copper		— — @	— 45
Yellow Metal Sheathing and Slating		— 27 @	— 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— — @	— 37
Straits	(gold).	— 31 @	— 41½
English	(gold).	— 31½@	— 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 10 87½@11 —	12 50 @ 13 —
I. C. Coke	9 50 @10 —	11 — @ 11 50
Coke Terne	8 50 @ 9 —	9 75 @ 10 25
Charcoal Terne	9 75 @10 25	11 25 @ 11 75

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— — @	— 11
Crude, 40 @ 47 gravity (in shipping order)		— 15½@	— 16
Refined, Standard White (in ship'g order)		— — @	— 27½
Refined, S. W. (in jobbing lots)		— 27½@	— 28
Refined, S. W. (in tin)		— 29 @	— 29½
Naptha, Refined, (65 @ 73 gravity)		— 16½@	— 17
Residuum	per bbl.	— 12 @	— 12½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @	— 43
Copper, Bolts		— — @	— 45
Copper, Braziers' (over 16 oz.)		— — @	— 45
Copper, Nails		— — @	— 45
Copper, Old Sheathing, &c., mixed lots		— 28 @	— 30
Copper, English Pig		— 29½@	— 30
Copper, American Ingot		— 33½@	— 34

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 37½@	6 62½
German	(gold)	6 37½@	6 62½
English	(gold)	6 50 @	7 —
Bar		— — @	9 25
Sheet		— — @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c per lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		— — @	18 —
Liverpool House Cannel		— 22 @	23 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @	6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 1.

	Th. 26.	F. 27.	Sat. 28.	M. 30.	Tu. 31.	W. 1
Canton Co.	....	102½	102½	102½	102½	....
Central Pacific 6s	102½	....	...	....	102½	....
Central of N. Jersey	....	102½	....	102½	102½	....
Chicago & Alton	....	....	....	....	113	....
" pref.	....	....	....	....	....	....
" I M.	104	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	112½	....
Chic. & Northwestern	82	82	82	82½	....	....
" pref.	86½	88	89	89½	....	....
" 1st M.	....	99	....	99	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	91	....	....
Chic., Rock Isl. & Pac.	111½	110½	111½	110½	111½	....
Chi., R. I. & Pa. 7s, 1896	....	104	104	103½	....	....
Clev., Col., C. and Ind.	....	97½	....	....	....	....
Clev. & Pittsburg guar.	88½	89½	89	89½	89½	....
" 2 M.	100	....	....	....	....	....
" 3 M.	....	97	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	103	....	....	....	....	....
Col., Chi., & Ind. C.	36½	36½	36½	36½	36½	....
" 1 M.	....	....	88½	88	....	....
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	120	....
Del. Lack. & Western	....	....	....	....	....	....
" 1 M. 7s	....	97½	....	....	98½	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	60½	61	62½	61½	60½	....
" pref.	....	....	....	77½	....	....
" 1 M. 7s, 1897.	101½	....	101½	....	101	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	86½	....
Hannibal & St. Joseph.	47½	47	48	47½	....	....
" pref.	....	....	68½	70	70	....
" 8s, conv.	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	95½	95½	95½	95½	95½	....
Lake Shore Div. bonds	93	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	116	....	114½	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	102	....	....	101½	....	....
" 2 M.	....	97½	97	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul.	54½	53½	53½	53½	54	....
" pref.	77½	77½	77½	77½	....	....
" 1st mort.	....	....	....	94	93½	....
" 2d mort.	....	....	....	....	....	....
" 8s	106½	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	96	....	95½	....
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	90	....	....	....	....	....
" 1st mort.	....	....	....	....	105	....
" 2d mort.	....	....	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s, S. F. 1883	....	....	....	92½	....	....
" 6s, S. F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	99½	98½	99	99½	100½	....
N. York and Harlem	115½	....	115	114½	114½	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	100	....	....
N. Carolina 6s. old	34	....	....	....	34	....
" new	....	....	....	....	....	....
Ohio and Miss.	48½	48½	48½	48½	48½	....
" pref.	....	....	....	....	....	....
" 2d M.	84	84	84	....	....	....
Pacific Mail S. S. Co.	76½	73½	75	74½	73½	....
Panama	....	....	....	....	125	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	....	....	....	....
" 1 M.	....	....	....	105	....	....
" 2 M.	....	....	98½	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	46	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	90	....
" Income bds.	....	....	....	80	....	....
Tennessee 6s, old	79	79	....	....	80	....
" new	79½	....	....	....	....	....
Tol., Wab. & Western.	74½	74½	74½	74½	75½	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	98½	....	....
" 2 M.	92½	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	92½	....
Union Pacific	37½	36½	37½	37½	37½	....
" 1st mort.	91½	91	90½	....	90½	....
" L. Gt. 7s	78½	78½	79½	79	79½	....
" Inc. 10s	....	....	81½	....	82½	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	56	....	55½	54	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 1.

	Th.26.	F.27.	Sat.28	M.30.	Tu.31.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	109¼	110	....	109¼	....	....
U. S. 5s, 10-40s, coup	109¼	109¼	109¼	109¼	109¼	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	114¼	114¼	....
U. S. 6s, 1881, coup	117¼	....	118	....	....	....
U. S. 6s, 5-20s reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112¼	113	....	....	....	....
U. S. 6s, 5-20s, reg. '65	112¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	112¼	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	112¾	112¾	....
U. S. 6s, 5-20s, c. n '65	116	....	....	116¼	116¼	....
U. S. 6s, 5-20s, reg. '67	112¾	....	....	113¼	....	....
U. S. 6s, 5-20s, c. 1867	117	117¼	117¾	117¼	117¼	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	....	....	....
U. S. 6s, Pac. R. R. issue	112¾	113	113¼	113¾	113¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Catawissa preferred	....	....	....	....	42	42
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	93¼	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	....	37¼	37¾	38	....	....
" 6s, 1884	....	....	86¼	86¼	....	....
" Gold L.	....	90	....	90	....	....
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59¾	59¼	58¼	58¼	58¾	....
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	95	....	....	....	....
Little Schuylkill R. R.	....	....	47¼	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	53¼	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	49¼	....	....	....	51	....
" 6s, 1880	....	....	....	99¼	....	....
" 7s	....	....	95	....	95	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	34¾	....	....	....	....	....
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	56¾	56¼	56¼	56¾	56¾	....
" 1st M.	....	101	....	....	....	....
" 2d M.	....	97	....	....	....	....
" Gen. mort.	....	....	....	96¼	....	....
" " reg.	....	94¼	94¼	....	....	....
Penn. State. 6s. 1st series	....	....	103	....	....	....
" 6s, 2d series	....	....	....	106	....	....
" 6s. 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	95¾	95¾	....
" new	....	100	100	100	100	....
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	58¾	58¼	58¾	59	58¾	....
Philadelphia and Erie	....	....	....	27¼	27¾	....
" 6s	....	....	....	90	....	....
" 7s	....	....	....	....	92	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	79	....	....
United Co. of N. Jersey	....	....	121¼	....	121¼	....
Hestonville, (Horse)	....	....	18	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
16th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 31.

	W.25.	Th.26.	F.27.	Sat.28.	M.30.	Tu.31
Baltimore City 6s, 1875	....	....	97	....	....	....
" 1886	....	....	....	....	....	....
" 1890	....	96¼	....	....	96¼	96¼
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	....	100	....	....	....	....
" 2d M.	86	86	....	86¼	86¼	....
" 3d M. 8s	85	....	....	....	85	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	87	....	87	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	95¼	95¼	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol	....	....	....	55¼	55	....
" Defer. Certif.	15¼	....	....	....	15¼	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 1.

	Th.26.	F.27.	Sat.28.	M.30.	Tu.31.	W.1
Boston and Albany	146¼	....	145¼	....	....	....
Boston and Lowell	136	....	....	....	....	....
Boston and Maine	125	....	124	124¼	....	....
Boston and Providence	148	....	....	149	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	42¾	42¾	42¾	43¼	....	....
Cheshire, pref.	82	....	....	82	....	....
Chi., Burl. & Quincy	....	....	....	138	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	105¼	....	105¾	105¾	102s	....
Fitchburg	131	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	116	116¼	....	116	114	....
Northern, N. H.	113¼	....	114	....	....	....
Ogdens. & Lake Champ.	66	66	....	66	....	....
" pref.	....	....	....	....	....	....
Old Colony & Newport	111¼	....	111¼	111¼	111¼	....
Ph., Wil. & Baltimore	54¼	....	54¾	....	55	....
Portl'd, Saco & Porta	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	76¾	....	77¼	77¼	77¼	....
" Income 10s	77¼	77¾	77¾	77½	78	....
Vermont & Canada	60	....	....	....	..	....
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	100¼	....	....	101	....	....
Metropolitan	60¼	58x	58	....	58	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	16¼	17	17	19¼	19¼	....
Franklin	9¾	....	9¾	10¼	....	....
National	....	....	....	....	....	....
Pewabic	....	....	12	12¼	12¼	....
Quincy	....	....	50	51	51¼	....

London Stock Exchange.

	Closing Prices. Dec. 13.	Dec. 6.
Atlantic & Gt. W. 1st mort., $1,000	75 — 77	73 — 75
Do. 2d mort., $1,000	61 — 63	61 — 63
Do. Con. mort. B'nds Bisch's Cert.	33 — 35	33 — 35
Do. Reorg. Scrip	97 — 99	97 — 99
Do. Leas. Lines, Rental Bonds	89 — 91	88 — 90
Detroit & Milwaukee 1st mort. Bonds	74 — 77	74 — 77
Do. 2d do.	74 — 77	74 — 77
Erie shares 100 dol. all paid	42¾ — 43¼	41¾ — 42
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	90 — 92	91 — 93
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	99 —101	101 —103
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	97 — 98	97 — 98
Marietta and Cincinnati Rail. Bonds	83 — 87	83 — 87
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— —	— —
Panama General mort.	92 — 94	92 — 94
Pennsylvania, 2d mort.	98 —100	98 —100
Do. General mort.	96 — 97	95¾ — 96¼
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort.	94 — 96	93 — 95
Do. with option to be paid in Phila.	94 — 96	93 — 95

American Railroad Journal.

Saturday, January 4, 1873.

Stock Exchange and Money Market.

The Money market has continued active and stringent all through the week, with the banks, as well as private lenders, generally, less liberal of accommodation, and rates on call ruling high at from the legal figure of 7 per cent. currency to the few prominent Government houses, to the same rate in Gold, and a commission of up to $\frac{3}{16}$@¼ of one per cent. a day, to the more needy of the Stock Exchange firms. The demand for aid has been quite urgent on speculative account at the current prices, which have been against free dealings at the Gold and Stock Boards. The City Banks lost ⅞ths of a million of deposits, and reduced their loans nearly 1¼ millions. Their legal tender averages were cut down 8½ millions. They enlarged their specie line about 4½ millions, chiefly from the Treasury coin interest disbursements. The Government office had its coin reserve diminished nearly seven millions, and its currency balance 8¼ millions. The old year wound up with a less favorable Bank report than at the close of the previous year, and a much less encouraging Money market. The latter may mend early in the New Year. There is no good reason in the general trade of the country, and its large, and in most departments, profitable results, why the market should continue close. The interest and dividend disbursements at this point payable about January 1st are estimated at more than 60 millions, the bulk of which amount will have to be reinvested promptly, with a view to profitable employment. Mercantile credits have been quoted rather slow of sale, with the best grades of business paper rated at 10@12 per cent. per annum discount. At the close on Tuesday, Money was quoted easier on the bases of the legal rate to the more responsible borrowers. The clearances of the banks averaged through the week 121¾ millions a day, and amounted in the aggregate, for the whole week, to $608,815,757 as against $807,602,654 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance 8¼ millions, and its coin reserve nearly 7 millions, as the result of the week's business.

The U. S. Sub Treasury office last week received $2,757,949 of currency, and $4,316,618 of gold, the latter including $1,176,000 from customs; and disbursed $6,010,602 of currency and $11,243,513 of gold, the latter embracing $3,678,000 of coin interest.

The city banks, in their latest return, show a reduction of $3,507,100 of legal tender notes, with an increase of $4,468,700 of specie, and a falling off of $894,200 in their deposits, with a contraction of $1,239,000 in their loan and discount averages, and of $50,300 in their item of circulation. The city bank exchanges, last week, averaged 121¾ millions. The banks now hold $1,845,750 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $17,251,800, against $25,049,500 same time last year. The city bank deposits are now $198,529,500 against $200,400,800, week ending Dec. 30, 1871. The legal tender reserve amounts to $41,119,600, against $40,282,800 same time last year. The circulation now stands at $27,578,000 against $28,542,800 same time last year. The loans are now $274,572,400 against $270,534,000 at this date last year.

The coin reserve of the city banks is now about 17¼ millions as against about 25¾ millions on the 20th of July; the legal tender reserve is about 41⅛ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 198⅛ millions, against 247¼ millions on the 20th of July.

Under the official programme of the Treasury Department for January, 1873, Government proposes to sell five millions of Gold, as follows: Friday, January 3—One Million. Thursday, January 9—One Million. Thursday, January 16—One Million. Thursday, January 23—One Million. Thursday, January, 30—One Million. And to buy in five millions of U. S. Five Twenties, as follows: Thursday, January 2—One Million. Wednesday, January 8—One Million. Wednesday, January 15—One Million. Wednesday, January 22—One Million. Wednesday 29—One Million.

Government revenues were rather more liberal, during the week. The excises yielded within the

week about 3¼ millions and thus far in the current fiscal year beginning with July 1, 1872, $60,720,756. The customs at the port of New York, for the week, were $1,126,760, and at the outports, about $370,000, more, in coin or coin certificates.

Gold has been moderately active, through the week, with a fair show of speculative confidence, in the face of the liberal coin interest disbursements of the Treasury department, and the severe Money pressure. The export drain was much heavier. The customs call was light. The range of the price during the week has been from 111¾ @112⅜, and the closing quotation on Tuesday was 112 against 111⅞ the preceding Tuesday. The specie outflow last week, was $1,980,825. The Gold Exchange Bank clearances have averaged about 36⅝ million per day during the week.

The customs demand for Gold last week, averaged $233,200 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were $5,488,647 against $8,582,209 same time in 1871. The total customs revenue of the Government, in coin, at this port, since January 1, has been $143,353,393 against $153,814,406 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $80,421,194, against $88,408,515 during the same time in 1871.

The export drain of specie was $1,980,325 last week, against $449,696 same week preceding year. The shipments since January 1, 1872, have been $71,545,275 against $63,865,547 during the same portion of 1871.

Foreign Exchange has been in rather better supply and moderate request at a shade easier rates. Bankers' sixty day bills on London closed 109¼@109½; sight bills on London, at 110⅜@110½.

Government securities have been offered with unusual reserve, and have been advancing in price, on an improved investment inquiry, notwithstanding the activity in Money.

U. S. sixes of 1881 closed at 118@118¼; U. S. Five-Twenties of 1862, 112⅞@113⅛; U. S. Five-Twenties of 1864 at 112⅞@113⅛; U. S. Five-Twenties of 1865, 113⅜@113½; U. S. Five-Twenties of 1865 consolidated, 116⅛@116⅜; U. S. Five Twenties of 1867, 117⅜@117½; U. S. Five-Twenties of 1868, 117⅜@117½; U. S. Ten-forties at 109¾@110; U. S. Fives of 1881 (Funding Loan) 111¾@112¼; Six per cent. currency Sixes from 113@113¼.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 18.	Dec. 24.	Dec. 31.
Consols	91¾	92	91⅞
U. S. 5-20s, 1865....	92	92⅛	92½
" 1867	92	92	92¼
" 10-40s	88½	88¾	89
New Fives of 1881...	89½	89⅝	89⅞
Erie	42⅞	49¾	50⅜

State bonds have been in less demand, yet quoted generally steady.

Railroad bonds of the more substantial class have been in more confident investment demand. Central Pacific Sixes closed firmly at from 102⅛@102¼.

Railway and Miscellaneous share property has been less active and generally less buoyant as to values; the extreme stringency in Money operating against the speculative interest, and the market closed tamely.

General business closed up with a fair show of activity in the leading kinds of domestic produce, more especially in Cotton, Flour and Wheat which favored sellers, on an improved inquiry, in good part for shipment. Provisions were quiet and generally less firm. Metals dull as a rule but held with confidence. Ingot Copper exceptionally active and advanced to 33@34 05. Middling upland cotton, left off on Wednesday at 20½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,661,394 bales, against 1,896,047 bales same time in the preceding year; exports 838,100 bales against 684,350 bales in the previous year; stock at the ports at latest dates, 502,230 bales against 482,893 bales same date 1871.

At the Live Stock Markets, Beeves have been in light supply and moderate demand at from 8½@17 cts.; the latterrates for extra heavy choice holiday stock. Veals at 6½@11½ cts.; Sheep at from 5½@9 cts.; Swine at 4¾@5 cts. per lb., all live weight. The week's receipts were 3,831 Beeves, 1,540 Veal Calves, 10,197 Sheep and Lambs, and 34,079 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Northwestern Int. bonds, 97; St. Louis and Iron Mt. 1st mort., 96¼; Boston, Hartford and Erie R. R., 8⅝; do. 1st mort., 44¾; do. guar. bonds, 56; Burlington, Cedar Rapids and Minnesota 1st mort., 87½; Albany and Susq. 2d mort., 95; Ohio and Mississippi consols, 94⅛; Pacific R. R. 7s, guar. by Mo., 99; Belleville and S. Ills. 1st mort. 8s, 96; Central of New Jersey 1st mort., 104; Pacific R. R. of Mo., 2d mort., 83; Milwaukee and St. Paul Iowa Div., 89½; New Jersey Southern R. R., 25½; New York, New Haven and Hartford R. R., 138¾; Western Union Tel., 81½; Wells-Fargo Exp., 86; U. S. Exp., 79; Am. Mer. Union Exp., 68; New Central Coal, 47¾; American Coal, 55; Consol Coal, of Md., 47½; Atlantic Mail S. S. Co., 14;; N. Y. State 7s, B. L. reg., 105; Alabama 5s, 59; South Carolina 6s, new, Jan. and July, 22; do. Apl. and Oct., 25; North Carolina Fund Act 1868, 25; do. 6s, issued to N. C. R. R., 60; Arkansas 6s, Fund Act, 43; Texas 10, 1876, 80.

Philadelphia.—Philadelphia and Reading 7s, new, con., 101½; do. Gen'l mort. 7s, reg., 102; do. coupon, 100½; Catawissa 7s, new, 100; Danville, Hazleton and Wilkesbarre 7s, 80; Huntington and Broad Top Mt. R. R., 9½; do. consols, 61¼; Pennsylvania and New York Canal 7s, 95; Pittsburg, Cincinnati and St. Louis 7s, 81; Allegheny Co. 5s, 78; Pittsburg 5s, 74½. The latest quotations are: City 6s, 95@95½; do. free of tax, 99⅞@100; Pennsylvania State 6s, 1st series, 103@103¼; do. 2d series, 107@108; do. 3d series 108@109; Philadelphia and Reading, 56½@56¾; do. Gen'l mort. 7s, coup., 100⅛@100½; do. reg., 101¾@102; do. mort. 6s, 1880, 95@95⅛; do. 7s, new, conv., 101½@101½; United New Jersey R. R. and Canal Co., 121@121½; Camden and Amboy mort. 6s, 1889, 93½@94; do. 1883, 90@91½; do. 1889, —@87¾; Pennsylvania R. R., 57@57; do. 1st mort., 101@101; do. 2d mort., 97@97⅛; do. General mort. coupon, 96¼@96½; do. reg., 94@95; Little Schuylkill R. R., 47⅜@47½; Morris Canal, 50@50½; do. pref., 124¾@126½; do. 6s, 90@—; Susquehanna Canal, 7@9½; do. 6s, 75½@78; Schuylkill Nav., 6½@7; do. pref., 13½@14; do. 6s, 1882, 74½@75; do. 1872, 79@80; Elmira and Williamsport pref., 40@42; do. 7s, 1878, 97@98; do. 5s, 58½@60; Lehigh Coal and Navigation, 38@38¼; do. 6s, 1884, 86½@87½; do. R. R. Loan, 93@93½; do. Gold Loan, 89¾@90; North Pennsylvania, 50@51; do. 6s, 99½@100½; do., 7s, 94@95; do. Chattle 10s, 110@110; Philadelphia and Erie, 28@28¼; do. 6s, 90@90; Minehill, 53@53½; Catawissa, 19@20; do. pref., 42@42½; do. 7s, 1900, 99¾@100; Lehigh Valley, 58⅝@58¾; do. 6s, new coupon, 93@95; do. reg., 95@95¼; do. 7s, 103½@104; Fifth and Sixth streets, (horse,) 50@52; Second and Third, 59@60¾; Thirteenth and Fifteenth, 18½@21; Spruce and Pine, 32@32; Green and Coates, 45@—; Chestnut and Walnut, 57@58; Hestonville, 17@18½; Union, —@73; Germantown, —@25.

Boston.—Cedar Rapids and Missouri 7s, 1891, 88; Danvers R. R. 6s, guar., 95½; Boston and Lowell 6s, 1879, 95; Rutland scrip, 90; do. 7s, 66; Cincinnati, Sandusky and Cleveland R. R., 18⅞; Portsmouth, Gt. Falls and Conway R. R., 95; Eastern R. R. new, stock, 102¼; Vermont Central old stock, 45c.; Norwich and Worcester R. R. 127; Connecticut and Passumpsic Rivers R. R., pref., 92¼; Cary Imp., 12½; Brookline Land, 6; New Hampshire 6s, 97¾; Maine 6s, 1889, 99⅛; Connecticut 6s, 1882, 99⅞; Rhode Island 6s, 1882, 99¾; Boston 6s, 1880, currency, 98; do. reg., 96¾; Chicago 7s, 98; Charlestown 6s, 1876, 96¼; Cincinnati 6s, 1882, 89½; Allouez Mining Co., 15¾; Calumet and Hecla, 151; Humboldt, 1¼; Petherick, 3¼; Ridge, 12¾; Rockland, 2¾; Shuniah Silver, 2⅜; St. Clair, 2⅝.

Baltimore.—Western Maryland 3d mort. guar., 97½; Central Ohio 1st mort. 85½; Wilmington, Columbia and Augusta 7s, 76½; Orange, Alex. and Manassas 7s, 81½; Northern Central 6s, 1900, gold, 96; Parkersburg R. R., 11; Atlantic Coal, 2.25. The latest quotations are: Wilmington, Columbia and Augusta bonds, 76⅜@77; Memphis and Charleston 2d mort., 70@78; Pittsburg and Connellsville 7s, 1898, 95¼@95½; Baltimore and Ohio, 154@155; do., 6s, 1875, 98¼@—; do., 1880, 96@97; do., 1885, 95@95½; Parkersburg Branch, 11@15; Northern Central 88¼@40; do. 6s, 1885, 94½@96; do., 1900, 86¾@87; do., 6s, 1900, gold, 95@96; N. W. Va. 1st mort., 103@105; do., 2d mort.,—@—; do., 3d mort., 1885, —@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99⅞@100; do., 2d mort., 7s, 86¼@86⅜; do., 3d mort., 8s, 84¾@85; Central Ohio, 36@37; do., pref., 38¾@40; do. 1st mort., 85¼@85¾; Western Md. 1st mort. 6s 1890, 82@—; do. 1st mort. guar., 97@100; do., 2d mort. guar., 97@97; do. 3d mort., guar., 97@98; do. 2d mort pref., 70⅛@83; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 73@77; Orange and Alexandria 1st mort. 6s, 95¾@97; do., 2d mort. 6s, 86¼@87; do., 3d mort. 8s, 93@95; do., 4th mort. 8s, 83@83¼; Orange, Alex. and Manassas 7s, 80½@81⅜; Virginia and Tennessee 1st mort. 6s, 96@

103; do., 6s, 2d mort., 78½@80; do. 8s, 3d mort., 92@92; Baltimore 6s, 1875, 96¾@97½; do., 1884, 96@96½; do. 1886, 96@96½; do., 1890 96¼@97; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96¼@96½; do. 1900, new, 96@96½; do.1902, 96@—; Memphis City 6s, 51½@54; Maryland 6s, 1890, 97@—; do. Defense Loan, 1883, 102@103; Virginia 6s, old, 38¼@42; do. consol. 6s, 55@55¼; do. reg. 51@—; do. Peelers, 45@50; West Virginia, 15¼@16; City Passenger R. R., 21⅛@23½; George's Creek Coal, 100@105.

BANKING OFFICE OF FISK & HATCH,
NEW-YORK, Jan. 2, 1873.

The CHESAPEAKE AND OHIO, the CENTRAL and WESTERN PACIFIC BONDS, all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably, during the coming year, pay off, in gold, another large lot of FIVE-TWENTIES, and issue in their place FIVE PER CENT. BONDS.

The CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS, the total amount of which is only $15,000,000, are secured upon a property worth $35,000,000 to $40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of $100, $500, and $1,000, coupon or registered, and at their present market price, 86 and accrued interest, are very desirable.

The CENTRAL PACIFIC SIX PER CENT. GOLD BONDS are too well known to require description or commendation. Their total amount is $25,885,000; they have for a long time ranged in market price near or above par.

The WESTERN PACIFIC SIX PER CENT. GOLD BONDS amount to $2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. Coupon Bonds $1,000 each. Their market price to-day is 89 to 89½. As they have recently been introduced on the Stock Exchange, we exexpect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

The Virginia Debt.

Governor Walker, of Virginia, is preparing his views on the public debt question, in response to a resolution of the Senate requesting him so to do. The auditor of public accounts is also making up a lot of valuable statistics affecting this subject. A Richmond letter to the Petersburg *Index* says:

"The two will afford the General Assemby all the information on the subject they wish, but I fear they have already made up their minds. They have, I believe, determined not to pay any interest, and that the coupons shall not be receivable for taxes, the decision of the Supreme Court to the contrary notwithstanding. One of the most prominent leaders of the anti-debt paying party has already perfected plans which will accomplish both of these ends."

Alabama and Chattanooga Railroad.

In the Superior Court of Dade county, at the term just concluded, the Court dismissed the bill of the State of Alabama against the A. and C. R. R., on the ground that the road had been sold in bankruptcy, and the State had become the purchaser.

In the case of the State on the relation of E. D. Graham *vs.* A. and C. R. R., *quo warranto*, having for its object the forfeiture of the charter of the A. and C. R. R. in Georgia, the Court dismissed the petition unless within thirty days the State of Georgia make itself a party plaintiff to the proceedings. The State had not done so at the adjournment of the Court.

A rule was made, in an agreed case, involving the liability of a constable for failure to make the money on the *fi. fa.* against the A. and C. R. R. In his answer to the rule the constable relied upon the fact that the A. and C. R. R. had become baukrupt, had been sold in bankruptcy, that a bill had been filed by the trustees of the first mortgage bonds, before Judge Bradley, at Mobile Ala., against all the creditors, and that Judge Bradley has issued injunctions against all of the creditors, and against all others, forbidding them in any manner to interfere with the possession, custody or control of said road, and placing the same in the hands of Receivers of Judge Bradley's Court, and that this injunction had been served upon him as constable.

Judge Harvey held that the return was sufficient.

This decision involves many complicated legal questions, upon the determination of which the future of the new A. and C. R. R. Company depends.

An appeal was taken to the Supreme Court of Georgia, and thence it will, we presume, be taken to the Supreme Court of the United States, where all the interests involved, including the legality of the bankruptcy proceedings, and of Justice Bradley's interlocutory decree, authorizing the issue of bonds, etc., can be finally determined.—*Chattanooga Times, Dec. 7th.*

Pullman's Cars for Vienna.

Mention has been made of the departure for Europe of Mr. George M. Pullman and family, where Mr. Pullman goes, at the solicitation of European railway officials, to complete arrangements for the exhibition of his cars during the Vienna Exposition. The Chicago *Tribune* says:

"The four Pullman cars which have been building at the Detroit shops for the Vienna Exposition have been completed, and will shortly be shipped for Europe. The process of constructing these cars has been very novel, and is worthy of note. They have been set up and finished as if they were to run on American roads, but the various parts have been manufactured in small pieces, and so put together that they can be taken apart, each piece packed in a box, and the whole car transported like ordinary merchandise. These cars will be shipped to Vienna in this manner, thus protecting the elegant work which has been put upon them from exposure during the voyage. When they arrive in Vienna they will be unpacked and put together like an ordinary road carriage. There are two dining and two sleeping cars, and the four will make a Pullman palace car train between Vienna and Paris during the exposition."

☞ The Wilmington (Del.) *Commercial* says that the track layers on the Delaware and Pennsylvania Railroad are now employed day and night in an endeavor to completed the unfinished portion of the road by the 1st of January. On that date the road passes into the control of the Pennsylvania Central, in accordance with a contract entered into between the contractor, Geo. Sellers, and this company. We presume that the road will be thrown open to travel its entire length soon after its completion.

Central (Ga.) Railroad.

By reference to the notice of the Cashier of the Central Railroad and Banking Company, it will be seen that at a meeting of the Board of Directors, held yesterday, action was taken in reference to the dividend of five dollars per share, declared on the 3d inst. The result can but prove highly satisfactory to the friends and stockholders of the road, and is a justification of the faith placed in this company, the model railroad company of the South. It has been determined to pay the dividends on and after the 20th January in cash, or if the stockholders prefer not to wait, they can receive their dividends in the joint mortgage bonds of the Central, Southwestern and Macon and Western Railroads, at ninety-five cents on the dollar, on and after the first proximo. The admirable management and immense resources of the Central are fully shown in this early action towards paying the dividend. We very much doubt if there is another single railroad in the South subjected to such great expenditure in improvements, &c., during the past year, as the Central, that would declare a dividend, much less pay it.—*Savannah News.*

☞ The semi-annual report of the Ohio State Commissioners shows the receipts for the period ending November 15, 1872, were $878,845, and disbursements $635,845. There was on deposit in New York at date of report $125,812 for the purchase and redemption of Ohio State stocks. During the past six months $192,203 of the funded debt has been redeemed, and the amount outstanding November 15 was $8,573,546.

☞ There remains now but a gap of thirty-five miles between the present eastern terminus of the International (Texas) Railroad at Troupe, below Tyler, and Long View on the Texas and Pacific Railroad. Work is progressing on this road rapidly, and when it is closed in a month or two, passengers can go through by rail from Shreveport to Galveston.

☞ The Providence and Worcester Railroad Company have commenced running trains upon the new Milford and Ashland Railroad, which connects the Milford and Woonsocket road with the Boston and Albany road at Ashland.

☞ The Tuscarawas Valley Railroad Company have commenced running trains from Canal Dover to Cleveland. The gap between the Pan Handle road and Canal Dover, is less than fifteen miles, and will be built within the coming year.

☞ The United New Jersey Railroad and Canal Co. will pay its regular quarterly dividend of 2½ per cent, on and after January 10th, at the office of the Pennsylvania Railroad Co., in Philadelphia, and 57 Broadway, New York.

☞ The Attleborough Branch Railroad Co. has declared a dividend of $3 50 per share, payable Jan. 1, at Attleborough, Mass.

☞ The Granite Railway Company has declared a dividend of $4 per share, payable Jan. 1, at 31 Pemberton Square, Boston.

☞ The Hanover Branch (Mass.) Railroad Company have declared a dividend of $3.00 per share, payable January 1.

☞ The Calumet and Hecla Mining Company will pay, January 15, an extra dividend of $5 per share. The regular quarterly payment of a like sum will be due February 15.

☞ The track-layers on the Missouri, Kansas and Texas Railroad reached Denison, Texas, on the 24th ult.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR PROPERTY BURNT BY SPARKS FROM LOCOMOTIVE—SPECIAL RISKS INCIDENT TO PROXIMITY TO RAILROADS.

The case of The Michigan Central Railroad Company *vs.* Eli B. Anderson, (20 Mich., 244,) was an action on the case brought by Eli B. Anderson, in the Circuit Court for the County of Kalamazoo, against the Michigan Central Railroad Company, for the value of a building, and property therein stored and adjacent consumed by fire on the night of the 20th of April, A. D. 1866; Anderson claiming that the fire was communicated from the sparks and cinders flying from engines passing over the track of the railroad company and was the result of carelessness and negligence on the part of the agents of the company.

The following is the opinion of the court delivered by—

CAMPBELL, Ch. J.—Errors are assigned on rulings and charges of the court upon the trial.

A witness having testified and been allowed to leave the stand, several witnesses on the other side were called to show that he could not have been able to see certain things from a place where it was claimed he had said he was, at the time when he observed the circumstances which he narrated. An application was then made to allow him to take the stand to show that he had not stated what was assumed, and that he had been misunderstood, and to show what he had said or intended and supposed he said. This was not allowed.

There is certainly power in a court to allow a witness to be recalled at his own request or otherwise to explain his testimony and to correct alleged misapprehensions as to what he has said or meant, and it is often a very necessary power to prevent injustice. But we have not found any authority rendering it imperative on courts to permit it. The jury are expected to remember what has been sworn to and the correction will not supersede their conviction of the original statement unless they are satisfied it ought to do so. We cannot, therefore, hold that there has been any error in law on this question and we have no power to review the discretion of the Circuit Judge.

The action was brought against the railroad company for negligence in causing the Sorghum Factory of Anderson to be burnt by sparks from their engines passing along the railroad, which was separated by a highway and some intervening ground from the premises destroyed, which had upon them about the factory a considerable amount of dry and combustible stalks and similar material.

The court, under objection, charged the jury that regard must be had to the actual state of things at the time; the force and direction of the wind; the dryness of the weather; and the proximity of the building to the railroad; and that what might be ordinary care on a still and wet day might not be on a windy and dry one, and when near a combustible matter. The question still being what care a prudent man would exercise in precisely similar circumstances.

There had been full testimony in the case upon the character of the engines and stalks, and the use of proper means to render them as secure as possible from doing mischief by the discharge of sparks, and this charge was independent of any question as to the quality and character of these equipments, as suitable to be used.

We think the rule laid down was incorrect. Vehicles that can choose their track, and can deviate whenever and wherever it is desired, may properly be required to be used differently according to circumstances. But the necessity of running railroad cars with regularity and uniformity is not a matter of convenience merely. The business cannot be done at all, unless calculations are made upon the movements of trains. And the risks attendant upon a disturbance of that regularity are risks of human life, and not mere business delays. It would not only be vexatious, but in the highest degree dangerous to make the movements of cars vary with wind and weather. Those who establish themselves in the neighborhood of railroads must know that the trains are expected to run with regularity, and if there are special risks arising from no want of care in the proper equipment and management of engines and trains, those risks are not chargeable to the railroad, but are incident to the situation. And extra care which they demand must therefore devolve upon those whose interests require the increased vigilance; and the consequence of not exercising it must fall upon the owner, because the railroad is not in fault. We think the judgment must be reversed on this ground.

The other questions so far as they are material, depend upon very similar considerations, and what we have said will probably be sufficient to prevent any misapprehension upon any of them likely to arise in another trial. We do not think it necessary to consider them further.

Judgment reversed.

Cumberland Valley Railroad.

The earnings of this road for the year ending September 30, 1872, were as follows:

From passengers		$189,632 99
" freight		374,593 18
" mails		6,800 00
" express		6,839 97
" other sources		3,698 43
		$581,064 57
Expenses, viz:		
Conducting transportation	$82,116 97	
Motive power	92,361 27	
Maintenance of way	90,157 31	
Maintenance of cars	16,480 46	
General expenses	11,958 60	
		293,074 61
Net earnings		$287,989 96
Add balance from previous year		94,798 11
Capital stock issued		167,600 00
		$550,388 07
From which deduct—		
Dividends	$106,567 67	
Interest on bonds	25,369 33	
Construction	141,697 84	
Materials	28,815 28	
Trustees of sinking fund	115,199 17	
		412,649 29
Cash and cash balances		$137,738 78

The company has 19 locomotives. Miles run with passenger trains, 129,117; with freight trains, 132,800; with other trains, 13,872—total miles run, 275,889. Number of passengers carried, 288,817. Tons of freight transported, 322,016. The president in his report says:

Nothing has occurred within the past year to disturb the successful progress of the business of our road, which continues to improve, and is destined to increase more rapidly in the next year, by reason of the construction of the several side roads, already completed. The Dillsburg and Mechanicsburg Railroad, leading to extensive iron mines in York County, has now been finished and will be operated in a short time. This road, in all its parts, has been substantially built, and is altogether a first-class road. It will be immediately delivered over to us, under an agreement by which it will be operated by our company, upon terms mutually satisfactory. We have loaned to this company a sum sufficient to pay for the superstructure, for which we hold its bonds and mortgage.

The second track of our road has been completed from Bridgeport to Mechanicsburg, and a further extension of 800 feet will reach the terminus of the Dillsburg Road, which will greatly facilitate our operations from that point.

The South Mountain Railroad Company from Carlisle to Pine Grove, increases its business, and is likely to increase it more, which correspondingly adds to that of our road.

The road built by the Mont Alto Railroad and Iron Company, about eleven miles long, from a point near Chambersburg, to the Mont Alto Iron Works, where there is said to be an extensive deposit of iron ore, and a furnace and forge already built, has just been completed and gone into operation, and will doubtless add much to the freight of our road. We loaned also to this company an amount equal to the cost of the superstructure, for which we hold the bonds and mortgage of the company.

The South Penna. Iron and Railroad Company has not yet been brought into successful working condition, in consequence of the pecuniary embarrassments which have overtaken it. This road which passes through twenty miles of the most fertile part of the Cumberland Valley, and five miles further to the most extensive mines of iron ore, is destined to contribute largely to the business of our road, when that company shall have emerged from its present difficulties, and its large landed estate, furnace and mines shall have come into the hands of another party, who shall have the means of conducting operations commensurate with its enormous resources. It is now going through the process of a sale, which must result in producing the desired result. This sale is being made by a trustee under a second mortgage, and subject to that which our company holds, and subject also, to the lease by which we now occupy the road; so that our interests are not at all involved in the sale of the road, and our trust is that it may fall into the hands of capitalists whose interests will be to make the estate profitable, and thereby benefit our road. We have been running this road for the past year at an expenditure of $23,154 71-100, whilst the receipts amounted only to $17,369 81-100, making an excess of expenditures $5,784 90-100. More than one-third of the money expended upon this road was for unfinished work of the contractors, so that in fact, the receipts were quite equal to the legitimate expenses.

It is very certain, that in addition to the ordinary and gradual increase of the business of our road, there will be added that which will be brought by the Dillsburg and Mechanicsburg Road, coming in at Mechanicsburg; the South Mountain Iron Company's Road coming in at Carlisle; the Mont Alto Iron and Railroad Company coming in near Chambersburg, and the South Pennsylvania Iron and Railroad Company coming in seven miles west of Chambersburg; and this, within the next year, will so increase the work to be done, as to render useful the extension of the second track from Mechanicsburg to Carlisle, and at no distant day, over the whole length of our road. The iron ore of Cumberland Valley is in quantity almost limitless. Our side roads will lead to its entire development. Its proximity to the coal regions, the smelting furnaces, and iron works of our State, making it so convenient, that we must be prepared to meet the demand which will now be made upon our road to carry it.

Our road, as at present located, passes through the main street of Carlisle, and when it shall become necessary to extend the second track to that place, it should be located around the town, either North or South; and there is no difficulty in putting it on either side. Anticipating the necessity for this at no distant day, the engineer has been directed to make a survey of the ground, and an estimate of its cost, that it may be submitted to the board of directors.

We have expended upon the extension of our road from Hagerstown to the Potomac, including the erection of the bridge across the river, $135,934. The road and bridge are now finished, but will be comparatively useless until the completion of the Martinsburg and Potomac Railroad to the Baltimore and Ohio Railroad at Martinsburg. This is in a state of forwardness, but has not been prosecuted with the degree of energy which its importance required. There is no reason why it might not be completed within a short time.

A lot, at Chambersburg, which lies in the junction of the road which diverges to Hagerstown, and adjoins the warehouse of the company, and which has been a subject of litigation and trouble for several years has been purchased by the company, and will afford us most convenient space.

The car shop and room in the yard at Chambersburg have become inadequate to our necessities at that point, and the purchase of this lot was with the view of supplying the want of more sidings for cars, and a more convenient shop for building, painting and finishing cars.

In anticipation of the increase of business, and as was suggested in our last annual report, there have been purchased two new freight engines, at a cost of $23,326 7-100, and our shop has been supplied with new tools at a cost of $1,091 48 100. One new passenger car and five gondola cars have been built during the year, at a cost of $6.784 19-00.

There can be no doubt of economy in the use of steel rails, it being but a question of first cost, and in accordance with that view, we have adopted the policy of introducing them into our road as fast as circumstances will allow, and in pursuance of this we have put in 204 tons this year, and desire to continue this from year to year as may be expedient.

The bridge over the river at Harrisburg requiring repairs, last year the chords of two spans were renewed and the viaduct bridges at either end—and this year the chords of eight spans have been renewed, and two more will be finished this season, and during this year we have expended in that work $23,396 93-100.

Our whole road is in excellent condition, and our rolling stock in good order, preparatory to the winter work.

STATEMENT, OCTOBER 1, 1872.

Cost of road	$1,725,142 63
Materials on hand	77,037 12
Trustees of the sinking fund	579,395 65
Balances of accounts	47,360 10
Cash 1st October, 1872	90,371 75
	$2,519,307 25
First preferred stock	$241,900 00
Second " "	243,000 00
Common stock	1,009,350 00
First mortgage bonds, 8 per cent	161,000 00
Second " " "	109,500 00
Common " 6 per cent	81,800 00
Due for Dividends	58,051 48
Due for interest on bonds	14,123 05
Balance	600,582 72
	$2,519,307 25

President.—FREDERICK WATTS.

Directors.—Frederick Watts, Thomas A. Biddle, Thomas A. Scott, Washington Butcher, Wistar Morris, H. J. Lombaert, Daniel O. Gehr, Thomas B. Kennedy, Edmund Smith, J. Edgar Thomson, Josiah Bacon.

Secretary and Treasurer.—EDWARD M. BIDDLE.

Superintendent.—O. N. LULL.

Debt of Milwaukee.

Under the re-adjustment act of March 19, 1861, there are outstanding—

Re-adjustment bonds	$497,000
Re-adjustment scrip	2,357
	$499,327
Under the act of March 28, 1871—	
General city bonds	$150,000
Water bonds, the present issue	1,200,000
	$1,849,857
Amount depending upon the recent decision of the U. S. Court on the bonds issued to railroads, about	400,000
Making a total of	$2,249,857

☞ The formal opening of the Buffalo, New York and Philadelphia Railroad to its terminus at Emporium, Penn., a distance of 120 miles from Buffalo, took place on the 28th ult. Eighty-five miles of this road have been completed since May, 1872. Bronson C. Ramsey, Esq., is president of the company.

SECOND MORTGAGE
7 PER CENT. BONDS
SOUTH CAROLINA
RAILROAD COMPANY.

The South Carolina Railroad Company having created a Second Mortgage, amounting to

THREE MILLION DOLLARS,

for the purpose of retiring all its floating obligations and arranging its non-mortgage bonds, and the bonds authorized to be issued under said mortgage having been duly executed, they are now offered for sale at this office at

75 PER CENT.

Payment will be accepted as follows, viz:

Two-Thirds of the purchase money will be received in the 7 per cent. non-mortgage bonds of the Company at 75 per cent.; balance in cash.

The value of this security now offered entitles it to VERY HIGH CONSIDERATION. The mortgage covers the entire property of the Company, embracing 242 miles of first-class road abundantly equipped with locomotives and cars in fine condition, and all the appurtenances of a first-class Railroad - - - the first mortgage being only $3,000,000.

The business of the Road for the present year is estimated at about

$1,400,000

gross, and its net revenue at over $550,000. Its present prospects furnish ample ground for very satisfactory anticipations of future earnings.

The Bonds bear date October 1st, and have attached coupons for 7 per cent. per annum interest, payable in April and October, in the City of New York.

After the 31st December inst. the price of the bonds will be 75 per cent., and accrued interest.

J. T. WELSMAN,
CHARLESTON, S. C. Dec. 6. Treasurer.

The undersigned agent for the sale and exchange of the above Bonds, can be found at the Fourth National Bank, in this city.

JOHN C. COCHRAN.
NEW YORK, Dec. 18, 1872.

OFFICE OF THE CENTRAL PACIFIC RAILROAD COMPANY, No. 54 WILLIAM ST., NEW YORK, Dec. 20, 1872.

THE COUPONS OF THE FIRST MORTGAGE Bonds of the CENTRAL PACIFIC RAILROAD COMPANY, the WESTERN PACIFIC RAILROAD COMPANY, and the CALIFORNIA AND OREGON RAILROAD COMPANY, due Jan. 1, 1873, will be paid, in gold, at the office of Messrs. Fisk & Hatch, No. 5 Nassau-st.

Schedules of twenty or more coupons may now be presented, for which checks will be ready Jan. 2.

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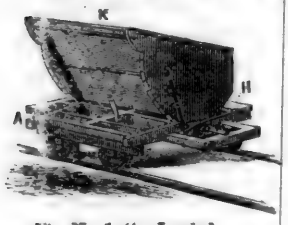
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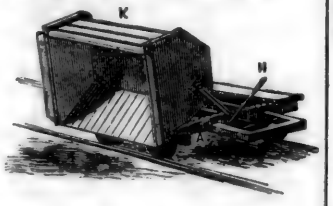


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

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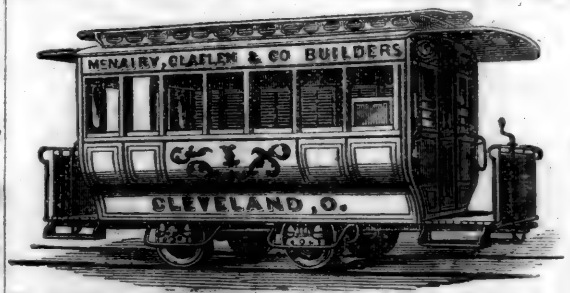
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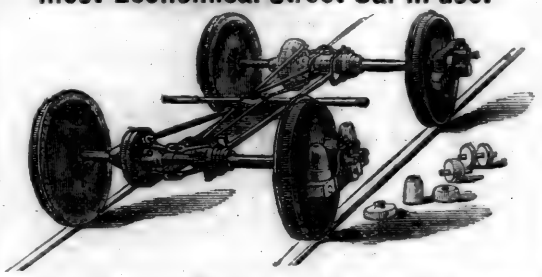
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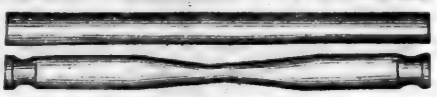
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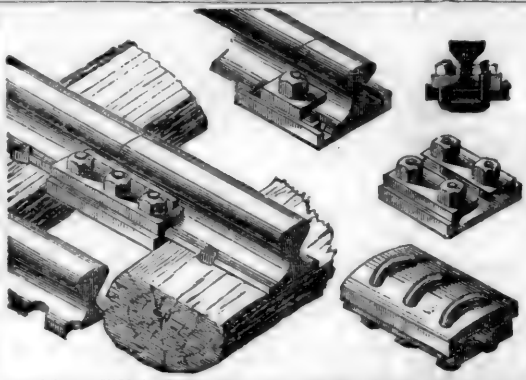
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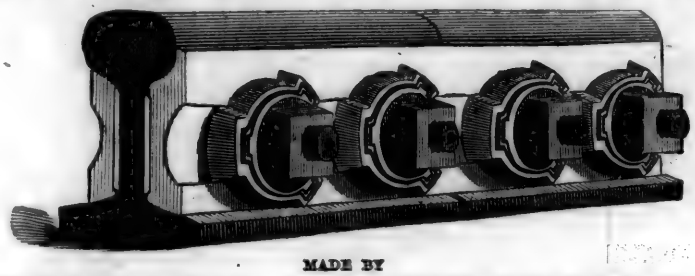
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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

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SECOND QUARTO SERIES, VOL. XXIX., No. 2.] SATURDAY, JANUARY 11, 1873. [WHOLE No. 1,916, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, January 11, 1873.

Union Pacific Railroad.

The Government directors of the Union Pacific Railroad, in their report just made, express the opinion that probably no equal number of consecutive miles of railroad in the United States can be found in a better condition. The still more important declaration is made that the directors do not doubt the capacity of the road to equal to all just demands upon it, including the Government lien; but to effect this with certainty several changes are deemed necessary, the principal of which is the removal of all executive supervision over the immediate workings of the line from the present distant points in the East to the line itself. The report fixes the date of the completion of the road at June 30, 1870, since which, by the terms of the charter, five per cent. of the net earnings of the road are now due the Government. The net earnings for two years, ending June 30, 1872, were $6,585,211, five per cent. of which would be $329,270. The company argue that to obtain the net earnings upon which the Government claim should be calculated, the entire interest account should be deducted, and the directors admit that there is some force in the argument so far as the interest on the first mortgage bonds is concerned. The interest on the bonds, counting gold at twelve per cent., has been $3,660,652, which, if deducted, will still leave $2,925,863, upon which the Government is entitled to five per cent., or $146,273. The directors do not see how the claim can properly be reduced below the latter sum. The report also states that the directors have made repeated but always ineffectual efforts to induce the company to break up the contract with the Wyoming Coal Company.

To Investors.

To those who wish to REINVEST JANUARY COUPONS OR DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-Thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (**1.10**) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency—yielding an income more than one-third greater than U. S. **5-20s**. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post-Office address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington,

Financial Agents N. P. R. R. Co.

☞ The Denver, Georgetown and Utah Railroad Company have raised all the money to build their road from Denver to Georgetown. Contracts for the grading and ties will be let on the 10th inst., and the road completed to Georgetown before next October.

St. Louis and her Railroads.

There are now twenty distinct railroads centering here, with trains starting every day from this city over 4,303 miles of road, and, connections over which through cars are run from this city, over not less than 21,000 miles. Of the twenty roads, several are combined in their management, and are, financially speaking, but branches one of the other; thus the St. Louis, Kansas City and Northern, has three distinct routes under one management, the Northern to Ottumwa, the Western to Kansas City, and the Central, now being pushed toward Omaha. So the Missouri Pacific and Atlantic and Pacific, though united in management, afford the commercial facilities of two distinct roads, as do the Vandalia and the Illinois Central, which runs through cars into the city over the same track, and the Chicago and Alton and its Jacksonville branch. Two of the roads have not yet complete a line into this city, but reach it as yet over other roads, though all of them run trains from the city direct, except the Quincy, Alton and St. Louis, which is only completed as far as Louisiana. The twenty roads centering here are managed by seventeen different corporations, though the Iron Mountain and Cairo and Fulton are substantially the same, and the Atlantic and Pacific and the Missouri Pacific are controlled by the same interest.

Several roads are projected, with more or less prospects of completion, such as the St. Louis and Cairo, the St. Louis and Keokuk, and the St. Louis and Fort Scott.

Five years ago, predicting that St. Louis would speedily become the great railroad city of the Continent, we seemed over-enthusiastic. To-day, St. Louis is the great railroad center of North America. By five distinct lines to New York the shortest 1,064 miles, three to St. Paul, of which the shortest is 559 miles, two to San Francisco, the shortest being 2,378 miles, two to Dennison 622 miles, and soon to be completed to Galveston, 922 miles; one to Little Rock, 343 miles, soon to be completed to Laredo; two to New Orleans, the shortest 692 miles, and two to Mobile, the shortest 638 miles, and one to Charleston, South Carolina, 915, with connections to all other southern ports, our merchant are enabled to communicate with all parts of the country, with advantaes for exchanging the products of all such as no other city possesses or can secure. We approach the year 1872 with prospects brighter than ever before. There is needed only that hearty public spirit, which grants without grudging all reasonable encouragement to these enterprises, to make St. Louis, within three years to come, as unrivaled in its railroad facilities, as it is by nature in position and lines of communication by water.—*St. Louis Dispatch.*

Wooden Railroads.

We learn that there are now over a hundred miles of wooden railroads in operation in the vicinity of Quebec. The gauge is four feet eight and a half inches. The running time is about sixteen miles an hour, but trains have been run at the rate of thirty-five miles per hour. The rails are made of maple, 4x7 inches, set up edgewise, and notched into cross-ties four inches deep, and held by two wedges down in the notch on the outside of the rails. The ties are eight inches thick, and laid twenty inches apart. The cars have four wheels, and some of the engines weigh thirty tons. In frosty weather the driving-wheels have less adhesion than on metal rails, but no considerable difficulty is experienced from this cause. The rails will last from two to four years, according to the quality of the timber and the amount of traffic. The cost of such roads is from four to seven thousand dollars per mile. They seem to be very well adapted for light traffic, and as soon as the business of such lines may require it metal rails may be substituted for wood without any change in the equipment.

Intercolonial Railway.

Mr. Potter, Chairman of the Grand Trunk Railway Company, last summer traversed the entire length of the Intercolonial. He gave in his speech at the Grand Trunk meeting, a general description of the country through which the Intercolonial runs, and spoke in the highest terms of the work done upon it. We extract the following passage from his speech:—

The Intercolonial hugs the southern shore of the Bay of Chalours for a distance of sixty miles through a thickly populated country, where the population is partly French, partly Scotch, and partly English. At Campbelltown, the last port at the head of the Bay of Chaleurs the Intercolonial enters the valley of Restigouche, a magnificent supalpine valley with scenery, I think, equal to anything that exists in Europe. It follows the valley of Restigouche until it reaches the Metapedia Valley. Passing through a wild magnificent region, it approaches the St. Lawrence at Little Metis. Now, I cannot doubt, gentlemen, that along the coast of the Bay of Chaleurs and through the valley of the Restigouche and the Metapedia, and along the shores of St. Lawrence, there will be a very large summer pleasure traffic. I doubt, myself, whether those regions are, likely to be inhabited by a large population so long as there are richer and more fertile lands in the West to be obtained, where the climate is more favorable to agriculture; and I think, like the Highlands of Scotland, the whole of that district from Bathurst along the Bay of Chaleurs and through the magnificent valleys of the Restigouche and of the Metapedia, that country will become the pleasure and recreation ground of the Western States of America to an extent which it is difficult for us at this moment to realize. The whole coast teems with fish. I do not believe the present population of that coast either consume or produce much except fish that will feed a railway. From Little Metis—where the river approaches the St. Lawrence—to our terminus at River du Loup, a distance of about a hundred miles, the district is very similar to the district occupied by us between Quebec and the River du Loup, thickly inhabitated by the narrow line of French Canadians who occupy, and have occupied that river for the last hundred years. The southern shores of the St. Lawrence, like the Bay of Chaleurs, are becoming, and will become much more than they are now, the resort of the people during during the sweltering heat of summer, of the great cities of the Mississippi Valley. A large number of small hotels and accommodation places are springing up. I have no doubt myself that in the summer season the traffic of the Intercolonial along the River du Loup and along the southern shore of the St. Lawrence to Bathurst, will be a fairly remunerative traffic. The problem of working such a railway in the winter remains yet to be solved. So much, gentlemen, for the Intercolonial. It has has been admirably constructed; the machinery and the works are of the most solid description. Imperfect engineering—which has characterized the Grand Trunk Railway—has been carefully avoided, and the line is in all respects equal to the very best line, I think, that has been constructed in this country; and inasmuch as cheap construction in those climes means dear maintenance and dear working, I have no doubt that the construction of the Intercolonial Railway, and the "steeling" of the whole line from the one end to the other, will conduce considerably to the economical working of the line in future years.

New York, New Haven and Hartford R. R.

The directors of the New York, New Haven and Hartford Railroad Company respectfully submit the following report of the business and condition of the company for the fiscal year, terminating September 30th, 1872:

Income:		
From transportation of passengers		$2,803,144 81
From transportation of freight		1,445,952 00
From transportation of mails and express		185,640 25
From other sources		48,816 82
		$4,483,553 88
Expenses:		
Repairs of road and renewals	$474,362 14	
Repairs of bridges	22,920 56	
Repairs of buildings	106,972 77	
Repairs of fences	6,011 58	
Repairs of engines	200,513 36	
Repairs of passenger and baggage cars	164,995 58	
Repairs of freight cars	97,525 74	
Repairs of tools and machinery	16,402 78	
Coal and wood for engines	244,590 47	
Oil	25,786 36	
Waste	8,358 12	
General expenses	107,624 41	
Wages and incidentals chargeable to passenger department	433,494 64	
Wages and incidentals chargeable to freight department	358,814 99	
Switchmen and Signalmen	73,725 40	
Damages and gratuities	82,722 22	
Insurance and telegraph expenses	10,461 62	
		2,385,282 74
Balance		$2,098,271 14
Deducting, taxes	$229,717 19	
Deducting interest	98,744 58	
		328,461 77
		$1,769,809 37

The receipts on the Shore Line Division for the year ending September 30th, 1872, have been—

From transportation of passengers	$294,550 75
From transportation of freight	71,816 79
From transportation of mails	7,566 96
From transportation of express, &c.,	13,412 47
Total income	$387,346 97
Expenses operating division	$313,018 20
Paid rent	100,000 00
	413,018 20
Deficit for year	$25,671 23

On the 3d day of August, 1870, the New York and New Haven Railroad Company, and the Hartford and New Haven Railroad Company, entered into a perpetual agreement by which all the railways and properties of both corporations, except all monies, claims and demands which should thereafter become due on account of subscriptions to the capital stock of either corporation, became a joint estate, and were brought under the control and management of a joint board of managers. Under this agreement, the net earnings of the two roads, after the payment of all expenses, liabilities and interest, were to be divided between the two corporations in the proportion of fifty-seven per cent. to the former company and forty-three per cent. to the latter company. It was also provided in said agreement that as soon as the necessary legislative authority could be obtained, the two corporations should be merged and consolidated into one company, and that all apportionments of capital stock under such consolidation should be made on the basis of fifty-seven per cent. to the New York and New Haven Railroad Company and forty-three per cent. to the Hartford and New Haven Railroad Company.

On the 6th day of August, 1872, under and pursuant to Acts of the Legislatures of the States of Connecticut and Massachusetts, authorizing the same to be done, the Hartford and New Haven Railroad Company was merged into and consolidated with the New York and New Haven Railroad Campany, and the name of the latter company changed to that of the New York, New Haven and Hartford Railroad Company.

By the Acts of the Legislatures of Connecticut and Massachusetts, the capital stock of the consolidated corporation was limited to the aggregate of the capital stocks of the two corporations. This amounted to $15,500,000; the capital stock of the New York and New Haven Railroad Company being $9,000,000, and that of the Hartford and New Haven Railroad $6,500,000. It was necessary, under the partnership agreement of August 3d, 1870, that in consolidating the two corporations the $15,500,000, of the capital stock of the consolidated company should be divided between the two companies in the proportion of fifty-seven and forty-three as above stated. It will be seen that under this division, the stockholders of the New York and New Haven Railroad Company would have received less and the stockholders of the Hartford and New Haven Railroad Company more than one share of the new stock for each share of their own stock. To obviate this difficulty it was arranged that the stockholders of each of the two companies should receive one share of the stock of the consolidated company for each share of stock held by them, and that any further interest in the consolidated stock which the stockholders of the Hartford and New Haven Railroad Company were entitled to, should be paid for in cash by the consolidated company. The Hartford and New Haven Railroad Company also owned two thousand shares of their own capital stock which was not embraced in the property conveyed under the partnership agreement of August 3d, 1870, but which properly belonged to the stockholders of said company. This stock was purchased by the consolidated company at its then market value. The sum paid for this stock, and the sum paid the Hartford and New Haven Railroad for the purpose of equalizing the values of the properties of the two companies and adjusting the division of the capital of the consolidated company amounted, in the aggregate, to $650,790, or $10 33-100 on each share of the capital stock of the Hartford and New Haven Railroad Company. The two thousand shares of the capital stock of the Hartford and New Haven Railroad Company have been converted into the stock of the consolidated company and are now held by the latter as an asset.

Although the capital stocks of the two companies were not consolidated until the 6th day of August last, yet as both railroads were, prior to that time, operated under the partnership agreement of August 3d, 1870, the accounts of receipts and expenses of the fiscal year ending September 30th, 1872, are given the same as through the consolidation has existed during the entire year. The balance sheet accompanying this report gives the financial condition of the company on the 1st

of October, 1872, after the payment to the stockholders of the Hartford and New Haven Railroad Company of the sum of $10 33-100 on each share of their stock for the purpose of equalization, &c., as hereinbefore indicated.

The New York, New Haven and Hartford Railroad Company now own a double-track Railroad extending from the junction of the Harlem Railroad, near Williams' Bridge, to the City of Springfield, a distance of about one hundred and twenty-four miles, with a branch to Middletown of ten miles, a branch to New Britain of two and a half miles, a branch to Suffield of three and a half miles, and a branch to the freight grounds on the Connecticut River at Hartford of three-quarters of a mile.

About eight-tenths of the entire main line between the Harlem Railroad and the city of Springfield is now laid with steel rails. The balance of the main line will probably be laid with steel during the season of 1873. Contracts for steel rails sufficient for that purpose were made before the late advances in the price.

The company has also a perpetual lease of the Shore Line Railroad, extending from New Haven to New London, a distance of fifty miles, at an annual rent of $100,000.

The running equipment of the New York, New Haven and Hartford Railroad company consists of 84 locomotives, 129 passenger, 1,010 freight, 41 baggage, and 251 gravel and other cars.

During the year ending October 1st, 1872, the number of miles of trains run and the number of passengers and tons of freight carried (not including the Shore Line Division) were as follows: Miles run by passenger trains, 983,147; miles run by freight trains, 481,763; miles run by other trains 235,981—total, 1,700,891. No. of passengers carried, 3,925,765; No. of passengers carried one mile, 124,919,238; No. of tons of freight carried, 892,579; No. of tons of freight carried one mile, 38,662,529.

Since the 1st of October this company has perfected its arrangements with the New York and Harlem Railroad Company for the use in common with that company and the New York Central and Hudson River Railroad Company of the new passenger depot and grounds at and near Forty-second street, in the City of New York, and are now running their passenger trains to and from that point. The haulage of our passenger cars by horse power is now avoided, and with the facilities of quick transit by steam between the new depot and City Hall Park, which we have every reason to believe will be secured within the next two years, it is safe to assume that the passenger business of the road will be very materially increased. The entire road, including the Shore Line, has been operated during the past year without loss of life or limb to any passenger while on the trains. The road, cars and engines are in excellent condition, and the company is provided with shops, ground and machinery ample to keep them in good repair, and if necessary to construct new cars and engines.

Considerable outlay, however, will be necessary to provide more convenient accommodation for the passenger business at New, Haven, Mamaroneck, New Rochelle, Mount Vernon and other points, and for the freighting business in the city of New York. These improvements will be carried on with all reasonable dispatch.

CONDENSED BALANCE SHEET, OCTOBER 1, 1872.

Cost of railroad		$12,161,233 00
Equipment: engines and cars		1,840,972 00
Real estate		700,240 97
New York, New Haven and Hartford Railroad Stock held by Co. (2,000 shares)		200,000 00
Materials and supplies on hand		622,859 35
Materials and supplies Shore Line Division		142,452 67
Due from agents and connecting roads		201,914 10
*Cash on hand, cash assets, loans, &c		3,026,761 80
		$18,896,433 89
Capital Stock: 155,000 shares	$15,500,000 00	
Bonds, past due	$2,000	
" due 1873	580,000	
" " 1875	1,059,500	
	1,641,500 00	
Coupon interest & dividends unpaid	73,339 47	
Accounts payable: pay roll and balances due connecting roads	278,221 21	
Credit balance, Shore Line Division	25,780 40	
Profit and loss	1,377,592 31	
		$18,896,433 89

* This includes cash installments of $3,000,000 paid in by the stockholders of the New York and New Haven Railroad Co. and Hartford and New Haven Railroad Co. on the 1st of July last, and which, on consolidation, became the property of the consolidated company.

The officers of the corporation are as follows:

President.—WM. D. BISHOP.

Vice President.—WM. P. BURRALL.

Directors.—Wm. D. Bishop, Bridgeport, Conn.; Wm. P. Burrall, Hartford, Conn.; Wilson G. Hunt, C. Vanderbilt, Geo. B. Carhart, New York; Chester W. Chapin, Springfield, Mass.; Horace F. Clark, A. R. Van Nest, New York; Henry C. Robinson, Hartford; E. H. Trowbridge, E. C. Read, New Haven, Conn; Nathaniel Wheeler, Bridgeport; C. M. Pond, Hartford.

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

Gen'l, Sup't.—EDWARD M. REED.

Water as Fuel.

The San Francisco *Alta* says that a large number of citizens recently visited, by invitation, the brass foundry on Fremont street for the purpose of witnessing some experiments with a new fuel recently invented. They were shown into that portion of the establishment occupied by the furnaces, and in one corner found a brick furnace some eight feet long and six feet high. On the top of this was an iron tank holding about ten gallons, which was filled with crude petroleum. From this tank a pipe about an inch and a-half in diameter led into the side of the furnace. A small jet of oil, not larger than a small goose quill, was permitted to flow out of this tube; a light is placed beneath this jet, and it immediately ignites. Another pipe, about an inch in diameter, leads from a steam boiler stationed some fifteen feet away. This pipe leads a small jet of steam upon the burning oil, and the moment the steam strikes the oil the oxygen in the water is set free and ignites with a tremendous roar, generating in a very few moments a most intense white heat.

From this small source the entire chamber of the furnace, which is some two feet by five feet, is filled with a flame so brilliant and dazzling that one cannot gaze on it for more than a moment at a time. This flame possesses all the heat of an oxyhydrogen flame, and beneath its fierce power the hardest metals melt in a few moments. The inventor of the apparatus by which the elements of heat, which nature so generously provides, can be utilized is a very modest man, saying that he did not want to bring his discovery before the public until he had fully demonstrated that it would do all he claimed for it. He says that the cost of furnaces will be only a nominal sum; that they will be within the reach of every one who owns a quartz ledge, while the amount of oil consumed in twenty-four hours will not exceed ten gallons at a cost of $2.

The doctor has every confidence in his discovery, and declares his ability to furnish fuel for a voyage of one of the Panama steamers to and from Panama for the insignificant sum of two hundred dollars, while the entire quantity will weigh not to exceed twenty-five tons. He further says that at an expense of five dollars per day, he can run furnaces that will smelt one ton of ore every thirty minutes. If only one-half of what is claimed can be accomplished, the discovery will prove of incalculable advantage to the mining interests of the Pacific Coast, and will create a revolution in steam travel throughout the world.

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The undersigned is now prepared to supply the improved and superior

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constructed in the best and most substantial manner, and on reasonable terms.

Favorable arrangements will be made with line constructors, telegraph employes, &c., for the introduction of the Printer.

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The following parties have this instrument in use, viz:

J. C. Hoe & Co., 10 Liberty Place, New York.
Arnold, Constable & Co., Broadway cor. 19th street, New York.
Enoch Morgan's Sons, 20 Park Place, New York.
Garner & Co., cor. Worth and Church sts, New York.
Thomson & Clark, 9 South William street, New York.
Moore, Jenkins & Co., cor. W. Broadway and Franklin street, New York.
P. Dater & Co., 112 Wall street, New York.
Liverpool and London and Globe Ins. Co., Broadway cor. Park Place, New York.
Ætna Insurance Co., Broadway cor. Cortlandt street, New York.
New York Gas Light Co., 157 and 159 Hester street, New York.
Daniel W. Richards & Co., 178 Pearl street, New York.
Wm. D. Andrews & Brother, 414 Water st., New York.
Howard & Morse, 45 Fulton street, New York.
John J. McCrum, cor. Elm & Walker streets, New York.
James L. Libby, 80 Centre street, New York.
Newman & Capron, cor. B'way & 38th street, New York.
American St. Boat Co., Providence, R. I.
Willard Asylum for Insane, Ovid, Seneca Co., N. Y.
Lake Erie Iron Co., Cleveland, Ohio.
Swifts Iron and Steel Works, Cincinnati, Ohio.
Phillips & Jordan, Cincinnati, Ohio.
A. H. Andrews & Co., cor. State and Monroe streets, Chicago, Ills.
Charlottsville Woolen Mills, Charlottsville, Virginia.

The **First Premium** (A Silver Medal) was awarded this instrument at the Cincinnati Industrial Exposition for 1872, as being the **"Best Telegraphic Instrument for private use."**

Cairo and Fulton Railroad.

A correspondent of the St. Louis *Times*, writing from Blomfield, Mo., thus speaks of the Cairo and Fulton Railroad:

The Arkansas branch of the Cairo and Fulton Railroad is completed beyond Poplar Bluff, the county seat of Butler Co., a distance of probably fifty miles, and is being pushed forward rapidly to White river, thence to the Arkansas. Working parties from Little Rock are engaged in the work of construction, and have made a like progress to the latter from the southern end. The trunk line starting from Greenfield Landing, opposite Cairo, is now built to Charleston, the county seat of Mississippi county, a thriving city of probably 1,200 inhabitants, making a junction at Poplar Bluff with the Arkansas branch of the Iron Mountain and St. Louis division.

☞ The completion of the Sabula, Ackley and Dakota Division of the Milwaukee and St. Paul Railway to Marion, Iowa, was celebrated on the 19th ult.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of December, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool.....	$798,218	$882,584
" cotton...	655,067	663,712
" silk	772,386	711,387
" flax	591,730	528,955
Miscellaneous dry goods..	604,905	417,371
Total entered for consump.	$3,422,301	$3,203,959

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$419,346	$535,484
" cotton ...	137,565	211,772
" silk.....	208,405	224,105
" flax	220,041	326,675
Miscellaneous dry goods..	78,280	79,623
Total withdrawn from warehouse	$1,063,637	$1,377,659
Add entered for consump.	3,422,301	3,203,959
Tot. thrown on the market.	$4,485,938	$4,581,618

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$871,211	$882,221
" cotton ...	498,168	536,418
" silk.....	454,250	460,453
" flax	617,967	403,121
Miscellaneous dry goods..	155,692	140,264
Total entered for wareh'g..	$2,597,288	$2,372,477
Add entered for consump.	3,422,301	3,203,959
Total entered at the port.	$6,019,589	$5,576,436

The imports of foreign dry goods at New York for each month of the years 1871 and 1872, were as follows:

	1871.	1872.
January	$8,442,025	$12,967,922
February	14,548,882	17,559,528
March.....	18,129,012	17,917,463
April.....	11,062,469	11,231,677
May	9,662,228	9,821,272
June.....	5,951 772	5,721,641
July	10,247,622	10,657,928
August	19,632,708	21,055,838
September	12,194,996	11,519,654
October	8,611,975	7,152,365
November	7,977,509	5,649,898
December.....	6,019,589	5,576,436
Total.....	$132,480,777	$136,881,612

The following will show the relative proportion of the different classes of fabrics:

	1871.	1872.
Manufactures of wool..	$40,916,424	$42,794,336
" cotton	25,503,564	28,345,694
" silk ..	36,222,588	35,094,096
" flax ..	17,477,987	19,058,811
Miscellane's dry goods.	12,360,214	11,511,675
Total, as above....	$132,480,777	$136,881,612

The value of foreign dry goods entered directly for consumption at the port of New York, is as follows:

	1871.	1872.
January	$5,683,440	$8,151,308
February	10,983,545	13,222,511
March.....	14,400,775	13,780,875
April.....	8,893,459	7,993,045
May	7,259,242	5,956,678
June	3,858,500	2,641,816
July	6,882,173	3,631,988
August	14,648,416	13,172,942
September	9,587,291	7,575,162
October	6,188,461	4,537,155
November	5,510,864	3,561,540
December.....	3,422,301	3,203,959
Total, ...	$97,268,467	$87,878,979

The value of foreign dry goods entered for warehousing at the port of New York, is as follows:

	1871.	1872.
January.....	$2,758,585	$4,816,614
February.....	3,565,337	4,337,017
March.....	3,728,287	4,186,588
April.....	2,169,000	3 288,632
May	2,402,986	3,364,594
June.....	2,093,272	3,079,825
July	3,865,449	7,025,935
August	4,984,292	7,882,896
September.....	2,607,705	3,944,492
October	2,473.514	2,615,210
November.....	2,466,645	2,088,353
December.....	2,597,288	2,372,477
Total.....	$35,212,310	$49,452,688

The value of foreign dry goods withdrawn from warehouse at the port of New York, is as follows:

	1871.	1872.
January.....	$2,449,570	$3,746,688
February.....	3,461,564	4,669,132
March.....	4,316,636	4,869,621
April.....	2,897,580	2,999,688
May	1 894,828	2,432,527
June.....	1,144,408	1,177,210
July	2,175,810	1,454,534
August	4,949,858	10,679,771
September.....	3,444,374	6,061,532
October.....	1,854,735	3,063,010
November	1,904,108	2,420,515
December.....	1,063,637	1,377,659
Total, ...	$31,057,058	$44,951,887

The total imports of foreign dry goods at New York from 1849, compare as follows:

Year.	Invoiced value.	Year.	Invoiced value.
1849.....	$44,435,571	1861.....	$43,636,689
1850.....	60,106,375	1862.....	56,121,227
1851.....	62,846,781	1863.....	67,274,547
1852.....	61,654,144	1864.....	71,589,752
1853.....	98,704,211	1865.....	91,965,138
1854.....	80,842,936	1866.....	126,222,855
1855.....	64,974,062	1867.....	86,263,643
1856.....	93,362,893	1868.....	80,905,884
1857.....	90,534,129	1869.....	94,726,417
1858.....	60,154,509	1870.....	109,498,523
1859.....	113,152,624	1871.....	132,480,777
1860.....	103,927,100	1872.....	136,831,612

All the above figures represent only the foreign gold cost of these goods, freight and duty not included.

Fourth Avenue Improvements.

The residents of Harlem and Westchester county, who live far enough from the city to have none of its advantages and all the country's inconvenience, will doubtless be glad to learn that the Fourth Avenue Improvement is being rapidly pushed forward, and, if the contractors fulfill their proposals, rapid transit will be a living reality in about three years. The tracks have been removed (from 116th street to Harlem River) to the east side of the avenue, so that the work of excavating the bed for the new road would not interfere with the running of the trains.

The contract of changing the level of the road from Seventy-ninth street to Harlem, has been awarded to Messrs. Dillon, Clyde & Co., the builders of the Union Pacific road, and Messrs. Fairchild & Ward are at present arching the road on Forty-fifth, Forty-sixth, Forty-seventh, Forty-eighth and Forty-ninth streets. On these streets the present level is to remain unaltered and the streets are to be thrown over it by means of bridges. The approaches to these bridges are of solid masonry, and the bridges are to be of iron. Mr. Tracy, one of the engineers, estimates that the work will be finished in about two months. Owing to the severe frost but little has been done. At the upper end of the road excavations have been begun at 120th street and 128th street, but the ground has been so hard as to render digging next to impossible, and the rain and thaw of last Friday has made small mud ponds of the excavations that had been made.

In Yorkville the work has been rapidly progressing for the past month. Shafts have been sunk at Ninety-first and Ninety-third streets and two small tunnels are being constructed on either side of the old one. The drilling is done by steam drills and the contractors hope to have completed the tunnels in about eight months.

As none of the proposals which were submitted for the improvements of the avenue between Forty-ninth and Seventy-ninth streets were satisfactory to the Board of Engineers they have readvertised the work, and proposals for the same will be opened at their office, Grand Central depot, on Monday, January 13, at half-past one P. M.

Statement of the Public Debt of the United States January 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	$20,000,000 00	$500,000 00
6 per cent. 1881 bonds, 1861..	18,415,000 00	552,450 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	28,350 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	5,679,640 50
6 per cent. 5-20 bonds, 1862..	267,289,400 00	2,672,894 00
6 per cent. 1881 bonds, 1863..	75,000,000 00	2,250,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	3,242,788 33
6 per cent. 5-20 bonds, 1864..	2,298,000 00	22,980 00
6 per cent. 5-20 bonds, 1864..	68,974,650 00	689,746 50
6 per cent. 5-20 bonds, 1865..	156,186,150 00	1,561,861 50
6 per cent. consols, 1865.....	209,142,200 00	6,274,266 00
6 per cent. consols, 1867.....	315,874,000 00	9,476,220 00
6 per cent. consols, 1868.....	38,638,400 00	1,159,152 00
5 per cent. funded loan of 1881	200,000,000 00	1,666,666 67
Aggregate of debt bearing coin interest.....	$1,756,651,450 00	$35,777,015 50
Interest due and unpaid		4,263,277 15

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$2,780,000 00	$45,172 92
3 per cent. navy pension fund, 1868.....	14,000,000 00	210,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	9,040 00
Aggregate of debt bearing interest in lawful money....	$17,458,000 00	$264,212 92
Interest due and unpaid.....		60 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	172 00
6 per cent. bounty land scrip, 1847.....	3,900 00	238 97
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	1,280,250 00	108,248 57
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	19,450 00	1,481 01
5 per cent. 1 year notes, 1863.	93,795 00	4,701 85
5 per cent. 2 year notes, 1863.	62,350 00	4,474 10
6 per cent. compound interest notes, 1863-64.....	532,920 00	105,922 47
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	303,900 00	27,338 71
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
3 per cent. certificates called.	1,365,000 00	6,150 47
Aggregate of debt on which interest has ceased since maturity	$4,084,220 26	$354,990 74

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$84,387 50	
Legal tender notes, 1862-63...	358,557,907 00	
Certificates of deposit.....	25,370,000 00	
Fractional currency, 1862-3-4.	45.722,061 62	
Coin certificates, 1863.....	23,263,000 00	
Unclaimed interest.....		16,604 84
Aggregate of debt bearing no interest.....	$452,997,356 12	$16,604 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,342,084,150 00	
Bonds at 5 per cent	414,567,300 00	
	$1,756,651,450 00	$40,040,292 65
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	2,780,000 00	
	$17,458,000 00	264,272 92
Debt on which interest has ceased since maturity	4,084,220 26	345,990 74
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	358,642,294 50	
Certificates of deposit	25,370,000 00	
Fractional currency	45,722,061 62	
Coin Certificates	23,263,000 00	
	$452,997,356 12	
Unclaimed interest		16,604 84
	$2,231,191,026 38	$40,667,161 15
Total debt, principal and interest, to date, including interest due and unpaid	$2,271,858,187 53	

AMOUNT IN TREASURY.

Coin	$74,359,275 74
Currency	9,876,573 67
Special deposit held for redemption of certificates of deposit as provided by law	25,370,000 00
	$109,605,849 41
Debt, less amount in Treasury, Jan. 1, 1873	$2,162,252,338 12
Debt, less amount in Treasury, on the 1st ult.	2,160,568,030 32
Decrease of debt (interest account) during the past month	$1,684,307 80
Decrease of debt since March 1, 1872	63,561,159 86
Decrease from March 1, '69 to March 1, '72	299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 60
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	48,849 60
Totals	$64,623,512 00	$1,938,705 36

Interest paid by United States, $16,570,575 54; interest repaid by transportation of mails, &c., $4,006,002 35; balance of interest paid by United States, $12,564,573 19.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Dec. 31, 1872.

GEO. S. BOUTWELL,
Secretary of the Treasury.

Portland and Ogdensburg Railroad.

The Portland correspondent of the Boston *Journal* sends to that paper the following information in reference to the progress of this important enterprise:

The Portland and Ogdensburg road, in spite of all obstacles, has made excellent progress, and now runs to North Conway, sixty miles from this city. This road has obtained a line through the Notch quite as favorable as its projectors ever expected. The road from North Conway to Upper Bartlett, 12 miles, (about half way from North Conway to the Notch,) is being graded. The work on the next section to the old Mt. Crawford House, six miles, will soon be under way, 12 miles of which has been sub-let to Mr. C. C. Courtney of this city, who was associated with Messrs. Wilson, Tennant & Co., contractors, as cashier on the line from this city. These 18 miles will probably be completed and ready for business next summer. The section from Mt. Crawford House to the Crawford House, beyond the Notch nine miles, has been located. The heavy work at the gate of the Notch has been sub-let to Mr. H. J. Beeman of New York. Some work will be done on this section, but not much, till spring opens. The section from the Crawford House (beyond the Notch,) to the Twin Mountain House, nine miles, has been located, and work thereon will be commenced early in the spring. The rest of the line to the Connecticut river will be located next spring, although some preliminary work on it will be done before then.

The grade through the gate of the Notch is only 52 feet to the mile, and seven out of the nine miles in that section having a uniform grade of 116 feet, while the maximum grade upon the remaining two miles is but 93 feet, and those southeasterly between this side of the Notch and Upper Bartlett. The average grade of eleven miles on the Baltimore and Ohio road is about the same as the seven above alluded to, and the success of that road and its grades is an established fact. The average grade of the nine miles from the Crawford House to the Twin Mountain House is but 80 feet to the mile.

Chief Engineer J. F. Anderson has charge of the whole work. The Engineer of the North Conway to the Notch division is Mr. Thomas E. Beverly; Assistants Major S. C. Farrington, George E. Raymond and others. Crawford House to Twin Mountain House, Mr. S. L. Stephenson; Assistants, E. M. Le Prohon and Charles Harlow.

Commerce of New York.

The foreign imports at New York for the month of November, 1871 and 1872, are officially stated as follows:

	1871.	1872.
Entered for consumpt'n.	$13,123,708	$10,395,475
Do. for warehousing	9,371,091	7,679,647
Free goods	1,609,142	5,574,918
Specie and bullion	33,779	155,482
Total entered at port	$24,137,720	$23,805,522
Withdrawn fr. wareh'use	9,005,491	8,374,885

The foreign imports at New York for the eleven months from January 1, were:

	1871.	1872.
Entered for consumpt'n.	$195,643,997	$185,030,376
Do. for warehousing	131,039,797	164,115,364
Free goods	26,493,931	50,441,530
Specie and bullion	6,226,407	5,420,911
Total entered at port	$359,404,132	$405,008,181
Withdrawn fr. wareh'se	118,492,610	147,937,704

The duties received at New York for the eleven months from January 1, were:

	1871.	1872.
Six months	$73,692,107 93	$73,822,709 76
In July	11,934,957 33	7,251,160 85
In August	16,932,839 65	19,335,156 81
In September	15,733,891 86	13,274,126 81
In October	12,066,671 28	10,655,890 80
In November	9,365,044 55	7,274,100 46
Eleven months	$139,725,512 60	$131,612,644 99

The exports from New York to foreign ports in the month of November, were:

	1871.	1872.
Domestic produce	$18,603,795	$22,462,482
Foreign free goods	64,464	180,202
Do. dutiable	564,328	982,532
Specie and bullion	2,124,539	4,863,953
Total exports	$21,357,126	$28,489,169
Do. exclusive of specie	19,232,587	23,625,216

The exports from New York to foreign ports for eleven months from January 1, were:

	1871.	1872.
Domestic produce	$206,774,248	$204,939,336
Foreign free goods	1,076,418	1,436,205
Do. dutiable	7,048,587	9,042,436
Specie and bullion	61,831,354	67,975,466
Total exports	$276,725,607	$283,393,443
Do. exclusive of specie	214,894,253	215,417,977

☞ The Harlem Extension Railroad, rolling stock, real estate and buildings, running from Chatham Four Corners to Bennington, Vt., will be sold on the 25th of January, in the village of Greenbush, to the highest bidder, in default of the payment of interest on $2,000,000 bonds, amounting to $500,000.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.

AN EAST AND WEST AIR LINE OF 152 MILES FROM INDIANAPOLIS, INDIANA, TO DECATUR, ILLINOIS, two of the largest railway centres in the West.

The WESTERN DIVISION (85 miles) of this important line, opening, for the first time, direct Western communication with the

BLOCK COAL FIELDS

of Indiana, will be completed and ready for business with an ample first-class freight and passenger equipment by FEBRUARY, 1873.

It traverses a populous and a highly cultivated district now without railway connections, and it is assured a profitable business from the start, in coal and farm products.

A large part of the cost of construction has been, and will in the end be, paid in cash by the stockholders and people on the line.

Bonds $1,000 each, payable in 30 years, principal and interest in GOLD, FREE OF GOVERNMENT TAX.

Sinking Fund 2¼ per cent. of gross earnings.

Whole issue $3,500,000, of which those now selling are on COMPLETED ROAD.

For sale at 90 and accrued interest, by the Financial Agents of the Company (of whom pamphlets and information may be obtained).

Walker, Andrews & CO.,
No. 14 WALL ST., NEW YORK.

Debts of Massachusetts Cities.

The Boston Daily Advertiser has compiled from the addresses of the Mayors the following statement of the debts of fourteen Massachusetts cites at the close of the past and preceding years:

	Debt, 1871.	Debt, 1872.
Boston	$29,388,390 72	$33,739,459 03
Cambridge	1,007,610 18	1,222,443 69
Charlestown	2,552,663 30	2,565,757 34
Chelsea	975,700 00	1,262,700 00
Fall River	552,883 23	901,717 00
Fitchburg	....	400,000 00
Haverhill	254,243 75	300,043 96
Lawrence	413,822 88	429,808 25
Lowell	999,216 37	1,718,124 68
Lynn	1,476,000 00	1,844,000 00
New Bedford	....	995,080 00
Newburyport	410,300 00	473,700 00
Somerville	593,349 00	678,354 00
Springfield	382,768 20	470,261 95
Taunton	333,650 00	361,879 16
Worcester	2,456,788 72	2,687,910 55
Total, 14 cities	$41,797,386 15	$48,656,159 56

☞ At a meeting of the directors of the Suncook Valley Extension Railroad corporation recently held at Manchester, N. H., Samuel Ball of Manchester was chosen president. Arrangements were made for a survey of the proposed road from Pittsfield to Alton. It is determined by the managers of the corporation to begin the building of the road early in the spring and to push the enterprise to a speedy completion.

☞ A company has been organized in Dutchess Co., N. Y., to construct a three-feet gauge railway from the iron mines to tide-water at Low Point, three miles above Fishkill Landing.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,881	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,468	86,937	81,396	96,451	106,835	164,729	259,590	251,832	252,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,045	568,270	556 080	532,657	511,854	609,788	579,642	535,300	467,550	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	758,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,376,425	1,299,900	....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,276	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,158	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360.223	323,080	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	348,182	315,099	388,727	328,390	345,833	402,864	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	368,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,231	496,062	543,518	454,915	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,160	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	663,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	558,948	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,678	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	298,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,393	.....	219,069	404,286	.....	428,598	386,514	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,685	516,608	460,573	617,682	578,408	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,058	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	647,988	636,378	641,410	616,680	768,256	759,967	803,746	681,332	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	108,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,388	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129.388	140,473	132,869	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	424,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,378	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,686	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333.508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 580	6,517,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,506	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,787	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,729	811,961	950,945	702 8.8	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,616	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 683
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	258,066	270,934	246,266	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,660	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298.708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,930
1871	212,005	219,504	319,765	285,416	264,732	275,351	287,540	329,270	364,128	369,887	385,103	299,582	3,630,696
1872	254,319	238,823	303,591	305,755	266,000	304,512	285,406	.....	338,497	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	866,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	486,990	10,687,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	680,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166.015	222.953	196,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174.153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	156,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,847
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	392,996	406,786	351,788	333,480	3,909,353
1868	278,712	265,137	257,800	286,825	260,620	293,344	283,833	464,209	450,203	429,808	322,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,345
1870	267,864	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	621,351	489,341	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,500	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 139	539,238	706,608	802,586	746,450	643,058	664 061	728.521	719,698	570.168	508.053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	678,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	578,936	504,115	565,861	609 490	690,442	665,459	743,283	789,567	868,754	980,706	915,720	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length (track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,500	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown .....Pa.	31,452	102,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.6	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury..Mass.	56,138	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	100
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	13,153	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.& B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	693,241	179,551	—	100	100	....
Sept. 30,'71	11.75	81	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in operа.)		—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	18	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054,679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	....
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb. N.Y.	400,000	200,000	200,000	14,000	(Not in operа.)		—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	28.7	50	15	....
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,630	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	60½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	81
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31,'71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	....	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,962	85,193	23.5	50	15	55
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	228,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	208,730	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.06	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	200	38	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	5,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	36,910	25,000	25,000	—	16,207	6,484	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	289,816	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper. to Troy & Lansingb.)				—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	30	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	8,600	17,070	609	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport .....Pa.	38,635	15,000	5,000	22,213	10,486	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.15	51	23	Worcester .....Mass.	51,418	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	604,000	7	J.& J.	1890	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1891	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1894	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1891	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1891	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1892	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'94'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	308,000	7	J.& J.	1891	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.). 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1885	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	189)	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1890	....
Third Avenue (N. Y.): 1st Mortgage.....1,	600,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1876	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A.&O.	1890	....
Worcester: 1st Mortgage.....	38,000	7	.....	.....	....
2d Mortgage.....	5,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,067,800	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	---- ---- --
Atlanta and West Point 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,891,200	— & —	---- ---- --
" " pref. 100	821,664	J. & J.	July '71 3½
Atlantic and St. Law* 100	2,394,900	M. & S.	Sept. '72 2
" " new 1870 100	1,500,000	— & —	---- ---- --
Avon, Geneseo & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio 100	13,151,962	M. & N	Nov. '72 5
Baltimore and Ohio 100	1,650,000	A. & O.	Oct. '72 5
Washington Br. 100	5,680,685	— & —	---- ---- --
Parkersburg Br. pref. 50	600,000	J.A J&O	Jan. '73 1½
Berkshire* 100	250,000	J. & D.	Dec. '72 2½
Blossburg & Corning.* 50	19,664,100	M. & N.	Nov. '72 5
Boston and Albany 100	633,200	— & —	---- ---- --
Bos., Clin. & Fitchb. pref. 100	60,000	J. & D	Dec. '72 3
Agricultural Br guar. 100	800,000	M. & N.	Nov. '72 3
Bost., Conc. & Mont.* pref 100	2,215,000	J. & J.	Jan. '73 4
Boston and Lowell 500	6,000,000	M & N.	Nov. '72 5
Boston and Maine 100	3,950,000	M & N.	Nov. '72 5
Boston and Providence 100	950,000	J. & D.	Dec. '72 3½
Buffalo, N. Y. and Erie* 100	1,380,000	J. & J.	July '72 4
Burlington and Mo. Riv. 100	1,083,400	J. & J.	July '72 4
" " pref. 100	5,847,800	J.A. J.O.	Jan. '73 2½
Camden and Amboy* 100	377,100	— & —	---- ---- --
Camden and Atlantic 50	752,700	— & —	Oct. '72 3½
" " pref. 50	915,571	J. & J.	Jan. '72 $2½
Cape Cod 60	447,000	J & D.	Dec. '72 3
Cape May and Millville* 50	426,900	Novemb.	Nov. '71 6
Catasauqua & Fogelsv. 50	1,159,600	— & —	---- ---- --
Catawissa* 50	2,200,000	M. & N.	May '72 2½
" pref. 50	589,110	J. & J.	Jan. '73 5
Cayuga and Susq.* 50	6,850,400	M. & N.	Nov. '72 1½
Cedar Rapids & Mo. R.* 100	769,600	M. & N.	May '72 3½
" " pref. 100	4,666,800	J. & J	Jan. '73 5
Central of Georgia 100	15,000,000	J.AJ&O.	Jan. '73 2½
Central of New Jersey 100	2,425,000	J. & D.	Dec. '72 3
Central Ohio* 50	400,000	J. & D.	Dec. '72 3
" pref. 50	380,000	J.A J&O	Oct. '72 1½
Chemung* 100	2 100,000	J. & J.	Jan. '73 3
Cheshire, preferred 100	8,925,500	M. & S.	Sept. '72 5
Chicago and Alton 100	2,425,400	M. & S.	Sept. '72 5
" " pref. 100	20,000,000	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy. 100	3,916,300	J. & J.	Jan. '73 4
Chicago, Iowa & Nebras* 100	14,720,959	J. & D.	Dec. '72 3½
Chicago & N. Western. 100	20,415,013	J. & D.	Dec. '72 3½
" " pref. 100	19,000,000	A. & O.	Oct. '72 4
Chicago, R. I. & Pacific. 100	3,500,000	A. & O.	Oct. '72 4
Clin., Ham. & Dayton* 100	2,980,550	— & —	Apl. '72 10s
Cin., Sand. and Clev.* 50	429,046	M. & N.	Nov. '72 3
" pref. 50	13,944,000	F. & A.	Feb. '73 3½
Clev., Col., Cin. & Ind. 100	2,057,589	M. & N.	May '72 3½
Cleveland & Mahoning* 50	7,494,588	F.M.AN	Nov. '72 2½
Cleveland & Pittsburg* 50	13,000,000	J.A J&O	July '72 2½
Col., Chic. & Ind. Cen.* 100	1,786,800	M.J.S.D.	Dec. '72 2
Columbus and Xenia* 50	848,964	F. & A.	Aug. '72 5
Colum. & Hocking Val. 100	1,500,000	M. & N.	Nov. '72 5
Concord 50	350,000	J. & J.	Jan. '73 3½
Concord and Ports.* 100	2,084,200	F. & A.	Aug. '72 3
Conn. & Passum p Riv. 1 0	1,760,000	J. & J.	Jan. '73 5
Connecticut River .00	307,383	— & —	---- ---- --
Cooperstown and Susq. 100	1,325,000	A. & O.	Oct. '72 4
Cumberland Valley. 50	400,000	M.J.S.D.	Dec. '71 4
Danbury and Norwalk 50	1,230,941	J. & J.	Jan. '73 3
Delaware* 50	18,808,850	J.A J.O.	Oct. '72 0
Del., Lackaw. & Westn. 50	462,350	— & —	---- ---- --
Detroit & Milwaukee * 50	2,095,000	J. & J.	Dec. '69 7
" " pref. 50	5,000,000	J. & J.	Oct. '72 3
Dubuque & Sioux City* 100	1,309,200	J. & J.	Jan. '73 4
East Pennsylvania* 50	392,950	J. & J.	Jan. '73 3
East Mahanoy * 50	4,062,600	J. & J.	Jan. '73 3
Eastern (Mass.) 100	492,500	J. & J.	Jan. '73 3
Eastern (N. H.) 100	500,000	F. & A.	Aug. '72 2½
Elmira, Jef & Canand* 50	500,000	M. & N.	Nov. '72 2½
Elmira & Williamsport* 50	500,000	J. & J.	Jan. '73 3½
" " pref. 50	78,000,000	F. & A.	Feb. '68 4
Erie Railway 100	8,538,910	J & J.	July '72 3½
" pref. 100	1,090,250	M.J.S.D.	Dec. '72 1½
Erie and Pittsburg* 50	3,540,000	J. & J.	Jan '73 4
Fitchburg 100	4,156,000	J. & J.	July '72 4
Georgia 100	1,000,000	— & —	---- ---- --
Grand River Val.* guar 100	14,367,946	— & —	---- ---- --
Grand Trunk, (Ca.) 100	19,237,404	A. & O.	Oct. '72 3½
Great Western, (Ca.) 100	4,151,700	F. & A.	Aug. '70 3½
Hannibal & St. Joseph. 100	5,078,224	Annual	Aug. '70 7
" pref. 100	116,850	M. & N.	Nov. '72 5
Hanover Branch, (Pa.) 50	4,000,000	— & —	---- ---- --
Harlem Extension 100	1,182,500	J. & J.	Jan. '73 3½
Harrisburg & Lancaster* 50	1,180,000	J. & J.	Jan. '73 4
Housatonic, pref. 100	616,000	— & —	---- ---- --
Huntingdon & B'd Top. 50	218,350	J. & J.	July '68 3½
" pref. 50	25,280,240	F. & A.	Feb. '73 5
Illinois Central 100	7,685,497	M. & S	Sept. '67 4
Indianapolis, Cin. & Laf. 50	4,625,000	— & —	---- ---- --
Iowa Falls & Sioux City* 100	2,000,000	J. & J.	Jan. '66 5
Jeffersonv., Mad. & Ind. 100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet and Chicago* 100	300,000	J. & J.	July '72 4
Joliet & North. Indiana* 100	38,446,500	F. & A.	Feb. '73 4
Lake Shore & Mich. So. 100	533,500	F. & A.	Aug. '71 5
" " (guar.) 100	260,200	— & —	---- ---- --
Lawrence* 50	600,000	J. & J	Jan. '72 3
Leeds and Farmington* 100	8,739,800	M & N.	May '67 5
Lehigh & Susquehanna 50	18,159,400	J.A. J.O.	Jan. '73 2½
Lehigh Valley 50	5,871,450	J.A. J.O.	Jan. '73 2
Little Miami* 50	2,846,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	2,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex. 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '72 4½
Louisville & Nashville. 100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Ohi. 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence 100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Nov. '72 2½
Macon and Western 100	2,500,000	J. & J.	Jan. '73 5
Maine Central 100	3,400,500	— & —	---- ---- --
Manchester and Law. 100	1,000,000	M. & N.	Nov. '72 5
Marietta & Cincinnati 50	1,372,891	— & —	---- ---- --
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '73 4s
Mill Creek & Minehill* 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul. 100	11,822,878	J. & J	Dec. '70 7s
" " pref. 100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex* 50	11,900,950	J. & D	Dec. '72 3½
Nashua and Lowell 100	800,000	M. & N.	Nov. '72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley* 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York* 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Tauuton 100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N. Haven & Northamp. 100	605,000	J.A. J.O.	Sept '72 3
New Jersey* 100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern* 100	1,003,500	J. & J.	Jan. '73 5
N.Y. Cen. & Hudson R. 100	45,000,000	A. & O	Oct. '72 4
" " Certif. 100	44,428 330	A. & O.	Oct. '72 4
New York and Harlem 100	8,500,000	J. & J.	Jan. '73 4
" " pref. 100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf. 100	15,500,000	J. & J.	Jan. '73 6
N. Y., Provid. & Boston. 100	2,000,000	J.A. O.J.	Jan. '73 2½
Nisg. Bridge & Canand* 100	1,000,000	J. & J	July '72 3
North Carolina* 100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref. 100	111,000	M. & N.	May '67 4
North Pennsylvania 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov. '72 3
Northern N. Hampsh. 100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey* 100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.* 100	3,051,800	J. & J.	Jan. '73 3
" " pref. 100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi 100	19,995,847	— & —	---- ---- --
" " pref. 100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R. 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport. 100	4,959,020	J. & J.	Jan. '73 3½
Oswego and Syracuse* 100	482,400	F. & A.	Feb '72 4
Pacific of Missouri 100	3,635,750	— & —	Jan. '73 —
Panama 100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson* 100	630,000	J & J.	Jan. '73 4
Paterson and Newark* 100	500,000	J. & J.	---- ---- --
Paterson and Ramapo* 100	243,000	J. & J.	Jan. '73 4
Pember. & Hightstown* 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov. '72 5
Peoria & Bureau Val.* 100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie* 50	6,004,300	J. & J.	---- ---- --
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '73 5
Phila. and Trenton* 100	1,259,100	J.A. J.O.	Jan. '73 2½
Phila., Wil. & Balt. 50	9,562,650	J. & J.	Jan '73 4
Pittsb., Ft. W. & Chi.* 100	19,714,285	J.A. J.O.	Jan '73 1½
" Special Imp. 100	2,000,000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams. 100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm. 100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces. 100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga * 100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.* 110	557,500	— & —	---- ---- --
Rome, Watert. and Ogd. 100	2,997,800	J. & J.	Feb. '73 1s
Rutland* 100	2,700,000	— & —	---- ---- --
" preferred. 100	4,300,000	F. & A.	Aug. '72 3½
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute. 100	2,300,000	— & —	---- ---- --
" " pref. 100	2,040,000	May.	May '68 7
St. L., Kan. C. & North. 100	12,000,000	---- ----	---- ---- --
" " pref. 100	12,000,000	---- ----	Nov. '72 $2
Saratoga and Schenec. 100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Potsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line* 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)* 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) * 100	3,939,900	F. & A.	Feb. '72 4
Staten Island 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.* 100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch* 50	250,000	F. & A.	Aug. '72 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana 100	1,965,160	J. & J	July '72 6
Tol., Peo. & War. 1st pref. 100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush* 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River 100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada* 100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	2,880,000	M. & N.	Nov. '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.) 100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey 100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	500,00	J. & J.	July '72 3½
Worcester and Nashua. 7s	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,800	— & —	---- ---- 2½
Baltimore City 100	803,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY) 100	900,000	— & —	---- ---- --
Boston and Chelsea. 100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn). 100	200,000	J.A. J.O.	Jan. '73 5
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	Nov. '72 3
Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica. 100	488 100	— & —	---- ---- --
Bushwick (Brooklyn). 100	302,000	J. & J.	July '71 3½
Cambridge 100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.) 50	800,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,00	M. & N.	Nov. '71 7
Coney Island & Brookl. 100	600,000	— & —	---- ---- --
D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N	Aug. '72 2
Eighth Avenue (N.Y.) 100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark 100	200,000	— & —	---- ---- 3
42nd St. & G. St. Ferry 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston 100	200 000	— & —	---- ---- --
Malden and Melrose 100	200,000	— & —	---- ---- --
Metropolitan (Boston) 50	1,250,000	J. & J.	Jan. '73 4
Middlesex (Boston) 100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.) 100	797,820	— & —	---- ---- --
Orange and Newark 100	282,555	— & —	---- ---- --
Philadelphia City 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,778	J & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.) 100	888,100	J.A. J.O.	Jan. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.) 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.) 100	1,170,000	F.M.A.N	Aug. '71 4
13th & 15th street (Ph.) 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov. '72 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	---- ----	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia 50	400,000	J. & J.	July '72 3
CANALS.			
Chesapeake & Delaware 10	1,983,563	J. & D.	Dec. '72 2
Chesapeake and Ohio 25	8,229,594	— & —	---- ---- --
Delaware Division 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson 100	15 000,000	F. & A.	Aug. '72 5
Delaware and Raritan* 100	5,847,400	J.A. J.O.	Jan. '73 2½
Erie of Pennsylvania 50	64,000	— & —	---- ---- --
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat. 50	1,003,500	J. & J.	July '71 5
Morris (consolidated) 100	1,025,000	F. & A.	Aug. '72 2
" (preferred) 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	---- ---- --
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb '72 50c
Susq. and Tide Water 50	2,902,746	— & —	---- ---- --
Union 50	2,907,850	— & —	---- ---- --
" preferred 50		— & —	---- ---- --
W. Branch and Susq. 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express 100	10,000,000	M.J. S.D.	Dec. '72 2
American Coal 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp. 100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City 100	1,000,000	— & —	---- ---- --
Butler Coal 25	500,000	J. & D.	Dec '69 35c
Canton 100	731,250	— & —	---- ---- --
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron. 100	600,000	— & —	Apl. '72 5
Maryland Coal 100	4,400,000	J. & D.	Dec. '70 2
Mariposa Gold 100	2,836,600	— & —	---- ---- --
" pref. 100	8,693,400	— & —	---- ---- --
" certif. 100	2,324,000	J. & J.	---- ---- --
Pacific Mail Steamship. 100	20,000,000	M.J. S.D.	Sep. '69 5
Pacific and Atlantic Tel. 25	3,000,000	---- ----	---- ---- 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '72 5
Pullman Palace Car 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	6,700,000	— & —	---- ---- --
" preferred 100	4,300,000	— & —	---- ---- --
Spring Mountain Coal 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	---- ---- --
Union Trust 100	1,000,000	J. & J.	Jan. '72 5
United States Express 100	6,000,000	F.M.A.N	Nov. '72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph. 100	35,000,000	J. & J.	July '72 2
Wilkesbarre Coal 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal 100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Dec. 1, 1872.					
Loan of June 14, 1858 ..... registered	$8,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,741,000	6	Jan. & July.	1880	115¼
.. .. coupon	4,674,000	6	" "	1880	116
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109
Loan of July 17, and Aug. 5, 1861....registered	125,433,000	6	Jan. & July	1881	115¼
.. .. coupon	63,888,250	6	" "	1881	116
Loan of Feb. 25, 1862 (5-20s).....registered	32,183,200	6	May & Nov.	1882	112¾
.. .. .. (5-20s).....coupon	235,784,150	6	" "	1882	113¼
Loan of March 3, 1863.....registered	53,459,850	6	Jan. & July.	1881	115¼
.. ..coupon	21,540,150	6	" "	1881	116
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	112¾
Loan of June 30, 1864 (5-20s).....registered	33,086,450	6	May & Nov.	1884	112¾
.. .. .. (5-20s).....coupon	36,227,650	6	" "	1884	113¼
Loan of March 3, 1865 (5-20s).....registered	36,709,650	6	May & Nov.	1885	113¼
.. .. .. (5-20s).....coupon	119,802,900	6	" "	1885	114¼
.. .. 2d series (5-20s).....registered	58,618,750	6	Jan. & July.	1885	112¾
.. .. .. (5-20s).....coupon	151,601,950	6	" "	1885	113¼
.. .. 3d series (5-20s).....registered	90,926,650	6	Jan. & July.	1887	114
.. .. .. (5-20s).....coupon	225,505,400	6	" "	1887	115
.. .. 4th series (5-20s).....registered	13,877,000	6	Jan. & July.	1888	114¼
.. .. .. (5-20s).....coupon	24,831,950	6	" "	1888	115
Loan of March 3, 1864, (10-40s)....registered	139,496,150	5	Mar. & Sept.	1904	110
.. .. .. (10-40s).....coupon	55,071,150	5	" "	1904	110
Consols of July 14, '70 & Jan. 20, '71. registered	127,787,800	5	F. M. A. & N.	1881	111¾
.. .. coupon	72,262,200	5	" "	1881	112¼
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	4,030,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	113
U. S. Notes and Fractional Currency.....	401,852,333	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	85
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	80
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	43
.. Levee Bonds, 1871.....	2,135,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,466,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	...
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,886,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	8	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	88
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1873	....
.. Refunded Stock Bonds, 1859	848,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	6	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	68
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	6	Various.	1886	....
.. .. .. 1870	3,000,000	6	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	6	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Ohat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	490,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1896	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'72-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,986,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1854-'90.....	590,040	6	" "	1890	....
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	....
.. Bounty War Bonds, 1868.....	511,365	6	J. A. J. & O.	1898	102¼

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	107¼
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99
.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	100
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	100,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1857-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'00	93
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	99
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	96
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,000):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'78-'84	....
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,609):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1876	....
.. General Fund Stock	342,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	....
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	105
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,733,000	6	Jan. & July.	'72-'92	33
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	19
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	13
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, skg f'd.....	1,496,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,966):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	105
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1893	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of May 1864.....	529,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	529,000	6	Feb. & Aug.	1894	....
South Carolina—($16,857,327):					
.. State House, Stock and Bonds '53-'66...	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	25
.. .. .. '66-'69..	2,262,714	6	Jan. & July.	'87-'97	22
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	80
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	267,000	10	Mar. & Sept.	1876	80
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	86-'00	40¼
.. State Bonds (old) coupon	11,105,000	6	" "	86-'00	....
.. State Bonds, sterling coupon.....	1,865,000	5	" "	86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1887.....	436,250	5	" "	'95-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94½
Special Mortgage to Penn.	3,500,000	6	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $6,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,260,000	6*	" "	" "	1885	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	747,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853 '75	883,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	96½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	98
Loan of 1853-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	172,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage { A. Co. and	499,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage { Penn. R. R. Co. }	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	160,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	634,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	44½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	56
Mass. Loan, rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	300,000	6	April & Oct.	Boston.	1879	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	98
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1858	400,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1864	800,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1908	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(I.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	88½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	612,000	7*	April & Oct.	" "	1901	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	100½
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1886	110
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,090,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1890	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1908	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	85
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'90	85½
Chester Creek:						
1st Mortgage, guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia.	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	100¼
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100¼
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	112¼
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	.....	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	98½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98¼
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	96½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C. & N.W.R'y)	2,590,000	7	F. M. A. & N.	" "	1915	91½
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,136,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C. B. & Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	5,600,000	7	" "	" "	1896	100
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd.	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1866	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,500,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	101
1st Mort. (C., C. and C. R. R.)	823,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A. & Gt. Win.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	97
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	94
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1903	80
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	72
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	502,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	98½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1906	....
Plain bonds	51,900	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	760,000	7	April & Oct.	" "	1883	....
Toledo Depot bonds guar.	189,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	8	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	425,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	96
Company B'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	98
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	800,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	90½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	93½
East Tenn. & Georgia (E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	90½
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	"	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	96
5th Mortgage convertible	926,500	7	June & Dec.	" "	1886	92
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,544,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1900	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1883	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,633	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	96½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £3,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	93
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	100
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	89½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1880	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	102½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	83
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	382,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1900	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	99
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7½	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&M.So.	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	6*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. &N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	90
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1890	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	101
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1900	99½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	96
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	93½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	94½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	101½
2d Mort. Oct 31,1857 "	2,696,000	7	" "	" "	1877	97½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	90½
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	85
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	93
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	1175,000	7	Feb. & Aug.	" "	1880	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	6	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol.M.for $6,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1889	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1 00	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (")	280,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	338,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Manafield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	100½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	80½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	81½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	358,000	8	April & Oct.	New York.	1862	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	..
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	105½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	90½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94½
Milwaukee City Loan	283,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'98	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,260,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,860	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1892	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	73½
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1886	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92
Bonds for debts ass'd(N.Y.Cen.)	1,614,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	98
2d Mortgage	1,358,500	7	May & Nov.	"	1896	95
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,296,000	6*	" "	"	1900	92
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	6	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	84½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1892	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	79½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	78
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	87½
2d Mortgage sinking fund	2,000,000	7	Jan. & July.	" "	1891	83
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,365,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £10,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	99
2d Mortgage (")stg	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	96½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	95
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (")	3,000,000	7	Jan. & July.	"	1888	89½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$519,000	6	April & Oct.	Philadelphia.	1897	62½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	81½
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	100½
Consolidated Mortgage June 1, 1871. — Dollar registered	1,462,000	7	" "	"	1911	102
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	845,800	6	Jan. & July.	Philadelphia.	1884	109
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	81
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	91½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	94½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	94½
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1888	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,800,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1899	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1860	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1863	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1860	92
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1860	106½
Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1862	....
2d Mortgage, guaranteed	850,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	75½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	97½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	90
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,000,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	691,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	400,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	78,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y.(D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	94½
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	80
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1883	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, nar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1883	.. .

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	100
1st M. (L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	97
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	86½
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	82½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	92½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	78½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	82½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	98
Loan of 1883 (" " ").	450,000	5	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	91
Loan of 1889	868,000	6	June & Dec.	Princeton.	1889	87½
Consolidated(mort.)Loan of 1889	5,000,000	5	May & Nov.	Philadelphia.	1889	95
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphi.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	44
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	91½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	...
Income Mortgage	813,400	...	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	82
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	83
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	89½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1906	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	76½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	86½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	73
1st Mortgage (Wy. Val. Can.)	660,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1885	59
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	72
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,873	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	980,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.8	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	—	95,000	20.5		(No returns furnished.)				—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	.....	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	23.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	.....	....	308,030	73,367	87,571	446,933	151,629	—	100	25½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	.....	—		(Unfinished—No operations.)				—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	.....	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	.....	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	287.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,926,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	81,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,086	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	155
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)			36,000		—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,577	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	—	—	250,000	48,000	—	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	288.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	147½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	378	Boston, Concord and Montreal.....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie ¶...Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,849,164	—	112.5	517,592	1,760,942	294,177	691,852	135,384	—	100	9
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	648	Boston and Lowell.....Mass.	2,469,960	163,345	1,025,188	821,575	2,679,900	287,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	132
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	142.7	1,093,138	3,873,687	486,444	1,994,689	571,117	8	100	128½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	26.0		(Leased to Erie.)				—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—		(Leased and operated by Erie.)				7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	963.932	150,612	270,030	.....	750,208	500,000	226,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	209.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,464	143,164	2,764,526	10,118,290	734,145	433,681	349.6	1,609,941	249,396	320,574	2,406,840	1,111,881	10s	100	114½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	—	—	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased to United Companies.)					—	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	(9¼ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	—	—	350,000	200,000	—	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,891	.....	487,452	654,328	202,575	—	50	39
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—		(Recently opened—No report.)				—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	—	—	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	611,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	19	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,236	10	100	101
Jun. 30, 1871	187.0	—	27.2	—	40	28	24	787	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	30½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	64,288,190	82,208,000	.....	.....	1,009.6	.....	.....	.....	8,9-2.554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	30	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	135,427	99,596	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	129.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	637,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,686	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,682	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	252.0	971,050	.....	.....	1,334,012	527,777	6	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492.000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608.620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,662,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka.& Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	—	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	—	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)				—	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	—	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	—	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	—	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	—	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	49
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	38,189	—	7.8	19,200	75,124	13.019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84.714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	—	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85.0	....	....	....	....	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated	—	in N. Y., N.H	aven and	Hartford	R. R.)			—	.....	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	¶191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	10	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	6	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	19
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois	33,610,185	*	.....	1,212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,554	1,286,584	1,831,944	8,401,142	2,732,847	10	100	125
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	—	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,280,000	—	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,407	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,629,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1871	78.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	—	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	260.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	—	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	58	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	121
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....		(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1.628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000.000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	86.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	192,510	—	—	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871					—	—	—	—	Lake Ontario Shore Line.....New York.	84,309	—	.....	188,261	117,073	666,000	.....	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	510.0	538.9	253.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,436,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	96
Aug. 31, 1872	92.0	—	5.1	—	10	.....	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000,000	—	—	—		(Recently opened.)				—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$			$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	24.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,96[illegible]	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	229,110	*	.....	.....	135,300	—	74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	140
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.8	—	18	19	7	189	N. Y., Providence and Boston	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	3,210,616	*	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	Cent & Hu	ar. R.)	60.000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	1,112,858	*	.....	.....	500,000	500,600	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	(No accounts obtainable.)								72.0		(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	550,541	—	50	101
Dec. 31, 1871	94.9	2.0	271.3	—	24	24	3	600	Northern, of Canada	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶	11,484,745	3,049,049	301,144	486,961	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	76
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	114
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	527,451	*	875,000	.....	1,000,000	400,000	.....				(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	.....	1,700.0	.....	.....	.....	.....	Northern Pacific	(In progress.)				100,000,000	50,000 p.m.			278 0		(No acc	essible re	turns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	123
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	6,242,765	*	.....	.....	(Government bonds and cash.)				145.0	336,349	234,305	211,003	314,257	34,334	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	4,167,796	1,550,422	.....	.....	5,077,000	1,100,000	.....		122.0	634,939	152,412	388,837	1,027,699	347,857	6	100	67
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	452,904	*	.....	34,259	450,000	.....	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,373	Ohio and Mississippi	30,863,793	*	.....	.....	24,030,000	6,534,850	296,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	47½
Oct. 31, 1871	96.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	7,336,386	1,008,331	.....	.....	4,259,460	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,006	651,502	10	50	65½
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,780	366,157	1,671,478	599,236	6	100	113
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	808 022	59,000	.....	.....	282,550	542,200	66,060		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	565,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	600,000	*	.....	.....	375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	98	Oswego and Rome	950,953	*	.....	.....	268,000	612,100	27		28.6	(Leased	to Rome,	Watertown	n & Ogde	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	1,369,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,948	71,251	3	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	(Under construction.)				1,500,000	1,500,000			21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	*Pacific* of Missouri ¶	747,670	3,784,078	.....	.....	3,635,750	11,200,000	.....		471.3	.....	669,200	.....	3,597,299	947,801	—	100	55
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	(Under construction.)				2,425,000	1,071,000	.....		63.5		(No returns furnished.)				—	100	....
Feb. 28, 1872	—	—	—	66.0	2	—	—	10	Painesville and Youngstown	250,000	*	.....	.....	258,000	—	—	—	—		(Under	construct	ion.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No	returns.)			—	100	128
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	1,000,000	—	890,000	.....	600,000	1,200,000	.....		34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	330,000	—	.....	.....	330,000	—	.....		14.5		(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	1,000,000	—	.....	.....	508,000	500,000	.....		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	350,000	—	.....	.....	248,000	80,000	.....		15.1		(Leased t	o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	2,488,250	—	87,758	.....	1,500,000	1,076,000	.....		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	538,692	—	.....	.....	342,150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	875,000	—	.....	.....	500,000	375,000	.....		18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,869,535	1,253,887	699.0	11,906,317	4,699,985	6,575,842	18,719,637	6,806,404	10	50	114
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	2,000,000	*	2,967,560	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,868	.....	.....	20	50	210
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	251,098	*	.....	.....	182,412	700,000	100,000		—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271,226	396,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	1,800,000	*	.....	.....	1,200,000	600,000	.....		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	3	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	3,230,700	*	.....	.....	1,233,700	2,000,000	.....		83.0	261,382	80.722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co.	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	214,581	*	.....	.....	57,200	100,000	57,381		6.5	(Operat	ed by Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	1,719,113	*	.....	63,753	1,342,200	358,500	50,305	31,860	82.	168,592	34.953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	1,803,848	177,744	.....	.....	228,606	1,500,000	99,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	20,799,479	*	.....	.....	8,460,000	14,000,000	149,362		298.6	2,480,206	684,854	1,828,491	3,542,264	842,596	—	50	56
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	18	192	Phila., Germantown and Norristown	1,146,528	368,262	.....	.....	2,251,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	171½
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Philadelphia and Reading	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,924	9,465,572	12,562,843	5,006,940	10	50	114
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	1,259,600	*	329,620	.....	1,269,100	—	—	284,850	30.8	.....	1,276,762	663,196	1,308,498	248,765	3	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	11,001,030	*	2,077,202	446,516	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	112
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	468,478	—	.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Phg, Cin. & St. Louis.	18,030,444	*	3,637,306	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,896	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	358,247	*	.....	.....	250,000	100,000	8,247		7.0	2,900	8 639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic	33,394,515	*	.....	.....	19,714,286	13,663,000	.....		369.3	6,586,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	92½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	443,678	—	.....	.....	450,000	—	—	—	—		(Leas	ed to Bost	on and Al	bany.)	6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	609,058	101,524	13,131	128,950	83,330	551,000	218,333		41.0	.....	41,988	55,029	142,588	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	60.0	5	13	3	92	Portland and Ogdensburg	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in r	unning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	106,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	1,359,336	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,436	180,561	10	100	131
May 31, 1872	50.6	—	.....	60.0	2	.....	.....	.....	Port Royal	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....		—	—	—	—	—	—	—	—	—
Mar. 31, 1871	28.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	370,000	*	.....	.....	170,000	200,000	.....		26.0	.....	(Not in op	eration at	date.)		—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	1,011,071	—	120,523	.....	524,464	380,380	226,830		.....	40,208	53,052	6,110	97,204	33,511	—	100	95
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	642,000	63,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	3d.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,187,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,454	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	5,931,937	*	1,848,521	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,216	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,213,989	*	454,301	160,946	1,509,829	735,554	114,075	504,775	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.8	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,086	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,580	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	978	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,455	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,344	—	—	—	20.0	—	(No	returns	furnished.)	—	—	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	215.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	5,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central.)	—	—	—	100	13
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	—	(No	returns	fuanished.)	—	—	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,898	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,983	1,636,904	667,319	—	100	95
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	—	—	2,623,850	2,725,000	—	—	—	(Leased	to Chicago	and Alton.)	—	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 20,	1871—No	returns.)	—	—	—	100	....
Dec. 31, 1871	141.5	62.1	19.5	—	20	13	6	492	St. Louis and South Eastern.....Illinois.	8,111,962	685,000	1,270,006	155,259	6,633,800	3,250,000	338,427	—	...	(Com	pleted in	January 1	872.)	—	—	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M.& St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	—	—	—	—	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,295	243,306	226,000	1,063	—	—	(Leased	to Boston	and Lowell.)	—	17,711	1½	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,868	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	65	Schenectady and Susquehanna..N. York.	380,868	*	50,182	—	150,000	231,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	327,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	18	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	287.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	—	—	869,450	700,000	.....	—	28.0	206.545	41,009	750,445	534,067	132,071	6	5	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	82,813	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,096,600	*	.....	.....	2,667,600	1,624,000	.....	—	157.0	.....	(No	report	furnished.)	—	—	—	100	....
Dec. 31, 1871	187.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,400	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	—	66.0	—	49,466	.....	301,549	158,874	—	100	....
Dec. 31, 1871	228.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recent	ly opened	—No retu	rns.)	—	—	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	3	*	Staten Island .....New York.	381,709	*	555,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	50.1	16.4	27.3	—	35	21	9	778	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,585	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	328
Dec. 31, 1871	451.6	164.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	744
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,699,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	5	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,364	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	122
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,955	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,647	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	—	—	—	—	(Leased	to Vermo	nt Central.)	—	—	8	100	604
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,068	244,819	150,376	562,238	162,372	2	100	88
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	262,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	9	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)	—	—	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,400	—	—	—	(Leased	to Del., L	acka. and	Western.)	—	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	—	—	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	62,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	65,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,660	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	183.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgi	a.)	—	306,088	.....	—	138.0	166,389	.....	364,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	—	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	181,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,750,208	—	—	—	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	—	—	—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.089	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	8	171	West Jersey .....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	—	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	102.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	15),968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	—	143.5	247,360	70,848	123,639	464,798	110,935	—	100	....
Sept. 30, 1871	46.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	....
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapenke and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97½
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	lo-s.	10	100	119
Dec. 31, 1871	45.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	768,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	1,455,000	—	19,323,596	.....	8,739,850	15,028,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	17½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	3,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	380.0	—	—	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	601,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	—	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	—	—	127,287	58,590	121,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)	—	—	—	—	50	....

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	73
Catawissa,* pref. and guar.....	2,200,000	7	7	88
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	40
Chemung,* guar.....	380,000	8	6	....
Cheshire, preferred.....	2,017,814	7	3	82
Chicago and Alton, pref.....	2,425,400	7	10	112
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,298	7	7	87½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,110	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84
Erie, preferred	8,536,910	7	7	78½
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref.....	5,078,224	...	...	70½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	35
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	6	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	28
" " 2d pref	4,051,744	6	...	14½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	99
Ohio and Mississippi, pref.....	3,500,000	7	7	74½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	527,560	...	7	....
Rutland, preferred.....	.....	7	7	31½
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	45
Sandusky and Cincinnati, pref.....	445,596	6	6	48
Schuylkill Valley,* guar.....	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " 2d pref.....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,623,350	8	8	....
Morris, preferred.....	1,175,000	10	10	124
Schuylkill Navigation, pref.....	2,888,997	6	6	28
Union, preferred.....	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref.....	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	55 —	@ — —
Gartsherrie		53 —	@ 54 —
Glengarnock		50 —	@ 51 —
Eglinton		48 —	@ — —
Pig, American, No. 1		45 —	@ — —
Pig, American, No. 2		43 —	@ 44 —
Pig, American, Forge		38 —	@ 40 —
Bar, Refined, English and American		110 —	@ — —
Bar, Swedes, assorted sizes	(gold)	120 —	@130 —
		Store Prices.	
Bar, Swedes, 1½ x ⅜ & ¼ 1½ x ½ to ⅝ sq. 1½ to 5x½ to ¾ & ⅞ to 2 sq. 6 to 12 x ½ & ¼		145 —	@155 —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 in. x ½ to 1 in.		105 —	@107 50
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.		110 —	@112 50
Bar, Refined, 1 & 1¼ by ¼ & 5-16		112 50	@115 —
Large Rounds, 2½ to 2⅞ to 3⅝ to 4 in.		112 50	@125 —
Scroll		120 —	@150 —
Ovals and Half-round		130 —	@150 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@122 50
Horse Shoe		117 50	@127 50
Rods, ¼@3-16 inch		110 —	@112 50
Hoop, ⅞ by No. 22 to 1 & 1¼ by 13 & 14		127 50	@172 50
Nail Rod	per lb.	— —	@ — 9
Sheet, Russia, as to assortment	(gold)	16 —	@ — 16½
Sheet, Single D. and T. Common		— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7½	@ — 8½
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	73 —	@ 75 —
Rails, American, at Works in Penna. c'y.		80 —	@ — —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3¼ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18	@ — 22
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 11½	@ — 16
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 11½	@ — 12
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Spring		— —	@ — 11
American Machinery		— —	@ — 11½
American German		— 9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— —	@ 5 50
8d. and 9d. "		— —	@ 5 75
6d. and 7d. "		— —	@ 6 —
4d. and 5d. "		— —	@ 6 25
3d. "		— —	@ 7 —
Cut, 2d and 3d. Fine		— —	@ 7 75
4d. and 4½d. Sugar Box		— —	@ 6 50
Cut Spikes, all sizes		— —	@ 5 75
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal Sheathing and Slating		— 27	@ — 30

TIN—Duty: Pig, Bars and Block, Free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 36½
Straits	(gold).	— 31	@ — 31½
English	(gold).	— 31½	@ — 32

Plates—Fair to good brands.	(Gold.)		(Currency.)	
I. C. Charcoal	per box.	11 — @11 50	12 75	@ 13 25
I. C. Coke	10 —	@10 25	11 50	@ 11 75
Coke Terne	8 50	@ 9 —	9 75	@ 10 25
Charcoal Terne	10 —	@10 25	11 50	@ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— 10½	@ — 10½
Crude, 40 @ 47 gravity (in shipping order)		— 15½	@ — 16
Refined, Standard White (in ship'g order)		— 24½	@ — 27½
Refined, S. W. (in jobbing lots)		— —	@ — —
Refined, S. W. (in tin)		— 28½	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 16½	@ — 16½
Residuum	per bbl.	— 11½	@ — 12

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@ — 43
Copper, Bolts		— —	@ — 45
Copper, Braziers' (over 16 oz.)		— —	@ — 45
Copper, Nails		— —	@ — 45
Copper, Old Sheathing, &c., mixed lots		— 28	@ — 30
Copper, English Pig		— —	@ — 30½
Copper, American Ingot		— 30	@ — 34

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 37½	@ 6 62½
German	(gold)	6 37½	@ 6 62½
English	(gold)	6 50	@ 7 —
Bar		— —	@ 9 25
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		— —	@18 —
Liverpool House Cannel		— 22	@23 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 —	@ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th. 2.	F. 3.	Sat. 4.	M. 6.	Tu. 7.	W. 8
Canton Co	....	....	102	102¾	....	....
Central Pacific 6s	99½	99½	99½	....	99	99½
Central of N. Jersey	102	102	....	....	100½x	100
Chicago & Alton	....	....	....	....	....	114
" pref	....	....	....	....	....	....
" 1 M	100½x	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	95	....	....	....	....	....
Chicago, Burl. & Q	....	138½	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	83½	83½	82	81½
" pref	....	....	....	87½	....	87½
" 1st M	....	....	99	....	....	98½
" S. F	....	....	....	....	....	....
" Consol	....	91	....	91	....	91½
Chic., Rock Isl. & Pac	111½	112½	111½	110½	109½	110
Chi., R. I. & Pa. 7s, 1896	....	100½x	100½	100	100	100
Clev., Col., C. and Ind	93	....	93½	93¼	....	93½
Clev. & Pittsburg guar	89½	89	89	89½	....	89½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	99½	....	....
Col., Chi., & Ind. C	37	38½	37½	38½	38½	38½
" 1 M	88	88	88	....	89	89
" 2 M	....	....	....	72½	72½	73
Del. & Hudson Canal	119½	119	....	....	....	....
Del. Lack. & Western	94½	94½	94	93½	94½	....
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	61½	63½	62½	63½	63½	62½
" pref	....	....	....	....	78½	....
" 1 M. 7s. 1897	....	....	....	101	....	101½
" 2 M. 7s, 1879	98	....	98	....	....	99½
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	93	94	....	....	95
" 5 M. 7s, 1888	....	....	92	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	48½	48½	49½	50	48½	....
" pref	70	70	70	71	....	70½
" 8s, conv	....	....	....	92½	93	93
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	102½	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	126½	126	124½	125	....
" bonds	102	....	....	....	....	....
Lake Shore & Mich. S'th	96	96½	96½	96½	96½	96½
Lake Shore Div. bonds	....	93	....	93½	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	....	....	109½	108½	107½	....
" S. F. 8s, 1882	114	....	....	....	....	115
M. S. and N. I. 1 M. S. F	....	....	....	....	....	....
" 2 M	97½	....	....	97½	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	2½	2½
Milw. and St. Paul	54	54½	54	54	53½	53½
" pref	77½	77½	77½	....	77½	77½
" 1st mort	90½x	....	....	....	....	90½
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	106½
" 7 3-10s con	....	....	94½	....	....	....
" 7s, gold	95½x	95½	95	95½	....	....
Missouri 6s	92½x	93	93	93	....	....
" H. & St. J. 1as	....	....	....	....	....	....
Morris and Essex	90½	90½	....	....	....	90½
" 1st mort	....	....	....	104½	....	105
" 2d mort	....	....	....	....	98½	98
N. Y. Cen. & Hud. Riv.	99½	98½	99½	100½	101½	102½
" 7s, S.F. 1876	....	....	....	....	101½	....
" 6s, S.F. 1883	....	....	....	....	....	92½
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	114½	....	....	114½	114½	115½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	100½	100½	100½	....
N. York, N. Hav. & Hart	....	139	....	....	....	140
N. Carolina 6s, old	....	33½	....	....	....	....
" new	....	....	19	....	....	....
Ohio and Miss	48½	48½	48½	48½	48½	47½
" pref	....	....	....	74½	....	74½
" 2d M	....	....	....	....	84½	....
Pacific Mail S. S. Co	74	74½	73½	72½	72½	71
Panama	128	....	128	130	128	....
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd	....	....	....	92½	....	....
" 1 M	....	....	....	102½	....	103½
" 2 M	....	....	....	....	94½	....
" 3 M	....	....	....	....	....	95
Quicksilver Mining Co	46½	46½	46½	46½	46½	46
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	80	....	....	....
Tennessee 6s, old	80	70½	80	80	....	80½
" new	....	....	....	80	....	80½
Tol., Wab. & Western	74½	75½	75½	74½	74½	74
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	100	....
" 2 M	92	....	....	....	....	93
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	....	....	....	92½	....
Union Pacific	38	38½	38½	38½	38½	38
" 1st mort	87½	87½	87½	87½	87½	87
" L. Gt. 7s	79	....	79½	79½	79½	78½
" Inc. 10s	83	83	82½	83½	82	82½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	54½	55	54	55	....
" def. cert	15½	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	110¼	109¾	....	....	110¼	110¾
U. S. 5s, 10-40s, coup	109⅝	....	....	110¼	110¼	110¾
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	114⅞	....	....	....	112⅝
U. S. 6s, 1881, reg	114¼	....	114¼	115¼	115¾	115¼
U. S. 6s, 1881, coup	114½	....	....	115¼	....	116¼
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	112¼	112¾	....	....	....	113¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	113¾	113¾	113¾	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	113⅞
U. S. 6s, 5-20s, c. 1865	113¾	....	113¾	114¼	114¼	114¾
U. S. 6s, 5-20s, r. n. '65	113	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	113¼	....	112¾	113	....	113⅜
U. S. 6s, 5-20s, reg. '67	113¼	113¾	....	....	....	114
U. S. 6s, 5-20s, c. 1867	113¾	113¾	113¾	114¼	....	114¾
U. S. 6s, 5-20s, reg. '68	....	....	....	114	....	114¼
U. S. 6s, 5-20s, c. '68	113¾	113¼	....	114	114¼	115
U. S. 6s, Pac. R.R. issue	....	....	....	112¾	....	113

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Catawissa preferred	....	42¼	....	....	43¼	....
Camden and Amboy	....	....	....	....	....	96
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	91	91	....	....	....	....
" 6s, 1889	87¼	87¼	....	....	....	87¼
" mort. 6s, '89	....	95	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	39	38¼	38¼	39	39	38½
" 6s, 1884	....	....	....	....	....	....
" Gold L	90¼	....	....	....	91	....
" R. R. L	....	94	93	....	....	93¼
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59	59	59	59	59	....
" 6s new coup	....	....	94¼	....	....	....
" 6s new reg	....	97	....	....	....	95¼
Little Schuylkill R.R	....	....	....	....	....	45½
" 7s	....	....	....	....	....	....
Minehill	53¼	....	53¾	53¾	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	124	....	....	....
North Pennsylvania	50¼	50¼	....	....	....	....
" 6s, 1880	....	....	....	....	....	97¼
" 7s	....	....	94¼	....	....	95
" 10s, 1887	....	....	....	....	....	110
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv	....	....	33½	....	....	32¾
" 7s	....	....	....	....	....	....
Pennsylvania R. R	57	57	57	57¼	57	....
" 1st M	....	98¼	....	....	....	99
" 2d M	....	97	....	97	....	....
" Gen. mort	....	....	....	....	....	93¼
" " reg	....	....	....	....	....	....
Penn. State, 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	106	....	....	....
Philadelphia City, 6s	95¼	....	95¼	95¼	95¼	....
" new	100	100	100	100¼	100¼	....
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	56¾	57	56¾	56½	56¾	....
Philadelphia and Erie	....	28	....	28	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	89¼	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	18¼
" 6s, 1882	75½	....	....	....	....	76¼
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	121½	121¼	....	....	....	....
Hestonville, (Horse)	....	....	....	....	18½	18¾
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
16th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 7.

	W.1.	Th.2.	F.3.	Sat.4.	M.6.	Tu.7
Baltimore City 6s, 1875	....	97	....	97	97½	....
" 1886	....	96	96	95¾	95¾	....
" 1890	....	96½	96½	96½	96½	96¾
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	96½	....
Balt and Ohio	....	....	....	....	....	154¾
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	95½	95½	....	96	....
Marietta & Cin. 1st M	....	....	....	100¾	100½	....
" 2d M	....	86½	....	86½	....	....
" 3d M. 8s	....	....	80¾	80¾	81	81½
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	93	....
" " 1900	....	....	....	....	....	87½
Pittsb. & Connellsv. 7s	91½	....	92	92	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	54	55	54¾	....	....
" Defer. Certif	15½	....	....	15½	15¾	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston and Albany	145¾	...	147¼	147	147	147¾
Boston and Lowell	....	....	....	....	....	132
Boston and Maine	124¾	124¾	....	124	123¾	123½
Boston and Providence	149	149	149	....	....	149½
Boston, Hartford & Erie	5¼	....	....	....	....	5
" 7s, new	....	44¾	45	45	45¼	45
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	....	....	....	114¾	....	114¼
Concord	....	....	....	....	....	52¼
Connecticut River	....	....	....	....	....	133½
Eastern	102½	102¼	102	102	102	102¼
Fitchburg	....	....	131	....	131	
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	114	....	114	110	109	....
Northern, N. H.	113¼	....	113¾	114	....	....
Ogdens. & Lake Champ	70	69	....	....	....	67
" pref.	....	....	....	....	....	....
Old Colony & Newport	114	112½	112¼	112¼	113	....
Ph., Wil. & Baltimore	55¼	55¼	55¼	55¼	....	56
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	86½	86¼	87½	....	....
" Land Grant 7s	77¼	77¾	....	77¾	....	....
" Income 10s	78¼	79¼	79¾	79¾	79½	78¾
Vermont & Canada	60¼	....	60½	....	....	....
Vermont & Mass	86¾	....	86¾	....	86	88
South Boston (Horse)	....	....	69¾	....	....	70½
Cambridge	....	....	....	....	....	....
Metropolitan	58	....	57¾	....	....	58
Middlesex	....	....	....	....	....	79¾
Central Mining Co	....	....	....	....	....	....
Copper Falls	20	19¾	19¼	....	19¾	19½
Franklin	10¾	11	....	10½	....	10
National	....	....	....	....	....	....
Pewabic	12¾	12¼	....	12¼	12¼	13¾
Quincy	54	53	52	51	50¾	50¾

London Stock Exchange.

	Closing Prices. Dec. 13.	Dec. 20.
Atlantic & Gt. W. 1st mort., $1,000	75 — 77	75 — 77
Do. 2d mort., $1,000	61 — 63	62 — 64
Do. Con. mort. B'nds Bisch's Cert.	33 — 35	34 — 36
Do. Reorg. Scrip	97 — 99	97 — 99
Do. Leas. Lines, Rental Bonds	89 — 91	89 — 91
Detroit & Milwaukee 1st mort. Bonds	74 — 77	74 — 77
Do. 2d do.	74 — 77	74 — 77
Erie shares 100 dol. all paid	42¾ — 43¼	48¾ — 49¼
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	90 — 92	91 — 93
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	99 —101	99 —101
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	97 — 98	97 — 98
Marietta and Cincinnati Rail. Bonds	83 — 87	83 — 87
Michigan Central 8s 1882, conv	90 —100	90 —100
Panama 2d mort	— —	— —
Panama General mort	92 — 94	92 — 94
Pennsylvania, 2d mort	98 —100	98 —100
Do. General mort	96 — 97	96 — 97
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, January 11, 1873.

Stock Exchange and Money Market.

Money worked easier for the borrowing interest most of the week, and the governing call loan rate to leading street firms was 7 per cent. per annum, on an increased offering of funds seeking temporary and profitable employment. The banks augmented their reserves, and were more liberal of accommodation. The speculative inquiry for aid was, though quite active, somewhat less urgent. Mercantile credits also were in more ready currency within the range of from 9@12 per cent. per annum for the best grades of business paper. Toward the close, however, there was some renewal of the stringency, especially in speculative circles, and a fractional commission was exacted in addition to the legal rate, from needy borrowers, on Stock collaterals, the market winding up quite briskly.

The clearances of the banks averaged through the week 128½ millions a day, and amounted in the aggregate, for the whole week, to $642,834,842 as against $608 815,757 the preceding week. The U. S. Sub-Treasury at this point slightly reduced its currency balance, and enlarged its coin reserve as the result of the week's business.

The U. S. Sub-Treasury office last week received $4,806,950 of currency, and $4,887,512 of gold, the latter including $1,742 000 from customs; and disbursed $4,474,748 of currency and $4,723,265 of gold, the latter embracing $1,723,576 of coin interest, after Jan. 1. The receipts of the office in December were $42,413,859, including $6,951,775 from customs; payments, $41,225,682 including $8,930,815 of coin and $1,125,320 of currency on interest account.

The city banks, in their latest return, show a gain of $45,800 of legal tender notes with an increase of $2,236,300 of specie and of $5,278,500 in their deposits, with an addition of $3,148,500 to their loan and discount averages, and of $40,800 to their item of circulation. The city bank exchanges, last week, averaged 128½ millions. The banks now hold $2,788,025 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $19,478,100, against $28,820,600 same time last year. The city bank deposits are now $203,808,100 against $205,828,200, week ending Jan. 6, 1873. The legal tender reserve amounts to $41,165 400, against $40 058 500 same time last year. The circulation now stands at $27,613,800 against $28,492 200 same time last year. The loans are now $277,720 900 against $272,704,400 at this date last year.

The coin reserve of the city banks is now about 19½ millions as against about 25¾ millions on the 20th of July; the legal tender reserve is about 41½ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 203⅞ millions, against 247¼ millions on the 20th of July.

Under the official programme of the Treasury Department for January, 1873, Government proposes to sell Gold, as follows: Thursday, January 16—One Million. Thursday, January 23—One Million. Thursday, January, 30—One Million. And to buy U. S. Five Twenties, as follows: Wednesday, January 15—One Million. Wednesday, January 22—One Million. Wednesday 29—One Million.

Government revenues yielded quite moderately, through the past week. The excises yielded within the week about two millions and thus far in the current fiscal year beginning with July 1, 1872, $62,686,520. The customs at the port of New York, for the week, were $1,241 826, and at the outports, about $425,000, more, in coin or coin certificates.

The Gold movement has been somewhat brisker, in the speculative line, but at less firm rates. The customs call has been limited, and the export drain quite moderate. The range of the price during the week has been from 111½@112¼, and the closing quotation on Wednesday was 112⅛ against 111⅞ of the preceding week. The specie outflow last week, was $831,920. The Gold Exchange Bank clearances have averaged about 42 millions per day during the week.

Owing in the main to the decrease of internal revenue receipts, the Treasury Department at Washington, reports an increase of $1,684,308 in the Public Debt in December.

The Secretary of the Treasury has called in three per cent. certificates dated from November 22, 1868, to January 25, 1869, $5,000 each, numbered from 5,404 to 5,545 inclusive, and $10,000 each from 4,823 to 5,206. Interest will cease February 28, 1873.

The customs demand for Gold last week, averaged $348,400 a day. The arrivals of specie from Europe, Havana and other foreign ports since Jan. 1, 1872, were $5,488,647 against $8,582,209 same time in 1871. The total customs revenue of the Government, in coin, at this port, since July 1 has been $69,292,869 against $79,692,221 during the same time in 1871-2. For the year 1872, the customs revenue of the port was $143,817,045, against $153,814,406 in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $46,881,513, against $49,572,632 during the same time in 1871-2. For the year 1872, the coin interest disbursements here were $81,265,672, against $88,408,515 in 1871.

The export drain of specie was $813,919 last week, against $3,240 same week preceding year. The shipments since July 1, 1872, have been $35,626,029 against $22,660,523 during the same portion of 1871.

Foreign Exchange has been quoted firmer, though not active. Bankers' sixty day bills on London closed 109⅜@109½; sight bills on London, at 110⅜@110½. The weeks exports of Domestic Produce have been to the currency value of $3,513,906.

Government securities have been in more general request, chiefly on investment account, at much firmer prices. The offerings of most issues have been quite limited. The Six per cents of 1881, new Five Twenties, and new Fives are now quoted ex the January coupons.

U. S. sixes of 1881 closed on Wednesday of this week at 116@116¼ U. S. Five-Twenties of 1862, 113¼@113½; U. S. Five-Twenties of 1864 at 113⅝@113⅞; U. S. Five-Twenties of 1865, 114¾@115; U. S. Five-Twenties of 1865 consolidated, 113⅞@114; U. S. Five-Twenties of 1867, 114⅞@115; U. S. Five-Twenties of 1868, 114¾@115; U. S. Ten-forties at 110⅝@110⅞; U. S. Fives of 1881 (Funding Loan) 112¼@112½; Six per cent. currency Sixes from 113@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 24.	Dec. 31.	Jan. 8.
Consols	92	91⅞	92⅜
U. S. 5-20s, 1865	92½	92½	98¼
" 1867	92	92¼	93¼
" 10-40s	88¾	89	89¾
New Fives of 1881	89⅝	89⅞	90⅛
Erie	49¾	50⅜	50⅝

State bonds have been in moderate request at about steady rates.

Railroad bonds of the more substantial class have been in fair investment demand at firm prices. Central Pacific Sixes closed firmly at from 99½@99⅝, ex the January three per cent. (coin) coupon.

Railway and Miscellaneous share property has been less confidently and generally much less firm as to values, on more urgent offerings, in good part on speculative account, and, said to have been, with a view to the depression of prices.

General business has been on a quite moderate scale, in most lines. Flour, Wheat, Corn, Oats, Pork, Bacon, Lard and Cotton have been the most confidently sought after of all articles in the produce line. There has been increased activity in Ingot Copper and Tin Plates at buoyant prices, but other metals have been quiet. Middling upland cotton, left off on Wednesday at 20⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,794,937 bales, against 1,588,861 bales same time in the preceding year; exports 909,105 bales against 728,511 bales in the previous year; stock at the ports at latest dates, 509,342 bales against 515,656 bales same date 1871.

Foreign Merchandise has been generally dull, within the previous range, as to prices, as a rule. The week's imports amounted to $6,286,904, including $1,499,643 of dry goods.

Ocean freights have been more active, but at reduced rates, on an increased supply of room, especially sail.

At the Live Stock Markets, Beeves have been in fair demand at from 6½@18½; cts. Veals in moderate request at 6½@11 cts.; Sheep at from 4½@8 cts.; Swine at 4¾@5 cts. per lb., all live weight. The week's receipts were 6,888 Beeves, 610 Veal Calves, 25,533 Sheep and Lambs, and 31,667 Swine. The aggregate receipts in 1872 were 425,275 Beeves, 5,089 Cows, 115,130 Calves, 1,179,518 Sheeps and 1,922,727 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Jan. and July, 22; N. Y. State 7s, B. L. reg., 105; Brooklyn 6s, W. L., 94¾; Memphis and Charleston 1st mort., 86; Western Pacific bonds, 89¼; Central of New Jersey 1st mort. new, 105¼; Lake Shore and Michigan Southern consols coupon, 96; Boston, Hartford and Erie R. R., 9; do. 1st mort., 44⅞; Quincy and Toledo 1st mort., 92; Burlington, Cedar Rapids and Minnesota 1st mort., 89; Cedar Falls and Minnesota 1st mort., 80; Toledo, Peoria and Warsaw 1st mort. W. D., 91; Lafayette, Bloomington and Miss. 1st mort., 90; Pekin, Lincoln and Decatur 1st mort., 88; Hannibal and Central Missouri 1st mort., 83; Louisville and Nashville consols, 1898, 93; Gt. Western 1st mort., 1888, 97; Del., Lack. and Western consols, 98; Ohio and Mississippi consols, 92½; Long Dock bonds, 93; Albany and Susq. 2d mort., 93; Clev., Col., Cin. and Ind. 1st mort., 101; North Missouri 1st mort., 90; New Jersey Southern R. R., 26; do., 1st mort., 73½; Milwaukee and St. Paul 7s, Iowa Div., 87; St. Louis Kansas City and Northern pref., 66; Mo., Kansas and Texas R. R., 42; St., Louis and Iron Mt. R. R., 95; do. 1st mort., 97½; Consol Coal, of Md., 47¾; New Central Coal, 47⅝; American Coal, 54½; Maryland Coal, 21; Adams Exp., 95; U. S. Exp., 79⅜; Am. Mer. Union Exp., 70¼; Western Union Tel., 81⅞.

Philadelphia.—Lehigh Valley 7s, new, 104; Lehigh Nav. conv. gold, loan, 93; Danville, Hazleton and Wilkesbarre 7s, 80; Philadelphia and Reading Gen'l mort. 7s, coupon, 100½; do. reg., 102; do. 7s, new, con., 101½; do. 7s, 1893, 108; Huntington and Broad Top Mt. R. R., 10; do. 1st mort., 102½; Pennsylvania and New York Canal 7s, 95; Sunbury and Erie 7s, 101; West Chester and Phila. 7s, 102; West Jersey R. R. 7s, 104; do. 6s, 83; Warren and Franklin 1st mort., 80⅜; Pennsylvania Canal 6s, '72; Ithaca and Athens 7s, 99; Harrisburg and Lancaster 6s, 89¾; Pittsburg, Cincinnati and St. Louis 7s, 81; Belvidere Delaware 2d mort., 82¼; Nesquehoning R. R., 54½; Catawissa R. R., 19½; Pittsburg 5s, 72. The latest quotations are: City 6s, 96⅛@—; do. free of tax, 100⅛@100¼; Pennsylvania State 6s, 1st series, 100@101; do. 2d series, —@106; do. 3d series, 106¾@106½; Philadelphia and Reading, 56⅞@56⅞; do. Gen'l mort. 7s, coup., 100½@101½; do. reg., 101@102; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 101½@102; United New Jersey R. R. and Canal Co., 122@128; Camden and Amboy mort. 6s, 1889, 94@95; do. 1883, 91@91½; do. 1889, 87@87¾; Pennsylvania R. R., 56⅞@57; do. 1st mort., 98@98; do. 2d mort., 96½@97½; do. General mort. coupon, 93@—; do. reg., 94½@95; Little Schuylkill R. R., 45½@—; Morris Canal, 50@50½; do. pref., 123½@125¾; do. 6s, 90@—; Susquehanna Canal, 7@9½; do. 6s, 75½@76; Schuylkill Nav., 7@7; do. pref., 13½@14; do. 6s, 1882, 76@—; do. 1872, 79@81; Elmira and Williamsport pref., 40@40; do. 7s, 1878, 93@—; do. 5s, 58@60; Lehigh Coal and Navigation, 38⅞@39; do. 6s, 1884, 86½@86½; do. R. R. Loan, 93@94; do. Gold Loan, 91½@92; North Pennsylvania, 50½@51; do. 6s, 97@98; do., 7s, 95¼@96; do. Chattle 10s, 110@112; Philadelphia and Erie, 27@27¾; do. 6s, 89½@90½; Minehill, 51@—; Catawissa, 19½@20½; do. pref., 43@—; do. 7s, 1900, 100@100; Lehigh Valley, 58¾@59; do. 6s, new coupon, 93@96; do. reg., 95¼@95¾; do. 7s, 103¾@104; Fifth and Sixth streets, (horse,) 51@52; Second and Third, 59@60; Thirteenth and Fifteenth, 18@20; Spruce and Pine, 31@32; Green and Coates, 45@—; Chestnut and Walnut, 57@58; Hestonville, 18½@18½; Union, —@73; Germantown, 80@—.

Boston.—Vermont Central 1st mort., 44; Burlington and Missouri R. R. 8s, in Nebraska, 100¾; Phila., Wil. and Balt., 6s, 95; Boston, Clinton and Fitchburg 7s, 1889, 90; Leavenworth, Lawrence and Galveston 1st mort. 10s, 85; Old Colony R. R. 6s, 1876, 97; do. 7s, 101⅛; Cheshire R. R. 6s, 1880, 88½; Cedar Rapids and Missouri 7s, 1891, 88¾; Maine Central 7s, 100; Essex R. R. 6s, guar., 90¾; Kansas City and Cameron R. R. 10s, 100; Atchison, Topeka and Santa Fe R. R., 25½; Eastern R. R. 6s, 1889, reg., 90; do. 7s, 101; Cincinnati, Sandusky and Cleveland R. R., 18⅛; Chicago, Burlington and Quincy rights, 23½; Rutland R. R., 13; do. pref., 61½; do. scrip, 90; Burlington and Missouri River R. R. in Iowa, 114½; Connecticut and Passumpsic Rivers R. R., pref., 91¼; Boston and Lowell R. R. new, 114; Pittsfield and North Adams R. R., 83½; Norwich and Worcester R. R., 123; Boston Water Power, 45¾; do. scrip, 70; Cary Imp., 13¼; Waverly Land, 5; Brookline Land, 6¾; Maine 6s, 1889, 99; Massachusetts 5s, 1883, gold, 99⅜; do. 5s, Bounty Loan, 98½; do. 6s, 1876, gold, 107¼; New Hampshire 6s, 1884, 96¾; Boston 6s, 1880, currency, 99; do; 5s, 1884, gold, 96¾; Haverhill 6s, 1883, 95⅝. St. Louis 6s, 1889, 87¼; Chicago 7s 1892, 97¾; Chelsea 6s, 1893, 95¾; Cincinnati 7s, 8 10s, 108; Fall River 6s, 96½; Hartford 6s, 1881, 95¾; Allouez Mining Co., ·17; Calumet and Hecla, 155; Humboldt, 1⅜; Mesnard, 1¼; Petherick,

8½; Rockland, 8⅛; Ridge, 14; Shuniah Silver, 2⅝; Star, 70c.; St. Clair, 3¼.

Baltimore.—Maryland Defense bonds, 102½; Virginia consols, coupon, 80; Pittsburg and Connellsville 1st mort., 91⅞; Northern Central 6s, 1900, gold, 92; Central Ohio R. R., 36⅝; do. 1st mort., 85⅛; Orange and Alexandria 4th mort. 8s, 83; Orange, Alex. and Manassas 7s, 78; Wilmington, Columbia and Augusta 7s, 76½; Union R. R. 1st mort., 91; Richmond and Danville 1st mort., 75½. The latest quotations are: Wilmington, Columbia and Augusta bonds, 76@77; Virginia Central 6s, 81@85; Pittsburg and Connellsville 7s, 1898, 91¾@92; Baltimore and Ohio, 154¼@155; do., 6s, 1875, 95@—; do., 1880, 94⅛@—; do., 1885, 96@97; Parkersburg Branch, 11@15; Northern Central 38¼@40; do. 6s, 1885, 92@93; do., 1900, 87¼@88; do., 6s, 1900, gold, 91¾@92; N. W. Va. 1st mort., 103@105; do., 2d mort.,—@—; do., 3d mort., 1885, —@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100¾ 102¼@; do., 2d mort., 7s, 88@88¾; do., 3d mort., 8s, 81⅜@81½; Central Ohio, 36@37; do., pref., 40@40; do. 1st mort., 85¾@86; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 94@—; do., 2d mort. guar., 94@—; do. 3d mort., guar., 94@—; do. 2d mort pref., 70⅛ @83; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 75@ 76; Orange and Alexandria 1st mort. 6s, 95@ 97; do., 2d mort. 6s, 85@88; do., 3d mort.8s, 93@97; do., 4th mort. 8s, 82¾@83¼; Orange, Alex. and Manassas 7s, 77½@78½; Virginia and Tennessee 1st mort. 6s, 96@103; do., 6s, 2d mort., 75@80; do. 8s, 3d mort., 89@91; Baltimore 6s, 1875, 97@97½; do., 1884, 96@96½; do. 1886, 95⅞@96; do., 1890 96¾@96⅞; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 96@96½; do. 1900, new, 96@96½; do.1902, 96@—; Memphis City 6s, 51¾@54; Maryland Defense Loan, 1883, 102@102½; Virginia 6s, old, 38¼@42; do. consol. 6s, 55@55⅛; do. reg. 51@—; do. coupon, 75@81; West Virginia, 15¼@16; City Passenger R. R., 20@ 23; George's Creek Coal, 100@120.

International Railroad.

This road is now in operation from Herne to Longview, a distance of 175 miles. Longview is at the intersection of the Southern Pacific, running west from Shreveport. It is also to reach Texarcana, on the Arkansas line, by the first of June next (a distance of 250 miles from Hearne), at which point it will be met by the Cairo and Fulton. There will then remain to be completed the stretch of 200 miles between Austin and Laredo, Mexico, on the southwest. The International has been consolidated with the Houston and Great Northern, now nearly if not quite completed to Palestine, Texas, thence to be built from Troup to Tyler, and so on to meet the Missouri, Kansas and Texas road on the Red river. The Galveston *News* says that by the middle of January one can, by the Central and International roads, take the cars from Galveston, or from Houston, and proceed direct to Shreveport by steam.

☞ The track-layers on the line of the Cleveland, Mt. Vernon and Columbus road have reached Canterbury, a point about fourteen miles west of Mt. Vernon and thirty miles from Columbus. The road will be open for through business early in the spring.

Muskingum Valley Railroad.

The *Ohio State Journal* says that a meeting of the stockholders of the Cincinnati and Muskingum Valley Railroad Company is to be held in Zanesville on the 9th inst., to determine the question of leasing their road to the Pittsburg, Cincinnati and St. Louis Railroad Company, and then adds:

It is well known that the Little Miami has for some time been in the control of the Pittsburg, Cincinnati and St. Louis Railroad Company, and the lease of the Cincinnati and Muskingum Valley, will give them an almost independent road from Lexington, in Perry county—the heart of the coal field—into Cincinnati—the line from Morrow to the city, for the most part being a double track. The managers of the Pittsburg, Cincinnati and St. Louis Company have shown commendable foresight in this matter, and while manufacturers and capitalists are wrangling over routes and projecting surveys, this company is quietly preparing to supply the wants of Porkopolis, without asking subscriptions to the capital stock.

☞ It is stated that the whole survey of the Southern Maryland railroad, from Brandywine to St. Mary's river, is completed or within a few days of completion, and that active operations will now be commenced to finish the grading and other work that yet remains to be done. The friends of this road express the fullest confidence that a large portion of it will be in "running order and running" before the coming summer months and that all of it will be graded, if not finished, at an early day thereafter.

☞ At the annual meeting of the South Boston Railroad Company, held on the 31st ult., the old board of directors were re elected, namely, Messrs. Seth Adams, E. H. Baker, D. A. Bradford, J. C. Gibson, Wm. Parsons, S. E. Westcott, J. Adams. The Secretary's report shows that for the year ending September 30, 1872, there remained a surplus of $17,051 84; the earnings have been $313,623 98; payments, $249,871 49; dividends, $43,576 92; leaving on hand $18,175 57.

☞ The Baltimore Bridge Co. since its organization, has built over 100 bridges and viaducts, measuring in length over nine miles, and containing 13,000 tons of iron and steel, in addition to millions of cubic feet of timber and masonry; among which is one draw-span 366 feet long, and one viaduct in South America the highest in the world.

☞ The Levant *Herald* says that the construction of the Roumelian railways continues to make gradual but steady progress towards Adrianople. The line from Stamboul, already completed as far as Tchorlou, is being pushed on actively to Kouleli and Bourgas.

☞ The Augusta (Ark.) *Bulletin* says that within sixty days trains will run from Little Rock to St. Louis over the Cairo and Fulton and Iron Mountain railroads. Within six months trains will run from Little Rock to Louisville over the Cairo and Fulton road, via Cairo.

☞ The first train over the Toledo, Tiffin and Eastern Railroad, made a trip from Toledo to Mansfield, Dec. 20th. It is expected that regular trains will be placed on the road by the 15th of January, when through connections will be made at Mansfield, east and west.

Commerce of Baltimore.

During 1872 the arrivals of vessels of all classes at this port were 5,523, of which 2,076, including 848 schooners, were American, 2,118, including 290 schooners, were British.

IMPORTS FOR THE YEAR.

The imports into the port of Baltimore of the principal articles during the year 1872 were as follows as compared with 1871:

	1872.	1871.
Coffee bags	372,895	566,064
Cocoanuts	1,250,000	1,500,000
Lemons, boxes	27,782	28,162
Oranges, boxes	50,529	68,949
Figs, drums	1,900	2,850
Figs, cases	167	321
Raisins, boxes	51,220	64,662
Guano, tons	3,007	12,985
Hides, Buenos Ayres	5,878	2,281
Hides, other foreign ports	14,110	18,641
Horns	30,000	40,000
Iron, bars	11,940	32,600
Iron, pig, tons	5,418	7,066
Iron, bundles	2,486	16,586
Iron, railroad bars	103,003	98,970
Molasses, hides	21,359	21,546
Molasses, tierces	1,707	1,773
Molasses, bbls	99	209
Rice, bags	28,965	15,878
Salt, Liverpool, sacks	167,527	193,112
Salt, W. Indies, bushels	248,693	101,413
Sugar, hhds	105,656	110,209
Sugar, tierces	4,027	2,019
Sugar, bbls	8,926	18,184
Sugar, boxes	53,937	52,992
Sugar, bags	33,000	28,920
Lead, pig	19,116	24,808
Tin plates, boxes	140,511	135,315

EXPORTS FOR THE YEAR.

The following are the principle articles shipped to foreign ports during the year 1872, as compared with the previous year:

	1872.	1871.
Bark, quercitron, bags	44,848	31,415
" " hogsheads	153	246
Bread, barrels	19,719	15,147
Corn Meal, barrels	65,807	55,575
Flour, barrels	30,371	505,723
Wheat, bushels	74,976	995,140
Corn, bushels	5,133,480	1,845,840
Coal, tons	55,533	35,421
Cotton, bales	16,084	33,360
Lumber, feet	3,538,000	2,922,000
Shooks and heads, number	252,437	288,825
Staves	382,000	454,000
Rosin, barrels	24,592	27,914
Oil Cake, packages	86,524	129,551
Petroleum, gallons	1,059,167	2,794,811
Bacon, pounds	391,015	454,182
Beef, pounds	568	878
Butter, pounds	100,396	141,410
Cheese, pounds	75,393	94,276
Lard, pounds	12,828,645	4,378,914
Pork, barrels	12,852	6,763
Candles, pounds	344,520	454,861
Tobacco, hogsheads	48,778	58,638
Tobacco stems, hogsheads	4,555	5,972
Tallow, hogsheads	1,180	539

☞ The Stockholders of the Pittsburg, Cincinnati and St. Louis Railway Company, at their meeting in Steubenville on the 31st ult., voted, 135,009 to 1,275, to accept the lease of the Muskingum Valley Railroad. This line taps the P., C. and St. L. Railway at Dresden, Muskingum county, and runs to Morrow, the county seat of Warren county, and constitutes a very important route southwest through a rich agricultural country.

☞ The Galena and Southern Wisconsin railroad is completed from Galena to Platterville, a distance of 26 miles.

Journal of Railroad Law.

RAILROAD COMPANIES—CONTRIBUTORY NEGLIGENCE OF PARENTS—WHAT IS PROPER AGE OF CUSTODIAN OF INFANT.

The facts in the recent case of Ihl Administrator, &c., *vs.* The Forty-Second Street and Grand Street Ferry Railroad Company, (47 N. Y., 317,) are fully and clearly stated in the following opinion by—

RAPALLO, J.—The absence of proof of special pecuniary damage to the next of kin resulting from the death of the child would not have justified the court in non-suiting the plaintiff, or in directing the jury to find only nominal damages. It was within the province of the jury, who had before them the parents, their position in life, the occupation of the father and the age and sex of the child to form an estimate of the damages with reference to the pecuniary injury, present or prospective, resulting to the next of kin. Except in very rare instances, it would be impracticable to furnish direct evidence of any specific loss occasioned by the death of a child of such tender years; and to hold that, without such proof, the plaintiff could not recover, would, in effect, render the statute nugatory in most cases of this description. It cannot be said, as matter of law, that there is no pecuniary damage in such a case, or that the expense of maintaining and educating the child would necessarily exceed any pecuniary advantage which the parents could have derived from his services had he lived. These calculations are for the jury, and any evidence on the subject, beyond the age and sex of the child, the circumstances and condition in life of the parents or other facts existing at the time of the death or trial would necessarily be speculative, and hypothetical, and would not aid the jury in arriving at a conclusion. It has been held by this court, in several similar cases that the statute does not limit the recovery to the actual pecuniary loss proved on the trial. (Oldfield *vs.* N. Y. and H. R. R. Co., 14 N. Y., 310, 319. Omara *vs.* Hudson R. R. Co., 38 *id.*, 445 and 450.)

The amount of the damages could have been reviewed in the court below, but cannot here. The only question that can be considered here is, whether any, or more than nominal damages were recoverable.

There was abundant evidence on the question of the defendant's negligence to require the submission of that branch of the case to the jury; and the only remaining question arising on the motion for a non-suit is whether the evidence showed such negligence on the part of the mother of the deceased, as to preclude a recovery in this action. The alleged negligence of the mother consisted in sending the deceased, aged three years and two months, across the avenue, through which the railroad ran, in charge of his sister who was of the age of nine and a half years.

It was not established by the evidence that the disaster was attributable in any degree to negligence or incompetence on the part of the sister. According to the evidence of several of the witnesses, the deceased fell upon the track at a sufficient distance in front of the car to have enabled her to extricate him had the driver been observant of what was passing and slackened his speed; and there was no request to submit to the jury the question whether the sister was negligent. The defendant relied wholly upon the proposition that the sending of the child across the avenue and track unattended except by another child so young as the attendant in this case was proved to be, was negligence *per se*.

We are of opinion that the refusal so to charge was not error, and that the judge properly left it to the jury to say whether it was negligent "to permit the little daughter between nine and ten years of age to take the little boy to the drug store in the way she started to go." The competency of the little girl to act as attendant of the deceased, was matter of judgment.

There is no positive law by which it can be determined. She was not of such an extremely tender age as to place it beyond a doubt that she was incompetent and therefore it was proper to leave the question to the jury. See Mangam *vs.* Brooklyn R. R. Co., (38 N. Y., 455, 449,) and Drew *vs.* Sixth Ave. R. R. Co., (26 N. Y., 49,) where it was held not as a matter of law negligent in the parent to send a child of the age of eight years to school without an attendent. The third and fourth requests to charge were fully covered by the charge as given and the refusal of the judge was to charge otherwise than he had already charged. He had fully presented and submitted to the jury the questions of the negligence of the defendant and of the negligence of the parents of the deceased, and the grounds upon which negligence was sought to be imputed to them, and had instructed the jury that if they found either of those questions in favor of the defendant, they must rendered a verdict the for defendant. A refusal to repeat these instructions was not error.

The first request to charge, viz: that to entitle the plaintiff to recover, the jury must be convinced by the proofs that the deceased was guilty of no negligence which contributed to the injury, and also that the defendant was guilty of such negligence, was properly refused. This request related to the personal conduct of the deceased child. The controversy on the trial was as to the alleged negligence of the parents. If the child exercised proper care and the injury was caused wholly by the negligence of the driver, the defendant was clearly liable without regard to the question whether it was negligent in the parents to let the child go out as it did. In the case supposed the negligence of the parents, if it existed, would have been too remote to be regarded as contributing to the injury. But if the parents, or the attendant of the child, were guilty of no negligence and the defendant was, want of care or personal negligence on the part of the child would not, under the circumstances of this case, absolve the defendant from liability. The child was only three years and two months old, and clearly within the adjudged cases in which infants have been held not *sui juris*, or not responsible for their own conduct, but only through their custodians; and this incapacity was obvious, and apparent to the driver. All the cases in which the negligence of parents or custodians of infants not *sui juris* is held to preclude a recovery by such infants or the representatives necessarily assumed that the conduct was such as would, in the case of a person *sui juris* have amounted to contributory negligence, and hold that the negligence of the parent or custodian, but not the personal conduct of the infant, constitutes the bar. The law in such cases makes the infant responsible through others. The conduct of the infant may have an important bearing on the question of the defendant's negligence, but when the latter is clearly negligent, contributory personal negligence on the part of an infant obviously not *sui juris* cannot be alleged, unless negligence on the part of his guardian or custodian has brought about the situation, or in some manner contributed to the injury.

This element was not embraced in the request, and it would, therefore, have been erroneous to charge it in the form in which it was made.

If the child had been old enough to be regarded as *sui juris*, then his negligence would have been a bar without reference to that of his parents.

The only exception to the charge was to the instruction that when the driver saw the children, half a block off, his duty was to keep watch of them to prevent running over them. The judge afterwards modified this by stating that it was for the jury to say how far it was the duty of the driver to have kept watch of them, and whether his not doing so was negligence. We do not think the instruction as thus modified erroneous.

The judgment should be affirmed with costs.

Judgment affirmed.

Finances of Massachusetts.

The following is an extract from the address of Gov. Washburn to the Legislature:

While disaster has seriously, though temporarily crippled and embarrassed many of the industrial and commercial interest of the Commonwealth, her public finances exhibit gratifying evidence of thrift and security. Under the wise and provident policy of the State—creating ample sinking funds for the liquidation of every maturing installment of the public debt—more than three millions of the funded liabilities have been extinguished during the past year, without recourse to ordinary revenue, taxation or temporary loans. The amount thus retired included upward of two and a half millions of the Massachusetts 5-20 War Fund Loan not absolutely maturing till 1886, but which the surplus accumulation of the sinking fund established for its payment, rendered it advisable to anticipate. With an addition of more than a million to the Troy and Greenfield Railroad and Hoosac Tunnel Loan, by a further issue of scrip on that account there still remains a net reduction of the funded debt of the Commonwealth amounting to nearly two millions of dollars. The appended statement exhibits the transactions of the year in this connection:

Funded debt January 1, 1872		$29,629,364
Amounts liquidated during the year:		
Massachusetts War Fund loan	$2,551,500	
Union Fund loan, 1861	363,700	
State Almshouse loan	100,000	
Loan of 1861 (funding debt)	100,000	
		3,115,200
Balance remaining		$26,514,164
Added during the year on account of the Troy and Greenfield Railroad and Hoosac Tunnel loan		1,178,540
Total		$27,692,704
With these changes the existing debt, all of which is funded, may be thus classified:		
Railroad loans		$13,303,016
War loans		13,159,688
Ordinary loans		870,000
Funded debt		$27,692,704

The only unfunded liabilities remaining consis

of small sums, for the payment of which the treasury is amply provided.

With the extinguishment in 1872 of the last installment of the loan of 1861 for funding the public debt, there remain now no funded liabilities for the payment of which the State has not provided a sinking fund; and any deficit likely to occur in one or two of these funds can be easily supplied, either by transfer of surplus accumulations or from other available resources.

During the present year $425,000 more of the funded debt will reach maturity, viz: of the Union Fund loan, $300,000; State House Enlargement loan, $65,000; and Almshouse loan, $60,000—all of which will be paid from their several sinking funds.

Accepting the results of the past year as a basis of judgment for the present, the ordinary revenues of the State may be estimated at $2,800,000.

Adding to this sum the unexpended cash on the same account, will put the treasury in possession of something like $2,900,000.

The ordinary expenses of the year, estimated upon present information, can scarcely be less than $4,420,000.

With the material reduction of ordinary revenues under the repealing legislation of 1872, the amount necessary to be raised by a State tax may not be less than two millions of dollars, exclusive of any provision for temporary emergencies or special grants by the present Legislature.

Finances of Maine.

The financial condition of the State, as appears by the report of the State treasurer, is highly satisfactory.

The receipts for the past year have been	$1,334,859 98
Disbursements	1,147,544 41
Debt January 1, 1873	$7,187,900 00
Sinking fund in the treasury	1,020,247 00
Debt, deducting sinking fund	$6,167,653 00
Cash in treasury above immediate liability	180,000 00
Debt, deducting sinking fund and cash in treasury	$5,987,653 00
Sinking fund January 1, 1872	$798,295 00
" " " 1873	1,020,247 00
Increase of sinking fund in 1872	$221,952 00
Trust funds held by the State exclusive of sinking fund	$789,078 00

The following is a statement of the public debt January 1, 1873:—

Due in 1873	$50,000
" 1874	50,000
" 1875	30,000
" 1876	60,000
" 1877	51,000
" 1878	30,000
" 1880 (bounty loan)	475,000
" 1883 (war loan)	525,000
" 1889 " "	2,832,500
" 1889 (municipal war-debt)	3,084,400
Whole amount of debt	$7,187,900

The sinking funds established by acts of 1865 and 1868 are rapidly accumulating, and will be amply sufficient to meet the debt as it matures.

Exclusive of the mill tax, the State tax of 1872 was reduced fifty or sixty thousand dollars from the previous year. The taxpayers will now be glad to learn that in the opinion of the treasurer, if there are no extraordinary appropriations made by this legislature, the State tax for the year 1873 can be reduced to five mills on a dollar, being a reduction of $170,000 from the State tax of 1872.

☞ The vote authorizing the city of Cincinnati to issue one million and a quarter in bonds to aid the Cincinnati and Chesapeake railroad was carried by nearly 7,000 majority, being over a thousand above the necessary two-thirds required by law.

☞ The last rail of the Paris and Decatur railroad, and also the Chicago and Southeastern, known as the Mattoon, Sullivan and Decatur railroad, was laid on the 20th ult. These two roads form a junction at Mount Zion, ten miles southeast of Decatur, and run into that city, via the Illinois Central track.

For Sale—New Locomotives.

Soft coal burner, 4 ft. 8½ in. gauge, Cylinders 15×22, four 4½ ft. Drivers. Rogers Locomotive and Machine Works, Builders. Has swing truck, and all latest improvements. Been run three months only, and in perfect order. Address

A. W. GREIG, Sup't,
Litchfield, Conn.

Jan. 6th, 1873.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 6, 1873.

A DIVIDEND OF FIVE PER CENT. HAS been declared by this Company, payable on the 1st day of February next, to the holders of full paid shares, registered at the close of the 16th day of January instant, after which and until the 5th day of February next, the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

SECOND MORTGAGE
7 PER CENT. BONDS
SOUTH CAROLINA RAILROAD COMPANY.

The South Carolina Railroad Company having created a Second Mortgage, amounting to

THREE MILLION DOLLARS,

for the purpose of retiring all its floating obligations and arranging its non-mortgage bonds, and the bonds authorized to be issued under said mortgage having been duly executed, they are now offered for sale at this office at

75 PER CENT.

Payment will be accepted as follows, viz:

Two-Thirds of the purchase money will be received in the 7 per cent. non-mortgage bonds of the Company at 75 per cent.; balance in cash.

The value of this security now offered entitles it to VERY HIGH CONSIDERATION. The mortgage covers the entire property of the Company, embracing 242 miles of first-class road abundantly equipped with locomotives and cars in fine condition, and all the appurtenances of a first-class Railroad - - - the first mortgage being only $3,000,000.

The business of the Road for the present year is estimated at about

$1,400,000

gross, and its net revenue at over $550,000. Its present prospects furnish ample ground for very satisfactory anticipations of future earnings.

The Bonds bear date October 1st, and have attached coupons for 7 per cent. per annum interest, payable in April and October, in the City of New York.

After the 31st December inst. the price of the bonds will be 75 per cent., and accrued interest.

J. T. WELSMAN,
CHARLESTON, S. C. Dec. 6. Treasurer.

The undersigned agent for the sale and exchange of the above Bonds, can be found at the Fourth National Bank, in this city.

JOHN C. COCHRAN.
NEW YORK, Dec. 18, 1872.

Board of Engineers of the Fourth Avenue Improvement.

Office Grand Central Depot.
NEW YORK, January 2d, 1873.

NOTICE.

THE PROPOSALS FOR WORK BETWEEN 49th Street and 79th Street, not being satisfactory to this Board, proposals for the same will again be received by the undersigned until 2 o'clock P. M. of Monday the 13th inst.

No offer will be considered unless the bond attached to the printed proposal be properly executed.

ALLAN CAMPBELL,
A. W. CRAVEN,
EDW. H. TRACY,
J. C. BUCKOUT,
} Board of Engineers 4th Avenue Improvement.

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FOR STEAM BOILERS, PIPES, &c.

Saves 25@40 per cent. in fuel.
The best in use.—Durable and economical.
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1,500 Tons Foreign Steel Rail, approved Brands, in Yard.

Dec. 18, 1872.

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HEYERDAHL, SCHONBERG & CO.
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Sole Agents in the United States for

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Bessemer Steel Rails.

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One (Osgood Pattern) Second Hand. Price $10,000.
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Two Large Dumping Scows, $3,500 Each.
Apply to

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FOG SIGNALS,
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ALWAYS RELIABLE.

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54 CLIFF STREET, NEW YORK,
No. 9 LIBERTY SQUARE, BOSTON.

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Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

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Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

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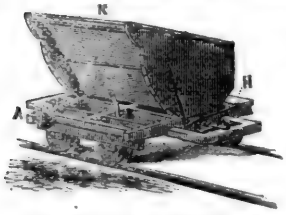
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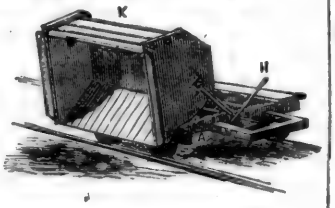


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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2,000 tons best Welsh make 56 lbs.
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Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Jan. 11, 1873—Steamer HENRY CHAUNCEY, CAPT. A. G. GRAY, will leave Pier No. 42, North River, at 10 o'clock A. M. for Aspinwall direct, connecting at Panama with steamer MONTANA, Capt. Connelly, touching at Acapulco, Manzanillo, Mazatlan and San Diego, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Steamer COLORADO will leave San Francisco, February 1, 1873, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

SPECIAL NOTICE—POSTPONEMENT OF SAILING.—The steamer HENRY CHAUNCEY will sail for Aspinwall at 12 o'clock noon, Saturday January 11, 1873.

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HAVING large facilities, and having had a long experience in the business, are prepared to furnish

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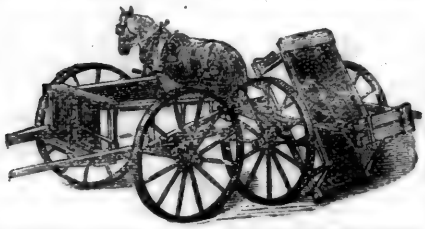
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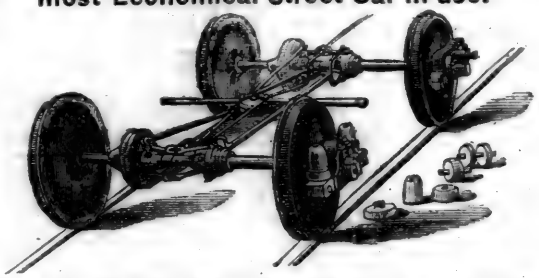
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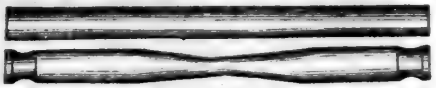
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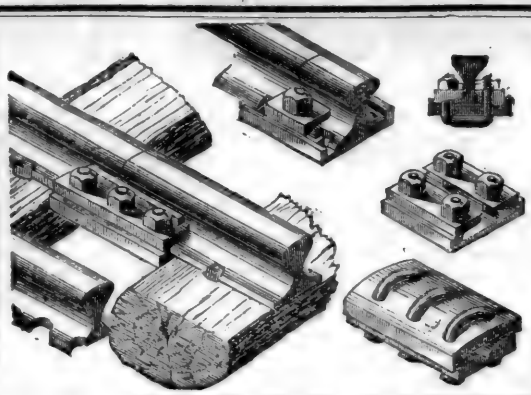
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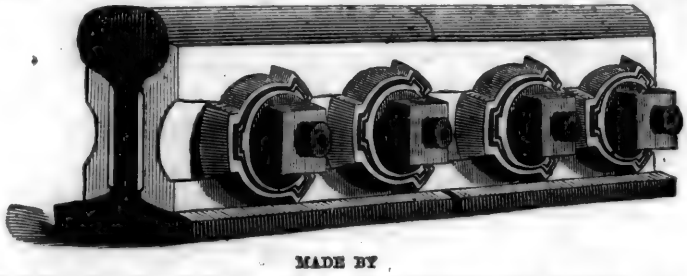
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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 3.] SATURDAY, JANUARY 18, 1873. [WHOLE No. 1,917, VOL. XLV.

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American Railroad Journal.

New York, Saturday, January 18, 1873.

Fourth Avenue Improvement.

According to a statement of Mr. Isaac C. Buckout, the Superintending Engineer of the Fourth Avenue Improvement, the entire work, from the City Hall to the Harlem River, will be finished in two years, probably by January 1, 1875. The distance from the City Hall to the Grand Central depot will then be made in twelve minutes, and from the depot to the Harlem River in ten minutes, making twenty-two minutes in all. The work from the depot to the Harlem River is divided into three sections. The first section, from Forty-fifth to Forty-ninth street, is under contract to Fairchild & Ward. The third section, from Seventy-ninth street to the Harlem River, was let six weeks ago to Dillon, Clyde & Co. Three hundred men are already at work on this section alone. The second section, from Forty-ninth to Seventy-ninth street was awarded on the 14th inst. to Dillon, Clyde & Co., who now have the contracts for the entire work from Forty-ninth street to the Harlem River. As soon as the contract is signed, Mr. Buckout said, the contractors will set 1,000 men at work. Work upon the third section is progressing rapidly. Two rock tunnels are being built at Yorkville, and trestle-works over the Harlem flats (in which the trains will run while the viaduct is being constructed). A large number of men are at work rock-cutting at Snake Hill, south of 125th street. The section through Harlem from 125th street to the Harlem River is being excavated below the avenue grade. The track is being sunk there.

To Investors.

To those who wish to REINVEST JANUARY COUPONS OR DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-Thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (**1.10**) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency—yielding an income more than one-third greater than U. S. **5-20s**. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post-Office address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington,

Financial Agents N. P. R. R. Co.

Erie Railway.

At a meeting of the directors of this company on the 14th inst., a resolution was unanimously adopted authorizing the issue of convertible bonds to the amount of $10,000,000, bearing 7 per cent. interest in gold, payable either in New York or London, provided that the said bonds are negotiable at par in currency. The proceeds of the sale will be used for the purpose of laying a third rail, and the improvement of stock and equipment. The subject of declaring a dividend on the preferred stock was referred to a special committee, which will report at a future meeting. The resignation of Mr. J. B. Hodgskin, as treasurer, was received, and Mr. William Pitt Sherman was appointed in his stead.

Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and working expenses of the Main Stem of the Baltimore and Ohio Railroad for the years ending September 30, 1871 and 1872—including the Winchester and Potomac, the Washington County, and the Winchester and Strasburg Branches:

Earnings:	1871.	1872.
From passengers	$1,460,699 71	$1,695,153 21
" tonnage	8,452,690 78	8,959,318 41
Total	$9,913,390 49	$10,654,471 62
Working expenses:		
Transportation exp.	$1,775,458 46	$1,948,247 86
General expenses	70 352 74	89,617 73
Losses by accidents	80,190 09	63,151 21
Repairs of railway	1,928,776 53	1,697,789 10
" locomotives	580,736 98	662,427 26
" burden cars	326,764 21	433,818 33
" pass. cars	166,822 99	117,598 56
" stationary machinery	146,022 24	198,429 68
" depots	127,011 53	103,842 22
" water stat'ns	80,846 64	51,127 95
" bridges	199,027 55	175,203 71
" telegraph	10,918 74	15,429 22
Fuel, preparing, etc.	320,893 25	363,557 26
Cleaning engines and cars	96,912 60	103,504 41
Pumping water	25,837 34	27,175 96
Watching cuts, tunnels and bridges	63,232 40	64,465 62
Contingent expenses of machinery department	7,083 39	8,063 85
Total	$5,906,887 68	$6,122,399 93
Net earnings	$4,006,502 81	$4,532,071 69

The ratio of expenses to earnings was in 1871, 59.58, and in 1872, 57.46, showing a decrease of 2.12 per cent.

It is shown that the earnings, in comparison with the fiscal year 1871, have increased $741,081

13, and the working expenses $215,512 25, making a comparative increase in the net profits of $525,568 88. Compared with the fiscal year 1870, the increase of earnings being $2,226,743 46, and of working expenses $668,939 93, the increase of net profits amounts to $1,557,803 53.

During the fiscal year, the sinking fund for the redemption of the city loan increased to $1,449,553 20, showing a gain of $95,236 53.

Under the action of the sinking fund for the redemption of the £800,000 sterling loan, £34,000 of those bonds have been purchased in London and cancelled, thus, at $4 84 per pound sterling, reducing that debt $164,560, and showing a gain during the fiscal year of £16,500, equivalent at $4.84 per pound sterling, to $31,312.

A dividend of 4 per cent. upon the capital stock was paid on the 1st of November, 1871, and on the 1st of May 1872, a dividend of 5 per cent. The United States tax thereon was also paid by the Company.

The liabilities of the company, compared with the statement of September 30th, 1871, have increased as follows: Preferred stock, second series, 6 per cent. currency, $23,000; sterling loan, redeemable in 1902, £300,000 at $4.84 gold $1,452,000—total, $1,475,000.

The profit and loss account shows an increase for the past year of $2,905,537 03.

It will be seen by this account that the surplus fund, which represents capital derived from earnings invested in the various branch and connecting roads, and the great improvements that have been continuously constructed on the main line, and which is not represented by stock or bonds, now amounts to $26,152,269 36.

The rapid increase of this fund arises from the fact that the immense sums embraced in this account have been invested in engines, cars, machinery, buildings, bridges, double track, in connecting roads and for their increased equipment, etc. These investments perform the triple function, first, of enlarging the traffic and facilities of the company upon its Main Stem; second, of controlling large additional business from great territories and many States over its entire system of roads; and, third, of furnishing a capital, the interest on and earnings of which, not being otherwise used or divided, are added directly to the surplus fund.

The continued pursuit of the policy of making relatively limited dividends and using its additional earnings for the purposes stated, has provided the means, without sacrifice or undue pressure for capital upon the interests with which the company is connected, to aid and carry out various and important enterprises which are largely increasing the prosperity and wealth of numerous and great communities and assisting materially the progress and power of the country.

It is shown by the report of the transportation department that there has been a large expansion of tonnage of through merchandise, East and West, viz: from 435,207 tons in the preceding year, to 557,609 tons.

The traffic in live stock and lumber has also largely increased.

The coal trade shows an aggregate of 2,068,683 tons, which includes 407,424 tons for the company's supply.

It will be seen that the passenger business exhibits a marked and very satisfactory increase.

The splendid new equipment, the superior hotels being erected, and the general improvements upon the Baltimore and Ohio Road, with its additional, excellent and short connections, especially with the National Capital and Baltimore, will, it is reasonably anticipated, attract a much larger travel upon its lines.

Statement of profit and loss for the years ending September 30:

	1871.	1872.
Balance from previous year	$21,375,050 73	$23,246,732 33
Net earnings	4,006,502 81	4,532,071 69
Dividends upon Washington Br. stock owned by the Main Stem	102,780 00	102,780 00
Increment from the sinking fund	76,937 58	95,236 53
House rents	15,739 57	15,321 86
	$25,577,010 69	$27,992,142 41
Dividends on stock	$1,051,448 00	$1,182,879 00
Interest and taxes	432,447 24	283,132 80
Ground rents	26,532 95	29,436 72
Central Ohio Division	136,583 91	175,543 08
Lake Erie Division	76,492 98	77,691 65
Rent of Winchester & Potomac R. R.	27,000 00	27,000 00
Rent of Washington County Railroad	58,960 00	58,960 80
Estimated loss on steamships	500,000 00	.....
Rent of Winchester & Strasburg RR.	5,229 00	5,229 00
Wheeling, Pittsburg & Baltimore R. R.	15,583 48	.....
Balance	23,246,732 33	26,152,269 36
	$25,577,010 69	$27,992,142 41

Statement of the liabilities and assets of the Baltimore and Ohio Railroad Company, September 30, 1872:

LIABILITIES.

Stock		$13,143,300 00
Stock scrip not funded		8,662 00
Preferred stock, six per cent.		3,552,800 00
Loan redeemable in 1875, with coupons payable in Jan. and July		863,250 00
Loan redeemable in 1880, with coupons payable in Jan. and July		579,500 00
Loan redeemable in 1885, with coupons payable in April and Oct		1,710,500 00
City Loan	$5,000,000 00	
Less sinking fund in charge of the City of Baltimore	1,449,553 20	
		3,550,446 80
Sterling loan redeemable in 1895, coupons payable in March and Sept., £800,000 at $4.84 gold	$3,872,000 00	
Less for sinking fund £34,000 (paid and cancelled) at $4.84 gold	164,560 00	
		3,707,440 00
Sterling loan redeemable in 1902, coupons payable in March and Sept., £2,000,000. Amount issued on account of this loan £300,000 at $4.84 gold		1,452,000 00
Bonds of the Northwestern Virginia R. R. Co., guaranteed by the Baltimore and Ohio R. R. Co., of which the payment, principal and interest, has been assumed by the Baltimore and Ohio R.R Co., under contract of July 18, 1864, viz:		
Second mort. endorsed bonds, payable Jan. 1st, 1873, originally $1,000,000, reduced to		453,500 00
Third mort. endorsed bonds, originally $500,000, reduced to		140,000 00
Unclaimed dues		58,512 70
Washington Branch road		642,299 68
Profit and loss		26,152,269 36
		$56,014,480 44

ASSETS.

Cost of road	$20,062,794 35	
Second track	4,032,745 86	
Rolling power	7,995,850 87	
Real estate	1,839,638 82	
Ohio River Bridges at Benwood and Parkersburg	2,380,533 34	
Metropolitan Branch Railroad	2,855,043 67	
		$39,166,606 91
Central Ohio first mortgage bonds		699,246 67
Stock of the Central Ohio Railroad Co., as re-organized		424,822 88
Stock and bonds of the Pittsburg and Connellsville R. R. Co.		248,123 23
Preferred stock of the Parkersburg Branch R. R. Co		5,680,684 94
Stock and bonds, including those of Municipal, Railroad and Steamship Corporations		2,587,558 47
Mortgage bonds of the Marietta and Cincinnati R. R. Co., as re-organized		1,400,000 00
Stock of the Washington County R. R. Co		763,280 00
Stock and debt of the Winchester and Strasburg R. R. Co		591,816 19
Stock of the Washington Branch		1,027,800 00
Sinking fund for the redemption of the ground rents on Camden Station		101,191 66
Uncollected revenue		687,542 58
Materials on hand in the machinery department		477,368 63
Road department—materials on hand		332,318 03
Balance of outstanding accounts and loans after deducting obligations		1,792,015 13
Treasurer—Balance on hand in the Treasury, after payment of $126,315 for interest on the Bonds of the Co., which matures October 1st, 1872		34,105 22
		$56,014,480 54

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

Earnings:	1871.	1872.
Passengers	$329,823 79	$363,124 00
Tonnage	97,755 63	117,521 04
Total	$427,579 42	$480,645 04
Expenses:		
Repairs of railway	$126,296 96	$128,253 27
" depots	12,878 96	5,528 88
" water stations	5,116 44	650 10
" bridges	15,067 01	5,579 55
Pumping water	4,051 68	4,898 23
Total	$163,411 05	$144,910 03
Net earnings	$264,168 37	$335,735 01

The earnings of 1872 show an increase as compared with those of the previous year of $53,065 62; the expenditures charged are $18,502 02 less—showing an increased gain of $71,566 64.

A dividend of five per cent. was paid on the 16th of October, 1871, and a similar dividend on the 17th of April, 1872.

During the year 711 tons of steel were substituted for iron rails; 93 tons of new rails and 33,787 cross ties were also used.

Statement of profit and loss for the years ending September 30:

	1871.	1872.
Balance from prev. yr.	$355,984 16	$452,700 09
Net earnings	264,168 37	335,735 01
Total	$620,152 53	$788,435 10

Dividends on stock	$165,000 00	$165,000 00
Internal revenue tax	1,452 44	135 42
Payment on account of annuity	1,000 00	1,000 00
Balance carried to next year	452,700 09	622,299 68
Total	$620,152 53	$788,335 10

Statement of the liabilities and assets of the Washington Branch, Sept. 30:

Liabilities:	1871.	1872.
Stock	$1,650,000 00	$1,650,000 00
Annuity (principal)	20,000 00	20,000 00
Profit and loss	452,700 09	622,299 68
	$2,122,700 09	$2,292,299 68
Assets:		
Road, real estate, etc.	$1,650,000 00	$1,650,000 00
Amount due by the B. & O. R. R. Co.	472,700 09	642,299 68
	$2,122,700 09	$2,292,299 68

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1871.	1872.
Passengers	$150,022 58	$204,757 03
Tonnage	583,072 76	622,045 91
Total	$733,095 34	$826,802 94
Expenses:		
Transportation	$148,979 28	$190,515 16
Repairs of railway	368,349 92	280,443 19
" water stations	6,070 21	8,888 28
" telegraph	1,179 89	9,575 56
" stationary machinery	2,989 98	5,999 35
" locomotives	47,758 81	54,187 36
" burden cars	17,622 28	30,278 53
" passenger cars	4,484 81	4,055 36
" bridges	17,087 63	31,844 20
" depots	17 334 31	13,244 43
Pumping water	3,296 80	3,265 48
Losses by accidents, etc.	5,593 50	12,867 12
Fuel, preparing, etc	29,789 15	36,787 56
General expenses	2,569 62	3,022 09
Cleaning engines & cars	7,949 65	7,770 02
Contingent expenses	22 16	56 18
Taxes	40,210 03	19,481 85
Total	$721,288 03	$712,261 74
Net earnings	$11,807 31	$114,541 20

It will be seen that the earnings were $93,707 60 more than in 1871, while the expenses decreased $9,026 29—showing an improved result compared with 1871, of $102,733 89.

The aggregate earnings of the Main Stem, including the Winchester and Potomac, the Washington County, and the Winchester and Strasburg, Branches, and of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1871 and 1872, were as follows:

	1871.	1872.
Main Stem	$9,918,390 49	$10,654,471 62
Washington Branch	427,579 42	480,645 04
Parkersburg Branch	733,095 34	826,802 94
Totals	$11,074,065 25	$11,961,919 60

The aggregate expenses of operating and repairs were as follows:

	1871.	1872.
Main Stem	$5,906,887 68	$6,122,399 93
Washington Branch	163,411 05	144,910 03
Parkersburg Branch	721,288 03	712,261 74
Totals	$6,791,586 76	$6,979,571 70

And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

	1871.	1872.
Main Stem	$4,006,502 81	$4,532,071 69
Washington Branch	264,168 37	335,735 01
Parkersburg Branch	11,807 31	114,541 20
Totals	$4,282,478 49	$4,982,347 90

—showing an increase in the gross earnings of $887,854 35; with an increase in expenses of $187,984 94—making the increase in net earnings $699,869 41.

The earnings of the Central Ohio Division for the fiscal year were $989,326 91, the expenses $818,605 58, and the net earnings $170,721 33.

The earnings of the Lake Erie Division for the same time were $600,388 26, the expenses $503,729 91, and the net earnings $96,658 35.

The earnings of the Wheeling, Pittsburg and Baltimore Railroad were $48,164 58, the expenses $47,684 61, and the net earnings $479 97.

The earnings of the Newark, Somerset and Straitsville Railroad, from May 20, 1872, were $26,877 96, the expenses $17,883 19, and the net earnings $8,994 77.

The gross revenue of the Main Stem and Branches including the Central Ohio and Lake Erie Divisions, the Wheeling, Pittsburg and Baltimore Railroad, and the Newark, Somerset and Straitsville Railroad, is thus shown to be $13,626,677 31, the expenses $8,367,474 99, and the net earnings $5,259,202 32. The aggregate working expenses were 61.4 per cent. of the whole gross revenues.

During the year 412,810 new cross ties, 9,804 tons of iron, and 9,118 tons of steel rails were used in repairing the tracks of the Main Stem; 33,787 cross ties, 93 tons new iron and 711 tons of steel rail on the Washington Branch; 82,286 cross ties and 1,577 tons of new rails on the Parkersburg Branch; 2,951 tons of new rails 1,467 re-rolled rails, and 9 tons steel rails on the Central Ohio Division; and 1,433 tons of new rails on the Lake Erie Division.

At the commencement of the fiscal year 1872 there were in service on the Main Stem and Branches 335 locomotives. During the year 48 first-class locomotives were purchased and built, making the total number at the close of the year 383—of these 72 were passenger and 311 freight locomotives; 343 were first-class, 33 second class and 7 third-class. On the Central Ohio Division there were 31, and on the Lake Erie Division 9—making a total of 423.

The number of cars in service at the commencement of the year was 6,480; to which there were added in 1872, 1,771—making the total at the close of the year, 8,251; of these 176 were passenger, 33 mail, baggage, etc., 1 post-office, 1 pay, 9 officers', 6 palace, 1 compartment, 6 sleeping, and 8,018 tonnage, stock, coal and other cars. There were also on the Central Ohio Division 20 passenger, 8 mail, etc., and 349 freight cars, and on the Lake Erie division 10 passenger, 9 mail, etc., and 212 freight cars—making a total of 8,859.

The mileage of engines in 1871 and 1872 was as follows:

	1871.	1872.
Main Stem	7,851,264	9,172,997
Washington Branch	449,975	476,800
Parkersburg Branch	836,347	1,003,407
Total	9,137,586	10,653,204

The policy adopted for the development of the coal trade continues to exhibit desirable results. The establishment and maintenance of low uniform rates, enabling consumers to rely upon their supplies being furnished throughout the year at prices which will not be affected by changes in the charge of transportation, continue to cause a general and large demand. The tariff of the Baltimore and Ohio road for coal has continued, summer, and winter, without alteration, for nearly five years. The company has uniformly declined to enter into any combinations to obtain advanced rates, and proposes to continue this liberal and useful policy. The enhanced prices of coal in England have caused various interests in the East and West Indies and South American to make arrangements for supplies for lines of steamers, and for other purposes, from the port of Baltimore—their action being based upon information that the tariff of this company would not be advanced during the approaching winter. In order to furnish the facilities which the enlarged consumption of the excellent coals upon the line of the Baltimore and Ohio road will probably demand, it has been determined to construct a further addition of five hundred hoppers, of eleven tons capacity each, exclusively for this trade.

Arrangements are also being made for the construction and purchase of important additions to the power and equipment for the general traffic.

It will be seen that 9,118 tons of steel rails have been used during the past year upon the main stem. 256 miles of the road are now laid with this durable and safe material. Contracts have been made for sixteen thousand tons, to be laid during the next year. The greatly increased cost of the large quantity of steel thus used in substitution for iron rails, has been charged to the repair account.

The rapid increase in the traffic of the road requires a constant increase of its facilities in all the working departments. During the year, nine miles of track have been laid in the yards and stations of the company, and work upon the double track has been vigorously prosecuted. Fifteen miles of second track have been laid during the year. This great improvement has been completed between Piedmont and Baltimore, and between Piedmont and Grafton thirty miles have been constructed, and the work on the remainder is being prosecuted so as to perfect this entire distance at an early period.

In order to meet the expected continuous increase of the coal trade, arrangements are now being made for the construction of a third track from the coal regions Eastward. This important improvement will not only greatly facilitate the tonnage, but materially aid in the development of the largely increased passenger business of the road.

In order to prosecute the various works in which the company has been engaged, and to furnish means for the additional lines which it has determined to construct at an early day, the board decided to issue a mortgage loan of £2,000,000, payable in 1902, and bearing six per cent. interest, payable semi-annually in London. A sinking fund has been established for this loan of £24,000 per year, under the action of which, it is expected that these bonds will be redeemed and cancelled prior to their maturity. £300,000 of this loan have been promptly and satisfactorily negotiated through Messrs. Baring Brothers & Co., and from the superior credit and deservedly strong position of the securities of the Baltimore and Ohio Company in Europe, the remainder can doubtless be negotiated as may suit its convenience and requirements on satisfactory terms.

The rapid enlargement of the business of the company at its Marine Station on Locust Point caused additional space and facilities there to be desirable. The large property extending from the line previously owned by the Baltimore and Ohio Company to the property of the United States, (Fort McHenry,) has been obtained at a value of $200,000, The necessities of the commerce of the port, in connection with the business

of the road, demand additional piers and warehouses. It being also evident that the rapidly increasing grain trade of Baltimore cannot be accommodated by the elevator which has been successfully established during the past year, the capacity of which is 500,000 bushels, it has been determined to erect a second structure with the capacity of 1,000,000 bushels. The additional property acquired will enable the company to proceed promptly with the construction of these needed improvements.

METROPOLITAN BRANCH RAILROAD.

Unexpected delays, arising chiefly from unusual sickness among the workmen upon a portion of the line, have occurred in the completion of the Metropolitan Branch Road. The entire line from Point of Rocks to Washington is so nearly finished, (including the heavy masonry at the Monocacy River and other points upon the road,) that its early opening may now be safely anticipated. The through passenger service between the West and Washington and Baltimore can then be performed by this direct and excellent line, so that the double-track road between Point of Rocks and Baltimore can be used without interference by passenger trains with the enormous and increasing tonnage business of the company.

The capital invested in the Metropolitan Branch Road, at the close of the fiscal year, amounted to $2,855,043 67.

PITTSBURGH, WASHINGTON AND BALTIMORE R. R.

Heavy expenditures have been continuously required on this road to place it in effective working condition. Large additions of engines and cars have also been necessary for its service. Its condition has therefore required constant and large financial aid. The continued expansion of its traffic justifies the expectation that, whilst it must always materially advance the business interests of Baltimore and Pittsburgh, this road will, by the persistent pursuit of a liberal policy, ultimately become a remunerative investment.

BALTIMORE, PITTSBURGH AND CHICAGO RAILROAD.

The pressure of trade from the Northwest has constantly shown the desirableness and necessity of a line of railway entirely under the control of the Baltimore and Ohio road, from Chicago and through the extensive and fertile intermediate regions to Baltimore. For the purpose of effecting this connection, with the least practicable delay, it has been determined to construct the road from a point about 90 miles north of Newark, on the Lake Erie division, to Chicago, a distance of 260 miles. The line has been located with low grades, and is singularly direct. It is expected that the entire road will be placed under construction within a brief period, and thus, through this extension, in connection with the Lake Erie and Central Ohio divisions and the Baltimore and Ohio road, an admirable, economical and effective line from Chicago, but 811 miles to Baltimore, and by the Metropolitan Branch, but 784 miles to the city of Washington, can be built and in use within eighteen months.

The point of divergence of this road from the Lake Erie division has also been selected as the proper location for the junction of the proposed line from Pittsburgh, so that the traffic of the Main Stem and of the Pittsburgh, Washington and Baltimore Railroad and between Wheeling and Pittsburgh, and Chicago and the Northwest, will ultimately be concentrated upon this route.

NEWARK, SOMERSET AND STRAITSVILLE RAILROAD.

This road extends from Newark, in Licking county, Ohio, the junction of the Lake Erie and Central Ohio divisions of the Baltimore and Ohio Road, directly south, through Licking and Perry counties, 44 miles, to the coal mines of Shawnee valley. The superior character and extent of this coal region, and the large demand for these coals upon our lines through the West and Northwest, caused this road to be desirable as a part of the Western system of this Company.

On the 1st day of January, 1872, an agreement was made between the Newark, Somerset and Straitsville Railroad Company and the Sandusky, Mansfield and Newark Railroad Company, as reorganized, for the lease of the road of the former by the latter Company, under the guarantee of the Baltimore and Ohio Railroad Company. Under this contract the working and management of the Newark, Somerset and Straitsville Railroad were transferred to the Baltimore and Ohio Company on the 20th day of May last.

In consideration of the permanent character of this contract, the articles of agreement between the Newark, Somerset and Straitsville, the Sandusky, Mansfield and Newark, and the Baltimore and Ohio Railroad Companies, are appended to this report.

The successful management of the constantly-enlarging business of the Company again requires the expression by the Board of their appreciation of the faithful and efficient services of the officers and employees of the company in all the departments of the service.

Montpelier and Wells River Railroad.

The regular annual meeting of the stockholders of this company was held at Montpelier on the 5th inst., a large majority of the stockholders being present.

The meeting was called to order by the president of the company, Hon. Roderick Richardson, and Joel Foster, esq., officiated as secretary. The report of the treasurer, Hon. John A. Page, was read and accepted. The report stated that the financial matters of the corporation had been finally adjusted on a very satisfactory basis and hereafter the work of construction would go on without the slighest embarassment, as there was plenty of funds now provided whereby to put the road in thorough running order.

The report of Charles Walker, esq., chief engineer of the company, was read, from which it appears that the construction of the road was begun by N. C. Munson, esq., of Boston, November 1, 1870, the terms of his contract allowing two years for the completion of the same. Over one thousand workmen were employed, and the work progressed with great rapidity until during October, 1871, when by some mismanagement the funds of the company gave out and Mr. Munson immediately reduced the working force on the grading and masonry, and intimated that the affairs would have to be brought to a settlement on some certain basis in order to have the work pushed forward so as to comply with the two years' clause in the contract. On account of the non compliance of the management with this request, and from the fact that the subscriptions to the stock came in slowly, the working force was kept by Mr. Munson down to a small figure, the work going on in a slow way, and therefore the road was not finished within the appointed time. The line of the road is thirty-eight miles long, the grading, the masonry, and bridging on which is now about finished; there are one or two small rock cuts yet to be finished, but this will consume but very little time, and the road will then be ready for the iron, of which three miles have been laid at the Montpelier end. Nothing can be done at present at track-laying, the snow being quite deep in this part of Vermont, but the work in this particular will be resumed during the coming spring. At the conclusion of the engineer's report the report of the directors was taken up and a long and sometimes, it was thought by many, a warm personal discussion followed, which lasted four hours, when a motion was made to proceed to a stock vote for a board of directors for the ensuing year.

A large vote was cast, and the following are the names of the new directors, the first five being of the old board: James G. French, Joel Foster, jr. C. H. Heath, James W. Brock, S. C. Shurtleff, George Wooster, I. N. Hall, George B. Fessenden, C. M. Weeks.

At a subsequent meeting of the new board of directors, the Hon. I. N. Hall of Groton, Vt. was unanimously elected president; the Hon. Charles H. Heath, vice-president, and Joel Foster clerk of the corporation. James G. French was elected construction agent and general manager of the line on behalf of the company.

The triumphant party in the election were jubilant over the result, and now there seems to be complete unanimity among the directors in regard to the policy to be pursued during the ensuing year. The directors fully indorse the manner in which Mr. Munson has acted, and pledge him their support. The money for the completion of the road has been secured, and during the coming summer it is confidently expected that this link between the Vermont Central Railroad on the west and the Passumpsic River and the Connecticut River railroads and Boston, Concord and Montreal Railroad on the east, and which is to form, as will be seen at a glance, a very valuable adjunct to the summer and all northern travel, will be completed and in fine running order. As soon as spring opens Mr. Munson announces it as his determination to greatly increase the working force and thereby facilitate the arrival of the long hoped for opening celebration.

Cleveland and Pittsburg Railroad.

At the annual meeting of the stockholders of this company, held in Cleveland on the 2d inst., the following board of directors was elected for the ensuing year: J. N. McCullough, B. F. Jones, George W. Cass, Wm. Thaw, Pittsburg; Thos. A. Scott, George B. Roberts, Philadelphia; Jay Gould, Henry N. Smith, Wm. Hoge, Charles Lanier, New York; R. P. Ranney, J. V. Painter, Cleveland.

General J. N. McCullough, President, submitted his annual report. The statement is made that good progress has been made during the year in adjusting unsettled business, daing prior to the lease of the road, $88,522 27 having been expended for this purpose, against which there were receipts to the amount of $23,161 67 from coupons collected from mortgage bonds entered in settlement of accounts, etc. It is believed that no considerable amount of this class of liabilities now remain unsettled. Owing to the slow processes of litigation but few cases pending in the courts have been brought to final issue, and the aggregate of such claims against the company remain substantially as reported last year. Nearly all the old capital stock has, during the year past, been transferred into the new seven per cent. guaranteed stock, at the increase authorized by the stockholders at their meeting November 21, 1871, and set forth in the lease of the road to the Pennsylvania Railroad Company. The report then states:

"The management of the road and its business by the lessee during the past year, has been entirely satisfactory, the roadway, equipment and structures all having been fully maintained as to ordinary repairs, besides a large outlay for increased equipment and facilities demanded by the growing traffic. The total amount expended for this purpose was $630,765 26, of which $138,837 52 was for work previously authorized and in progress when the road was leased."

The guaranteed income account showed that the total receipts from the Pennsylvania Railroad Company, for annual rental, interest and sinking fund, were $1,030,121 25, and the disbursements $1,028,152 99, leaving an unexpended balance of $1,968 26. The report concluded with the following gratifying assurances:

"Our bondholders can rely with confidence upon receiving the interest upon their bonds as it becomes due, and our shareholders their quarterly dividends, clear of all taxes, as they become due, thus placing all our securities among the safest and best in the market."

Mexican Railway System—General Rosecrans' Project.

An extra of *The Two Republics*, an American newspaper published in the City of Mexico, dated November 23, contains an address of several columns in length, of J. de J. Cuevas, in favor of the stupendous project which Gen. Rosecrans has laid before the Mexican authorities, for constructing an inter-oceanic railway through the City of Mexico, with several branches. The address is translated from the *Vos de Mexico*, November 15, 1872. It makes the following statement of the project, to which is appended a copy of a telegram which we print first:

PHILADELPHIA, October 21, 1872.

PORTER C. BLISS, esq., Acting Minister of the United States, Mexico:

Please transmit the following dispatch immediately to President Lerdo:

"If the concession asked by Generals Palmer and Rosecrans becomes a law, money is ready and work of construction will begin immediately and be pushed vigorously." Signed, "Thomas A. Scott, S. M. Felton, G. M. Pullman, E. C. Knight, Asa Whitney, J. Jones, M. Baird, Edward Hoopes, James C. Parish, W. A. Bell, Robert H. Lamborn, D. E. Small, Geo. Morrison Coates, Thomas Wilson."

The thirteen signers of the above telegram, considered individually, represent millions of dollars. Each one is a president or member of the principal railway enterprises, both American and European, and together form one of the most active, experienced and wealthy railway companies in the world.

What does Gen. Rosecrans propose in his double character of grantee and representative of the capitalists that are to furnish the funds the enterprise demands? Taking as a basis the decree of the 17th of December, 1870, and bearing in mind the modifications solicited by Gen. Rosecrans, we will state in substance the whole project.

Gen. Rosecrans proposes to put the gulf in communication with the Pacific by means of a railway which is to cross our territory horizontally. The line will be, as it were, composed of two sections; that of the city of Mexico to the gulf, and the other from the same city to the Pacific. From the explorations and inquiries made already by the engineers of Gen. Rosecrans, it appears positively that the whole line is practicable, and that the present national traffic will suffice to pay the expenses, when opened to the public.

Work on Gen. Rosecrans' line is to commence upon the section from the capitalc to the Pacific. The plan and direction of this se tion have been almost fixed already. Starting from the City of Mexico, it will go to Toluca, Ixtlahuaca, Maravatio, Acambaro, Salvatierra and Irapuato. The company has not yet decided whether it will proceed to Guadalajara via Lagos, or by Penjamo, Piedad and La Barca. From Guadalajara the line will continue through Sayula, Zapotlan and Golima until it reaches Manzanillo. This is the section from Mexico to the Pacific. That which is to run from the capitol to the gulf, and which is the least important, on account of the existence of the Vera Cruz line, has not been traced.

From the principal line, which is the one formed by the two sections above mentioned, first-class branches will be built to Queretaro, Guanajuato, Morelia, San Luis, Valle de Santiago, Morelos and Pachuca. Gen. Rosecrans will construct besides, second-class branches, in order to put in communication the most thriving towns, and he can likewise prolong one of his branches as far as the northern frontier.

The construction of the section from the capital to the Pacific will be performed and completed within four years. The construction of all the branches of the principal line, in four years also; In two years, the line of this section starting from the capital will reach Lagos. The section from the City of Mexico to some point on the gulf—probably Tuxpan—has not as yet been traced, and therefore, the time it will take for its construction has not yet been fixed; but, judging by what the company asks for the completion of the Pacific section, it is to be supposed that it will take two years more. In ten years, then, will the whole system of railways thus far proposed by Gen. Rosecrans, be entirely finished and put in running order.

Gen. Rosecrans believes that, with the narrow gauge system, every kilometer of railway will cost thirty thousand dollars. He likewise believes that all the railways Mexico will have need of, as a moderate system, will measure 6,000 kilometers, which will cost, at the rate above mentioned, the sum of $180,000,000.

A system of railways in the country would amount to that sum; but as Gen. Rosecrans does not propose to construct them, but merely the Interoceanic line with the principal branches already mentioned, although it is very difficult to fix with any decree of correctness the number of kilometers to be comprised by that line and its branches, starting from the certain point that the Interceanic line will measure 900 kilometeres, we think that this, together with branches proposed thus far by Gen. Rosecrans, will, taken altogether, measure some 2,200 kilometers, which is the length calculated by Mr. Zambrano in a work that he has lately published. Taking this as a basis, the line and branches that Gen. Rosecrans proposes to build will cost $27,000,000 for the principal line, and $39,000,000 for the branches, that is to say, a total cost of $66,000,000.

Gen. Rosecrans asks as a subvention the sum of $8,000 for every kilometer he constructs, if paid at once, and in specie, or $10,000 in bonds, to be delivered to him every time he opens a line of one hundred kilometers for the use of the public. An interest of six per cent. will begin to accrue on these bonds from the month of January subsequent to this delivery. They will be amortisized with two per cent., which will commence in the eleventh year from the year in which interest began to be paid on the bonds. Gen. Rosecrans wishes that eight per cent. of the import duties be assigned for the payment.

As the nation cannot pay the subvention at once, nor in specie, it is useless to consider it in that light. Mr. Zambrano has made the liquidation of what the subvention in bonds will amount to, in case the lines proposed by Gen. Rosecrans measure 2,200 kilometres, and the subvention be granted according to the terms we have explained. In this case bonds of the subvention would amount to $16,000,000, and the interest up to the time of their inalienation $33,220,000, which forms a total sum of $49,120,000, which would be finally paid up in sixty-eight years.

Mr. Rosecrans asks, besides, that during twenty years the materials and goods necessary for the construction, preservation, running and administration of his lines, be exempted from the payment of duties, and that the capital invested in them be likewise exempt from taxation. In regard to freights and passage, Mr. Rosecrans proposes the following tariff: For tons of twenty *quintals*, for the first class, seven cents per kilometer; for the second class, five cents; and for the third class, three cents. For the conveyance of passengers, in first class, four cents per kilometer, and in the second class, three cents. This is the probable tariff, but is likely to undergo some alterations. Civil and military officers and government cargoes will be transported with a reduction of fifty per cent. of the tariff prices. The mail will be carried free.

From the time the whole interoceanic line is opened, and during fifty years thereafter, the grantee asks that the Mexican government shall not exact any duties whatever for the simple transportation of passengers, correspondence and merchandise from one end of the line to the other.

At least one-half of the engineers, employes and workmen to be occupied in the construction and running of the railway shall be Mexicans.

As a compensation for the exemption from all duties on all foreign merchandise transported over the Inter-oceanic line, without remaining in the country, all national goods and products passing over that line, either from one point of the republic to another, or to be exported, shall enjoy a reduction of freight of 30 per cent. on the ordinary tariff.

This is, in substance, the project of Gen. Rosecrans. The details can be seen in the decree of the 18th of December, 1870, and in the report of the first committee on industry, dated July 4th, 1872.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.

AN EAST AND WEST AIR LINE OF 152 MILES FROM INDIANAPOLIS, INDIANA, TO DECATUR, ILLINOIS; two of the largest railway centres in the West.

The WESTERN DIVISION (85 miles) of this important line, opening, for the first time, direct Western communication with the

BLOCK COAL FIELDS

of Indiana, will be completed and ready for business with an ample first-class freight and passenger equipment by FEBRUARY, 1873.

It traverses a populous and a highly cultivated district now without railway connections, and it is assured a profitable business from the start, in coal and farm products.

A large part of the cost of construction has been, and will in the end be, paid in cash by the stockholders and people on the line.

Bonds $1,000 each, payable in 30 years, principal and interest in GOLD, FREE OF GOVERNMENT TAX.

Sinking Fund 2½ per cent. of gross earnings.

Whole issue $3,500,000, of which those now selling are on COMPLETED ROAD.

For sale at 90 and accrued interest, by the Financial Agents of the Company (of whom pamphlets and information may be obtained).

Walker, Andrews & CO.,
No. 14 WALL ST., NEW YORK.

☞ The Arkadelphia (Ark.) *Standard* says that work on the Cairo and Fulton railroad commenced immediately at this place a few days since, and is progressing as rapidly as the weather will permit. Numbers of railroad hands pass our town daily, going on to the work west of here. Every prospect indicates the completion of the road by mid summer.

☞ The Cairo and Vincennes Railroad was formally opened on the 16th ult. This road extends, in a direct southwest line, from Vincennes, Ind., to Cairo, Ill., about 150 miles, connecting at the former place with the Indianapolis and Vincennes Railroad, making a direct line from Cairo to Indianapolis, a distance of 260 miles.

☞ At a meeting of the stockholders of the Cincinnati and Muskingum Valley Railroad, held in Zanesville on the 8th inst., the lease of that road to the Pittsburg, Cincinnati and St. Louis Railroad Company was unanimously ratified.

☞ The Buffalo, Corry and Pittsburgh Railroad has been purchased by Col. Phillips of Pittsburgh, President of the Allegheny Valley and Oil Creek and Allegheny River Railroads.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,804	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	634,460	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,376,425	1,299,900	1,007,125	2,900,126
Chicago and Alton:													
1865	280,603	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	248,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409.569	361 701	4.508,643
1869	348,182	316,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	368,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	436,192	482,987	572,331	496,062	543,518	454,916	331,171	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716.378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754.671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,531,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,480	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,900	378,493	.....	219,009	404,286	.....	428,598	336,514	337,404	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536.165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,236	903,225	811,708	697,751	8,678,958
1871	624,744	539,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	765,256	759,907	863,746	681,532	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	93,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92.768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129.388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,370	106,246	110,213	111,117	111.127	118,407	132,998	153,531	144.023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,193	2,029,927
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329.105	413.501	476,661	490,094	447,670	328,870	4,520,550
1866	282,439	265.796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4.260,115
1867	304,095	283,661	375,210	362,788	383,952	284,977	313,021	398,993	464,778	506,298	412,934	330,373	4.371.073
1868	343,316	304.315	326,880	415,758	369,236	325,501	321.013	392,942	456,973	511,520	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326.891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040.102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	486,348	565,729	811,961	950,945	702 858	513,787	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3 380 583
1867	242,793	219.065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,630	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,286	249,987	211,219	300,971	318,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298.708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,592	3,630,696
1872	254,319	238,823	303,594	305,756	265,000	304,512	265,406	.....	338,497	.....	337,920	260,404	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936.188	711,457	1,170,241	1,125,635	754.551	1,032,140	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,841	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	881,604	1,109,287	1,140,301	996,841	1,252,386	855,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,906	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,606	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162.532	166,015	222,963	198,884	244,834	212,227	177,364	2,250,142
1867	148,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	176,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	450,720	422,380	323,377	434,284	4,242,348
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	609,295	531,050	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,568	434,465	614,175	.....	621,351	489,341	466,081	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,283	706,603	802,586	746,450	643.058	664 051	728.521	719,698	570.168	505,053	7,654,094
1871	479,573	373,925	499,809	584,840	724,466	728,174	673,696	681,805	800,402	777,362	708,142	542,908	7,574,949
1872	273,936	564,116	565,864	690 420	890,442	865,459	743,582	789,567	863,754	980,706	916,727	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length of track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,500	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.53	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass'	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn. City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	100
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,000	21,130	6,000	—	5,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	13,153	—	100	106	....
Oct. 31, '71	7.25	332	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.& B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	37	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,288	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	48,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	382,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	....
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,582	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br., Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Heat., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	39	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	....
Sept. 30,'71	3.50	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,656	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	6.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) .....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	58
Sept. 30,'71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	81
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	42.20	177	53	Ninth Avenue (N. Y. City).N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,800	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	230,127	220,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,616	168,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,155	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	500	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Oct. 31, '71	9.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,488	7.6	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	....	...	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingb.)			—	100	100	....
Sept. 30,'71	....	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,185	31,672	10	100	100	....
Oct. 31, '71	30.00	592	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,487	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Sept. 30,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31, '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,486	2,784	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester.....Mass.	51,413	40,000	33,000	16,000	26,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.&J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M&N	1890	...
Bleecker St. & Fulton Ferry: 1st Mortgage.....	494,000	7	J.&J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.&J.	1881	...
Broadway and 7th Avenue: 1st Mortgage.....1.	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.&J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.&J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.&J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F&A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Phg): 1st Mortgage.....	50,000	7	J.&J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.&J.	1875	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.&J.	1881	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.&J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.&J.	1879	....
2d mortgage.....	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.&J.	1878	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.&J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.&J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.&J.	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.&J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.&J.	'80'1	....
2d Mortgage.....	300,000	6	J.&J.	1885	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.&J.	189	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.&J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.&J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.&J.	1878	....
2d Mortgage.....	16,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.&J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.&J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1.	1,000,000	7	J.&J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	7	J.&J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.&J.	1885	....
General Mortgage.....	100,000	7	J.&J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.&J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	8,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '73 3½
Allegheny Valley.....50	2,256,350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept. '72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	800,000	J. A. J. & O.	Jan. '73 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,300	J. A. J. & O.	Jan. '73 2½
Camden and Atlantic....50	377,100	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod.....50	915,577	J. & J.	Jan. '72 2½
Cape May and Millville*.50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv..50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref.....50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey.100	15,000,000	J. A. J. & O.	Jan. '73 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '72 3
" pref.....50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	380,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred.....100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western..100	14,720,959	J. & D.	Dec. '72 3½
" " pref.100	20,415,013	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	O t. '72 4
Cin., Sand. and Clev.*...50	2,980,550	— & —	Apl. '72 10s
" " pref...50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*..50	7,494,588	F. M. A. N	Nov. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J. A. J. & O	July '72 2½
Columbus and Xenia*...50	1,786,800	M. J. S. D.	Dec. '72 2
Colum. & Hocking Val..100	848,964	F. & A.	Aug. '72 5
Concord.....50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passump Riv...1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River.....100	1,700,000	J. & J.	Jan. '73 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley.....50	1,325,000	A. & O.	Oct. '72 4
Danbury and Norwalk..50	400,000	M. J. S. D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn.50	18,508,850	J. A. J. O.	Oct. '72 0
Detroit & Milwaukee*..50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy*.....50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,062,600	J. & J.	Jan. '72 3
Eastern (N. H.).....100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug. '72 2½
Elmira & Williamsport* 50	509,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway.....100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J. & J.	July '72 3½
Erie and Pittsburg*.....50	1,090,250	M. J. S. D.	Dec. '72 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '73 4
Georgia.....100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N.	Nov. '72 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 5½
Illinois Central.....100	25,280,240	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,825,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Oct. '72 1½
Joliet & North. Indiana*100	300 000	J. & J.	July '72 4
Lake Shore & Mich. So...100	33,446,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley.....50	18,159,400	J. A. J. O.	Jan. '73 2½
Little Miami*.....50	6,871,450	J. A. J. O.	Jan. '73 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	Sept. '71 3
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '72 3
Lykens Valley.....20	600,000	F. M. A. N	Nov. '72 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '72 5
Marietta & Cincinnati...50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 ll
Michigan Central.....100	14,665,848	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,105	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*.....50	11,900,950	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N	Nov. '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J. A. J. O.	Sept '72 3
New Jersey*.....100	7,295,200	J. A. J. O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J.	Jan. '73 5
N. Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif...100	44,428 350	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J. A. O. J.	Jan. '73 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3,150,150	January.	Jan. '72 5s
Northern Central.....50	5,000,000	M. & N.	Nov. '72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '73 3
Old Colony & Newport..100	4,959,020	J. & J.	Jan, '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb '72 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. '73 —
Panama.....100	7,000,000	J. A. J. O.	Jan. '73 3
Paterson and Hudson*.100	630,000	J. & J.	Jan. '73 4
Paterson and Newara*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	Nov. '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Dec. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	Jan. '73 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Jan. '73 1½
" Special Imp.100	2,000 000	J. A. J. O.	Jan. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,997,800	J. & J.	Feb. '73 5s
Ruttand*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 8½
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley*.....50	576,050	J. & J	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	297,300	M. & N.	May '72 3
Summit Branch*.....50	250,000	F. & A.	Aug. '72 3
Sussex (N. J.).....100	317,550	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	Sept '72 4
Taunton Branch.....100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,968,150	J. & J	July '72 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass.....100	2,860,000	M. & N.	Nov. '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua..75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F. Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Jan. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F. M. A. N	Nov. '72 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....5	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Brookl.100	1,200,000	F. M. A. N	Aug. '72 2
Eighth Avenue (N.Y.)...100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,776	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J. A. J. O.	Jan. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	Aug. '71 4
13th & 15th street (Ph.)..50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston).....100	75,000	M. & N.	Nov. '72 3
South Boston.....50	400,000	J. A. J. O.	Jan. '73 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '72 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	Jan. '73 2½
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '72 25c
" " (pref.) 50	2,888,977	F. & A.	Feb '72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred.....50		— & —	.....
W. Branch and Susq.....50	1,100,000	J. & J.	Jan. '68 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	Dec. '72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec '69 85c
Canton.....10½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Maripesa Gold.....100	2,836,800	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M. J. S. D.	Sep. '69 8
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F. M. A. N	Nov. '72 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	Feb. '71 5
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....10	1,000 000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F. M. A. N	Feb. '73 2
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 3
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Jan. 1, 1873.					
Loan of June 14, 1858 ....registered	$6,045,000	5	Jan. & July.	1874	109¼
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ....registered	13,742,000	6	Jan. & July.	1880	115¼
.. ..coupon	4,673,000	6	" "	1880	115¼
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,451,660	6	Jan. & July	1881	115½
.. ..coupon	63,869,700	6	" "	1881	115¾
Loan of Feb. 25, 1862 (5-20s)....registered	32,060,100	6	May & Nov.	1882	113½
.. .. (5-20s)....coupon	235,229,300	6	" "	1882	113½
Loan of March 3, 1863....registered	53,461,350	6	Jan. & July.	1881	115½
.. ..coupon	21,538,650	6	" "	1881	115½
Loan of March 3, 1864 (5-20s)....registered	2,298,000	6	May & Nov.	1884	113
Loan of June 30, 1864 (5-20s)....registered	33,014,150	6	May & Nov.	1884	113
(5-20s)....coupon	35,960,500	6	" "	1884	113½
Loan of March 3, 1865 (5-20s)....registered	36,527,600	6	May & Nov.	1885	113½
.. .. .. (5-20s)....coupon	119,658,550	6	" "	1885	115
.. .. 2d series (5-20s)....registered	58,458,500	6	Jan. & July.	1885	113¾
.. .. (5-20s)....coupon	150,683,700	6	" "	1885	113¾
.. .. 3d series (5-20s)....registered	90,471,900	6	Jan. & July.	1887	114½
.. .. (5-20s)....coupon	225,402,100	6	" "	1887	115
.. .. 4th series (5-20s)....registered	13,838,500	6	Jan. & July.	1888	115
.. .. (5-20s)....coupon	24,799,900	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	139,676,250	5	Mar. & Sept.	1904	110¾
.. .. .. (10-40s)....coupon	54,891,050	5	" "	1904	110¾
Consols of July 14, '70 & Jan. 20, '71.registered	127,881,850	5	F. M. A. & N.	1881	111¾
.. .. coupon	72,118,150	5	" " "	1881	112¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" " "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" " "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	2,780,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114
U. S. Notes and Fractional Currency.....	404,374,356	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	50
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	90
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	80
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'9-'00	43
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1892	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,286 000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	88
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,900):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	600,000	7	Mar. & Sept.	1899	....
.. State B'ds N.O., Mob. & Chat. R.R.)'70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866....	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	99½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1883	....
.. Bounty War Bonds, 1866.....	511,365	6	J. A. J. & O.	1888	102½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	107½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	98¾
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	98½
.. Bounty Loan, 1864, £826,600 stg.....	4,000.744	5	" "	1894	....
.. War Loan (5-20s) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	100
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	74- 90	99
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	96½
.. War Loan Bonds, Oct. 1, 1868.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	101
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	....
.. Canal Stock.....	2,572,000	6	" "	'76-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	105
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29 900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	34
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	82-'98	19
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'95-'99	13
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1876	....
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	104
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	106½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct	1888	25
.. .. .. '66..'69.....	2,262,714	6	Jan. & July.	'87-'97	22
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	79¾
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	80
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71- 76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	86-'00	40½
.. State Bonds (old) coupon	11,105,000	6	" "	86-'0.	....
.. State Bonds, sterling coupon.....	1,866,000	5	" "	86-'00	....
.. Funded Interest, 1866-'67.....	4,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	20,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,988	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	95½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,800,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage	833,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar. by C. & A. Co. and	499,500	6	March & Sept.	Princeton.	1885	83
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	43½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	56
Mass. I. (sec'r'd by $4,000,000 Ber.)	5,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	300,000	6	April & Oct.	Boston.	1870	98½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	6,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	400,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	83
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	110½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	85½
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	112½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.P'aul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,600,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,600,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98½
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101.000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	99½
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135.000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N. W. R'y)	2,560,000	7	F. M. A. & N.	" "	1915	92
Equipm't (Eng. & Cars, $2,750,0.0)	275,000	10	May & Nov.	" "	1871	--
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	597,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	98
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	80
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	100½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,258,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067.421	7	June & Dec.	New York.	1890	82
1st Mort. (San., Day. & Cin.) S.F.	988.000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1890	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'96	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	98½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	83½
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	89
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Dany., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	96
Company B'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	98
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage ( )	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76–'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	90½
Loan of 1865–'85	160,000	6	April & Oct	"	1885	....
Loan of 1868–'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869–'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'92	1,500,000	7	.....	"	1882	101½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	57
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	92
Buffalo Branch. 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,900,000) conv.	4,544,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & uly	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & N.	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	800,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	96½
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	90
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1*st Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2*d Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	92½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	100
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,674,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	102½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	88
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. skg fd.	3,062,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	99
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	1*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1886	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. (traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	87½
Laf., Muncie & Bloom.(TW &W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	101
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1900	99½
Consol. coupon July 1, 1870	1,331,000	7	Jan. & July.	" "	1900	101
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	99
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	94½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1856 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	99½
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	98½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	101½
2d Mort. Oct 31, 1857 "	2,698,000	7	" "	" "	1877	98½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug.1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68(Kal. All.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	92½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'7(	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,800	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	238,000	6	Jan. & July.	"	1891	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	88½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	81½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)	$15,000pm.	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	358,000	8	April & Oct.	New York.	1862	....
1st Mortgage, sinking fund conv.	2,208,500	8	" "	" "	1882	118
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	..
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,600	1,148,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1898	91½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Chien)	1,315,080	7.3	" "	" "	1898	94½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	284,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,800,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,500	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	360,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	75½
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1856	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N OtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,628	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,400	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	6,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1883	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1888	98
2d Mortgage	1,358,500	7	May & Nov.	"	1896	95½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	88
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	91½
Income Mortgage conv.	661,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,800	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100⅝
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	75
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100⅛
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	88½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	78
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,280,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	87½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	80
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1875	....
Pekin, Linc. & Decatur(TW.& W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	98½
2d Mortgage (")gold	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	96⅛
State lien for $17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	82½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1886	81½
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1888	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,760,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	106
Consolidated Mortgage June 1, 1871. — Dollar registered	1,462,000	7	" "	"	1911	102
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	100
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	81
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	91½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1888	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1880	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1900	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1862	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1900	93
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100⅜
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1893	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1894	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	900,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	167,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	75½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$1,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	97½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,930	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.):						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1880	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	167,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. ..
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1880	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	260,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage, gold	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,159,000	6*	Jan. & July.	New York.	1898	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-78	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	85
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	94½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	80
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1883	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1903	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	100
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	97
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	82½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	92½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	77
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1890	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	97
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87½
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	95
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(N J Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	5,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	40
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	89
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	82
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	83
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	89½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	76½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	93
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake an'd Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	96½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Ranking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	72
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	50
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1905	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1888	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1879	....
2d Mortgage	208,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	All Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,108,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,964	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jan. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	8,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,674	1,089,996	267,437	7	100	96
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	980,000	—	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,666,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	26½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	.....	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	—	.....	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since Juno 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	106.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	—	460,243	174,262	4,632,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	406.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesco and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	154
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	928	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	716,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,208,332	7,962,342	2,127,95	10	100	147
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,462	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	76,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	8½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	—	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	131½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	128
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	150
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,127	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	23.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,068	—	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	963,932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	422,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	114½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	—	—	—	—	Cairo and Vincennes.....Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	[9½ m.	28,540	.....	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,764	265,934	59,208	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	—	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	—	—	3,359,500	1,740,350	—	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	41½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)				493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	—	—	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,048	16,182,150	7,808,569	873,477	330,620	271.7	3,762,373	3,944,103	990,591	6,841,379	3,035,235	10	100	101
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central of Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	36½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	—	—	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	—	—	635,355	400,000	60,484	—	22.8	—	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	764,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*			1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	282,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	2,939,022	135,159	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	285,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	.....	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	5	6	2	163	Ft. Wayne, Jack. & Saginaw R. Ill. & Mich.	3,000,000	273,000	90,000	—	1,066,000	1,871,000	—	—	100.0	290,152	100,980	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie & Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	498,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124,254	39,375	57,588	177,607	—	100	...
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	584,000	.....	.....	55.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	.....	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492,000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	—	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5¶	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas			(No statement furnished.)							18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	47
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	—	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*		1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	—	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	...	...	...	....	Hartford and New Haven..Connecticut.	.....	—	.....	.....	.....	582,000	(Consolidated in N. Y., N.H.			aven and	Hartford	R. R.)					...	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703,000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	33,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	...
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	206.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	19
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	125
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	161.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640,000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,813	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,681,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	—	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	11.0	11,380	[8 months.]	82,617	34,292	4,558	—	50	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	121.0	281,640	(Leased to Erie.)		357,664	180,164	—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	883	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515.294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	4.6	—	9.7	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	809,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,082	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	12¾
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	861,097	2,020,000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	8	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,078	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	64,309	—	.....	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	368.5	148.8	846	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	92¾
Aug. 31, 1872	92.0	—	5.1	—	10	....	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	—	—	—	—	(Recently opened.)					—	100	....
Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,081,959	*			5,125,000	7,700,000	—	—	211.0	.....	.....	.....	¥ 429,225	10,233	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	633,170	—	.....	14,682	285,950	355,000	—	8,220	—	—	—	—	—	—	—	—	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.
	M.	M.	M.	M					
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.
Sept. 30, 1871	7.1	—	—						New York and Mahopac	New York.
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford	N.Y., Ct. & Ma.
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.
Sept. 30, 1871	99.0	—	3.6	—					Niagara Bridge and Canandaigua	N. York.
Jun. 30, 1871	35.0	—	3.5	18.0	....	....	....	....	Niles and New Lisbon	Ohio.
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.
Dec. 31, 1871	72.0	—	3.6	118.0	....	....	....	....	North Louisiana and Texas	La.
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada	Canada.
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central ¶	Md. and Penn.
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Jersey	N. J. and N. Y.
Dec. 31, 1871	278.0	—	....	1,700	....	....	....	....	Northern Pacific	Minn., Dak. &c.
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.
Jun. 30, 1871	340.0	53 0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.
Dec. 31, 1871	5.0	4.0	2.7	—	....	....	....	....	Orange and Newark	New Jersey.
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.
Feb. 29, 1872	283.5	—	45.0	—	97	80	28	1,221	*Pacific of Missouri* ¶	Missouri.
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York	N.Y. & Penn.
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.
Dec. 31, 1871	28.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.
Oct. 31, 1871	149.0	1.0	24.6	—	80	24	9	180	Pittsburg and Connellsville ¶	Penn.
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic	P., O., I. & I.
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.
May 31, 1872	50.6	—	....	60.0	2	....	....	....	Port Royal	South Carolina.
Mar. 21, 1871	28.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol	R. I. & M.

Abstract of General Balance Sheet.

Years ending.	Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Companies.
	$	$	$	$	$	$	$	$	
Sept. 30, 1871	461,207	*	.....	.....	217,200	161,000	55,465	.....	N. Y., Housatonic & North.	N.Y. & Conn.
Sept. 30, 1871	229,110				135,300		74,700		New York and Mahopac	New York.
Sept. 30, 1872	12,161,233	1,840,972	1,675,553	3,228,075	13,500,000	1,641,500	377,341	1,377,592	N. Y., N. H. & Hartford	N.Y., Ct. & Ma.
Sept. 30, 1871	10,309,729	1,068,027	.....	.....	5,326,773	6,063,500	265,733	.....	New York and Oswego Midland	N.Y.
Sept. 30, 1871	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	N. Y., Providence and Boston	C. & R. I.
Jun. 30, 1871	3,210,616				1,000,000				Niagara Bridge and Canandaigua	N. York.
May 31, 1871	1,112,858	*	.....	.....	500,000	500,600	127,420		Niles and New Lisbon	Ohio.
Feb. 28, 1871	4,947,746	*	326,372	354,566	4,000,000	553,413	292,030	783,241	North Carolina ¶	North Carolina.
Dec. 31, 1871	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	North-Eastern ¶	South Carolina.
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Louisiana and Texas	La.
Dec. 31, 1871	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	North Pennsylvania	Pennsylvania.
Dec. 31, 1871	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		Northern, of Canada	Canada.
Dec. 31, 1871	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	Northern Central ¶	Md. and Penn.
Mar. 21, 1872	3,068,400	*	160,570	252,916	3,068,400	102.100	164,729	146,661	Northern New Hampshire	New Hamp.
Dec. 31, 1871	527,451	*	875,000	.....	1,000,000	400,000	.....	.....	Northern New Jersey	N. J. and N. Y.
Dec. 31, 1871	(In progress.)		.....	.....	100,000,000	50,000 p.m			Northern Pacific	Minn., Dak. &c.
Sept. 30, 1871	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	Norwich and Worcester ¶	Conn. & Mass.
Dec. 31, 1871	6,942,765	*	.....	.....	5,077,000	1,100,000	.....	.....	Nova Scotia	Nova Scotia.
Sept. 30, 1871	452,994	*	.....	34,259	450,000	.....	2,767	24,477	Ogdensburg and Lake Champlain	N. Y.
Oct. 31, 1871	30,863,793	*	.....	.....	24,030,000	6,534,800	298,943		Ogden Mine	New Jersey.
Sept. 30, 1871	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	.....	Ohio and Mississippi	Ohio, Ind. & Ill.
Dec. 31, 1871	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	Oil Creek and Allegheny River	Penn.
Sept. 30, 1871	808 022	59,000	.....	.....	282,550	542,200	66,000	.....	Old Colony and Newport	Massachusetts.
Dec. 31, 1871	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		Orange and Newark	New Jersey.
Sept. 30, 1871	600,000				375,000	280,000	25,000		Orange, Alex. and Manassas Gap ¶	Va.
Sept. 30, 1871	950,953				268,000	612,100	27		Osage Valley and Southern Kansas	Mo.
Dec. 31, 1871	1,269,324	*	.....	.....	1,500,000	1,500,000	.....	.....	Oswego and Rome	New York.
Feb. 29, 1872	(Under construction.)				1,141,400	183,000	.....		Oswego and Syracuse	New York.
Dec. 31, 1871	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	Owensboro and Russellville	Kentucky.
Feb. 28, 1872	(Under construction.)				2,425,000	1,071,000	.....	.....	*Pacific of Missouri* ¶	Missouri.
Dec. 31, 1871	250,000	*	.....	.....	250,000				Paducah and Gulf	Kentucky.
Apl. 30, 1872	9,500,000	*	.....	.....	7,000,000	2,993,177			Painesville and Youngstown	Ohio.
Dec. 31, 1871	1,000,000		800,000		600,000	1,200,000			Panama	New Granada.
Dec. 31, 1871	330,000				330,000				Pares and Decatur	Illinois.
Dec. 31, 1871	1,000,000				500,000	500,000			Paterson and Hudson	New Jersey.
Jan. 31, 1872	350,000				248,000	80,000			Paterson and Newark	New Jersey.
Dec. 31, 1871	2,488,250		87,758		1,500,000	1,076,000			Paterson and Ramapo	New Jersey.
Dec. 31, 1871	538,692				342,150	160,000	36,542		Pekin, Lincoln and Decatur	Illinois.
Dec. 31, 1871	875,000				500,000	375,000			Pemberton and Hightstown	N. Jersey.
Dec. 31, 1871	4,774,000	*			1,995,000	2,779,000			Pemberton and New York	New Jersey.
Dec. 31, 1871	27,151,999	7,458,101	39,462,616	16,009,353	41,339,475	34,418,205	13,660,565	1,253,887	Peninsular	Mich. Ind. & Ill.
Dec. 31, 1871	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000		Pennsylvania	Pennsylvania
Nov. 30, 1871	231,098		.....	.....	132,412	700,000	100,000		Pennsylvania Coal	Pennsylvania.
Dec. 31, 1871	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		Pennsylvania and Delaware	Penn.
Dec. 31, 1871	1,800,000		.....	.....	1,200,000	600,000			Pennsylvania and N. York	N.Y. & Penn.
Dec. 31, 1871	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	Peoria and Bureau Valley	Illinois.
Dec. 31, 1871	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	.....	Peoria, Pekin and Jacksonville	Illinois.
Dec. 31, 1871	214,581		.....	.....	57,200	100,000	57,381		Peoria and Rock Island	Illinois.
Dec. 31, 1871	1,719,113	*	.....	63,753	1,342,200	258.500	50,305	31,860	Perth Amboy and Woodbridge	N. Jersey.
Dec. 31, 1871	1,803,848	177,744	.....	.... ..	220,606	1,500,000	90,089		Petersburg ¶	Virginia.
Dec. 31, 1871	20,799,479		.....	.....	8,450,000	14,000,000	149,362		Philadelphia and Balt. Cent.	Penn. & Md.
Nov. 30, 1871	1,146,528	368,262	.....	.....	2,231,900				Philadelphia and Erie ¶	Pennsylvania.
Dec. 31, 1871	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	Phila., Germantown and Norristown	Pa.
Oct. 31, 1871	1,259,600		329,620	.....	1,259,100				Philadelphia and Reading	Pennsylvania.
Dec. 31, 1871	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	Philadelphia and Trenton	Pennsylvania.
Dec. 31, 1871	468,478		.....	.....	80,855	330,300	112,713		Philadelphia, Wilm. and Baltimore	Penn.
Dec. 31, 1871	18,020,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738		Pickering Valley	Pennsylvania.
Dec. 31, 1871	353,247	*	.....	.....	250,000	100,000	3,247		Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.
Oct. 31, 1871	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		Pithole Valley	Pennsylvania.
Dec. 31, 1871	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	Pittsburg and Connellsville ¶	Penn.
Sept. 30, 1871	443,678		.....	.....	450,000				Pittsburg, Ft. W. and Chic	P., O., I. & I.
Oct. 31, 1871	609,058	101,524	13,131	128,950	83,336	551,000	218,333		Pittsfield and North Adams	Mass.
Dec. 31, 1871	1,807,847	*	.....	.....	1,007,847	800,000	.....	.....	Port Huron and Lake Michigan	Mich.
Dec. 31, 1871	550,000	*	.....	.....	250,000	218,500	.....	.....	Portland and Ogdensburg	Me. & N. H.
Aug. 31, 1871	1,664,882	*	25,000	49,819	631,712	934,000	70,468		Portland and Oxford Central	Maine.
May 31, 1871	1,359,836	*	585.069	79,576	1,500,000				Portland and Rochester	Me. & N. H.
May 31, 1872	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	Portland, Saco and Portsmouth	Maine.
Mar. 21, 1871	370,000	*	.....	.....	170,000	200,000	.....	.....	Port Royal	South Carolina.
Sept. 30, 1871	1,011,071	*	120,523	.....	524,464	380,300	226,830		Portsmouth, Gt. Falls and Conway	N. H.
Nov. 30, 1871	642,000	63,611	2,236	4,981	437,917	50,000	63,611		Poughkeepsie and Eastern	New York.
									Providence, Warren and Bristol	R. I. & M.

Operations.

Years ending.	Railroad Operated.	Carried one mile. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Companies.
	M.	M.	Number.	Tons.	
Sept. 30, 1871	5.4	10,275	6,290	1,96[illegible]	N. Y., Housatonic & North.	N.Y. & Conn.
Sept. 30, 1871	7.0		(Recently	opened—	New York and Mahopac	New York.
Sept. 30, 1872	166.25	1,700,891	124,019,238	38,662,529	N. Y., N. H. & Hartford	N.Y., Ct. & Ma.
Sept. 30, 1871	262.0	408,252	475,215	137,151	New York and Oswego Midland	N.Y.
Aug. 31, 1871	70.0	381,634	245,619	210,077	N. Y., Providence and Boston	C. & R. I.
Sept. 30, 1871	—	(Leased	to New Y	ork Cent. & H	Niagara Bridge and Canandaigua	N. York.
Jun. 30, 1871	35.0	.....	42,948	274.628	Niles and New Lisbon	Ohio.
May 31, 1871	223.0	.....	96,990	89,992	North Carolina ¶	North Carolina.
Feb. 28, 1871	102.0	250,404	99,049	.....	North-Eastern ¶	South Carolina.
Dec. 31, 1871	72.0		(No accounts.)		North Louisiana and Texas	La.
Dec. 31, 1871	67.7	529,562	829,651	666,476	North Pennsylvania	Pennsylvania.
Dec. 31, 1871	97.5	645,593	178,610	307,968	Northern, of Canada	Canada.
Dec. 31, 1871	257.0	2,962,397	1,091,356	4,164,400	Northern Central ¶	Md. and Penn.
Mar. 21, 1872	82.6	523,592	181,100	445,210	Northern New Hampshire	New Hamp.
Dec. 31, 1871	—		(Leased to | Erie Com | pany.)	Northern New Jersey	N. J. and N. Y.
Dec. 31, 1871	278 0		(No acc | essible ret | urns.)	Northern Pacific	Minn., Dak. &c.
Sept. 30, 1871	66.4	402,895	371,651	304,710	749,117	261,746	10	100	124	Norwich and Worcester ¶	Conn. & Mass.
Dec. 31, 1871	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....	Nova Scotia	Nova Scotia.
Sept. 30, 1871	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	65½	Ogdensburg and Lake Champlain	N. Y.
Dec. 31, 1871	12.0	.....	.....	58,979	48,986	29,048	6	100	....	Ogden Mine	New Jersey.
Jun. 30, 1871	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	46[illegible]	Ohio and Mississippi	Ohio, Ind. & Ill.
Oct. 31, 1871	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	71[illegible]	Oil Creek and Allegheny River	Penn.
Sept. 30, 1871	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	112[illegible]	Old Colony and Newport	Massachusetts.
Dec. 31, 1871	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....	Orange and Newark	New Jersey.
Dec. 31, 1871	292.6	555,236	185.604	121,911	939,680	359,677	—	100	....	Orange, Alex. and Manassas Gap ¶	Va.
Sept. 30, 1871	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)	Osage Valley and Southern Kansas	Mo.
Dec. 31, 1871	28.6	(Leased	to Rome,	Watertown & Ogde	nsburg.)	Oswego and Rome	New York.
Feb. 29, 1872	85.0	166,568	186,707	170,816	328,048	71,251	8	100	....	Oswego and Syracuse	New York.
Dec. 31, 1871	21.0		(Opened | April 17, 1 | 871.)	Owensboro and Russellville	Kentucky.
Feb. 28, 1872	471.3	.....	669,200	.....	3,597,299	947,801	—	100	55	*Pacific of Missouri* ¶	Missouri.
Dec. 31, 1871	63.5		(No returns furnished.)		Paducah and Gulf	Kentucky.
Dec. 31, 1871	—		(Under | construct | ion.)	Painesville and Youngstown	Ohio.
Apl. 30, 1872	47.5		(No | returns.)	Panama	New Granada.
Dec. 31, 1871	34.0		(Construc	tion in pro	gress.)	245,662	5	100	128	Pares and Decatur	Illinois.
Dec. 31, 1871	14.5		(Leased t	o Erie.)	53,410	—	100	....	Paterson and Hudson	New Jersey.
Dec. 31, 1871	12.0	(Leased	to Erie at	35 p. c.)	Paterson and Newark	New Jersey.
Jan. 31, 1872	15.1		(Leased t	o Erie.)	29,758	6	100	....	Paterson and Ramapo	New Jersey.
Dec. 31, 1871	67.3	(Leased	to Tol. Wa	b. and We	stern.)	Pekin, Lincoln and Decatur	Illinois.
Dec. 31, 1871	22.0	(Leased	to United	Companie	s.)	6	100	....	Pemberton and Hightstown	N. Jersey.
Dec. 31, 1871	18.0	(Leased	to New J	ersey Sout	hern.)	Pemberton and New York	New Jersey.
Dec. 31, 1871	118.0	(Recentl	y opened	—No retu	rns.)	Peninsular	Mich. Ind. & Ill.
Dec. 31, 1871	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	114	Pennsylvania	Pennsylvania
Dec. 31, 1871	47.0	.....	.....	941,868	.....	.....	20	50	210	Pennsylvania Coal	Pennsylvania.
Nov. 30, 1871	—		(To be co | mpleted in | 1872.)	Pennsylvania and Delaware	Penn.
Dec. 31, 1871	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....	Pennsylvania and N. York	N.Y. & Penn.
Dec. 31, 1871	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....	Peoria and Bureau Valley	Illinois.
Dec. 31, 1871	83.0	261,382	80,722	131,216	333,403	.....	—	50	....	Peoria, Pekin and Jacksonville	Illinois.
Dec. 31, 1871	91.0		(Turned o | ver to Co. | Dec. 1, 1 | 871.)	Peoria and Rock Island	Illinois.
Dec. 31, 1871	6.5	(Oper. b	y Camden	and Amb	oy.)	Perth Amboy and Woodbridge	N. Jersey.
Oct. 31, 1871	82.	168,592	54,95[illegible]	52,345	263,432	55,236	5	100	....	Petersburg ¶	Virginia.
Dec. 31, 1871	298.6	2,430,206	684,854	1,828,491	3,542,294	842,596	—	50	55[illegible]	Philadelphia and Balt. Cent.	Penn. & Md.
Dec. 31, 1871	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....	Philadelphia and Erie ¶	Pennsylvania.
Nov. 30, 1871	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	171[illegible]	Phila., Germantown and Norristown	Pa.
Dec. 31, 1871	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	114	Philadelphia and Reading	Pennsylvania.
Oct. 31, 1871	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123	Philadelphia and Trenton	Pennsylvania.
Dec. 31, 1871	105.1	1,065,517	1,608,033	348,216	2,678,865	1,089,943	8	50	111	Philadelphia, Wilm. and Baltimore	Penn.
Dec. 31, 1871	11.3	(Leased	to Phila. a	nd Readin	g.)	Pickering Valley	Pennsylvania.
Dec. 31, 1871	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.
Oct. 31, 1871	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....	Pithole Valley	Pennsylvania.
Dec. 31, 1871	120.0	932,848	700,423	717.299	964,989	178,099	—	50	76	Pittsburg and Connellsville ¶	Penn.
Dec. 31, 1871	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	92[illegible]	Pittsburg, Ft. W. and Chic	P., O., I. & I.
Sept. 30, 1871	—	(Leas	ed to Bost	on and Al	bany.)	6	100	....	Pittsfield and North Adams	Mass.
Oct. 31, 1871	41.0	.....	41,988	55,029	142,580	92,102	—	100	....	Port Huron and Lake Michigan	Mich.
Dec. 31, 1871	....		(Not in running order.)		Portland and Ogdensburg	Me. & N. H.
Dec. 31, 1871	27.5	.....	2,880	6,375	14,221	.....	—	100	....	Portland and Oxford Central	Maine.
Aug. 31, 1871	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....	Portland and Rochester	Me. & N. H.
May 31, 1871	51.3	331,257	389,322	.....	628,430	180,561	10	100	131	Portland, Saco and Portsmouth	Maine.
May 31, 1872	—		(Not in op | eration at | date.)	Port Royal	South Carolina.
Mar. 21, 1871	26.0	.....	.....	.....	97,204	33,511	—	100	96[illegible]	Portsmouth, Gt. Falls and Conway	N. H.
Sept. 30, 1871	....	40,208	53,052	6,110	34,021	5,673	—	100	....	Poughkeepsie and Eastern	New York.
Nov. 30, 1871	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....	Providence, Warren and Bristol	R. I. & M.

Earnings.

Years ending.	Gross.	Net	Companies.
	$	$	
Sept. 30, 1871	4,889	1,191	N. Y., Housatonic & North.	N.Y. & Conn.
Sept. 30, 1871	No return	ns.)	New York and Mahopac	New York.
Sept. 30, 1872	4,483,584	1,868,554	N. Y., N. H. & Hartford	N.Y., Ct. & Ma.
Sept. 30, 1871	820,746	392,477	New York and Oswego Midland	N.Y.
Aug. 31, 1871	60,000	6,000	N. Y., Providence and Boston	C. & R. I.
Sept. 30, 1871	ar. R.)	60,000	Niagara Bridge and Canandaigua	N. York.
Jun. 30, 1871	154,259	73,121	Niles and New Lisbon	Ohio.
May 31, 1871	744,761	340,716	North Carolina ¶	North Carolina.
Feb. 28, 1871	321,551	90,804	North-Eastern ¶	South Carolina.
Dec. 31, 1871	1,179,200	530,541	North Louisiana and Texas	La.
Dec. 31, 1871	777,499	177,704	North Pennsylvania	Pennsylvania.
Dec. 31, 1871	4,164,400	4,266,899	Northern, of Canada	Canada.
Mar. 21, 1872	722,774	187,741	Northern Central ¶	Md. and Penn.
Dec. 31, 1871	Erie Com	pany.)	Northern New Hampshire	New Hamp.
Dec. 31, 1871	ible ret	urns.)	Northern New Jersey	N. J. and N. Y.
Sept. 30, 1871	749,117	261,746

| | | |

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref....	3,000,000	6	6	150
Berkshire,* guaranteed....	600,000	7	7	....
Blossburg and Corning,* guar....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref....	753,695	7	...	73
Catawissa,* pref. and guar....	2,200,000	7	7	89½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed....	755,000	7	7	....
Central Ohio, preferred....	400,000	7	7	40
Chemung,* guar....	380,000	8	6	....
Cheshire, preferred....	2,017,815	7	3	82
Chicago and Alton, pref....	2,425,400	7	10	112
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref....	20,370,293	7	7	88
Cleveland and Mahoning,* guar....	2,056,000	7	7	....
Cleveland and Toledo,* † guar....	6,250,000	...	3½	....
Cochecho, preferred....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91½
Cumberland Valley, 1st pref....	241,900	8	8	114½
" 2d pref....	242,000	8	8	....
Delaware,* guaranteed....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed....	1,988,170	7	7	97½
Dubuque Southwestern, pref....	330,308	7	7	....
Eastern (N. H.,)* guaranteed....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed....	500,000	5	5	....
Elmira and Williamsport,* guar....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed....	500,000	7	7	80
Erie, preferred	8,536,910	7	7	75
Evansville and Crawfordsville pref..	100,000	...	...	....
Hannibal and St. Joseph, pref....	5,078,224	...	...	70
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	35
Joliet and Chicago,* guar....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar....	.....	...	5	....
Little Schuylkill,* guar....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	28
" " 2d pref	4,051,744	6	...	14½
Manchester and Lawrence*....	1,000,000	...	9	....
Michigan Southern, guaranteed....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	77½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	...
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*....	1,344,000	...	2	....
New York and Harlem, pref....	1,500,000	8	8	130
Niagara Bridge and Canandaigua,* guar....	1,000,000	6	6	....
North Eastern (S. C.,) preferred....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	100
Ohio and Mississippi, pref....	3,500,000	7	7	74½
Paterson and Hudson,* guar....	630,000	8	8	....
Paterson and Ramapo,* guar....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,120	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	204,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed....	142,900	7	7	....
Rochester and Genesee Valley*....	557,560	...	7	....
Rutland, preferred....	.....	7	7	61½
St. Louis, Alton and T. H., pref....	2,040,000	7	7	45
Sandusky and Cincinnati, pref....	448,586	6	6	48
Schuylkill Valley,* guar....	576,600	5	5	....
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref....	1,700,000	7	...	....
" " 2d pref....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	90
Troy and Greenbush,* guar....	274,000	7	7	....
Vermont and Canada,* guar....	2,500,000	8	8	....
Warren,* guar....	1,408,300	7	7	....
White Mountains,* guar....	200,000	5	5	....
Wrightsv. York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar....	1,633,350	8	8	....
Morris, preferred....	1,175,000	10	10	125
Schuylkill Navigation, pref....	2,383,997	6	6	28½
Union, preferred....	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref....	.....	6	...	....
Mariposa Mining, pref....	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	—	@ — —
Gartsherrie		.54	— @ 55 —
Glengarnock		.50	— @ 54 —
Eglinton		.49	— @ 51 —
Pig, American, No. 1		.45	— @ 46 —
Pig, American, No. 2		.44	— @ 45 —
Pig, American, Forge		.40	— @ 43 —
Bar, Refined, English and American		.110	— @ — —
Bar, Swedes, assorted sizes	(gold).	120	— @130 —

(Store Prices.)

Bar, Swedes, 1¼ x⅜ & ⅛ 1½x⅜ to ⅛&⅜ sq. 1⅜ to 5x⅜ to ⅜ & ½ to 2 sq. 6 to 12 x ⅜ & ½		145	— @155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in.		105	— @107 50
Bar, Refined, 1½ to 6 by ¼ & 5-16 in.		110	— @112 50
Bar, Refined,1 & 1⅛ by ¼ & 5-16		112 50	@115 —
Large Rounds, 2½ to 2¾ to 3¾ to 4 in.		112 50	@125 —
Scroll		120	— @150 —
Ovals and Half-round		130	— @150 —
Band, 1 to 6 in. by 3-16 to No. 12		—	— @122 50
Horse Shoe		117 50	@127 50
Rods, ⅜@3-16 inch		110	— @152 50
Hoop, ⅜ by No. 22 to 1 & 1⅛ by 13 & 14		127 50	@172 50
Nail Rod	per lb.	—	— @ — 9
Sheet, Russia, as to assortment	(gold)	16	—@ — 16½
Sheet, Single D. and T. Common		—	6½@ — 7½
Sheet, Doubles and Trebles, Charcoal		—	7½@ — 8½
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	74	— @ 75 —
Rails, American, at Works in Penna.	c'y.	80	— @ — —
Anvils, (Eagle)	per lb currency.	—	9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18	@ — 22
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 11½	@ — 16
English Machinery		—11½	@ — 14
English German (2d and 1st quality)		— 11½	@ — 12
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Spring		— —	@ — 11
American Machinery		— —	@ — 11½
American German		— 9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— —	@ 5 —
8d. and 9d.	"	— —	@ 5 25
6d. and 7d.	"	— —	@ 5 50
4d. and 5d.	"	— —	@ 5 75
3d.	"	— —	@ 6 50
Cut, 2d and 3d. Fine		— —	@ 7 25
4d. and 4½d. Sugar Box		— —	@ 6 —
Cut Spikes, all sizes		— —	@ 5 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal Sheathing and Slating		— 27	@ — 30

TIN—Duty: Pig, Bars and Block, Free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 36
Straits	(gold).	— 30½	@ — 31
English	(gold).	— 31½	@ — 31½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal	per box. 11 — @11 50	12 75 @ 13 25
I. C. Coke	10 — @10 25	11 50 @ 11 75
Coke Terne	8 75 @ 9 25	10 — @ 10 50
Charcoal Terne	10 — @10 25	11 50 @ 11 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— 9½	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 14½	@ — 15
Refined, Standard White (in ship'g order)		— 23½	@ — 24
Refined, S. W. (in jobbing lots)		— 24	@ — 26
Refined, S. W. (in tin)		— 28½	@ — 29
Naptha, Refined, (65 @ 73 gravity)		— 16	@ — 16½
Residuum	per bbl.	— 11½	@ — 12

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@— 43
Copper, Bolts		— —	@— 45
Copper, Braziers' (over 16 oz.)		— —	@— 45
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 28	@— 30
Copper, English Pig		— —	@— 31
Copper, American Ingot		— 34½	@— 35

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 37½	@ 6 62½
German	(gold)	6 37½	@ 6 62½
English	(gold)	6 50	@ 7 —
Bar		— —	@ 9 25
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		— —	@18 —
Liverpool House Cannel		— 22	@— —
Anthracite (by cargo)	per ton of 2,000 lb.	5 —	@ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15
Boston, Hart. & Erie...	8½	8½	8½	8½	8½	8½
Canton Co....	....	....	....	102	101½	
Central Pacific 6s....	99½	99½	99½	....	99½	99½
Central of N. Jersey....	100½	100½	....	101	100½	101
Chicago & Alton....	....	113	....	....	....	....
" pref....	....	....	....	....	....	....
" 1 M....	....	....	101½	....	....	....
" S. F....	....	....	....	....	....	....
" Inc. bds....	....	....	....	....	....	....
Chicago, Burl. & Q....	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern .	81	81½	....	....	81	....
" pref....	....	87½	87½	87½	88	88
" 1st M....	98½	....	....	....	....	....
" S. F....	....	....	....	....	....	....
" Consol.	....	....	....	91½	....	92
Chic., Rock Isl. & Pac..	109½	109½	109½	110½	111½	110½
Chi., R. I. & Pa. 7s, 1896.	100½	....	100½	100½	100½	100½
Clev., Col., C. and Ind..	....	....	....	....	90	....
Clev. & Pittsburg guar..	89½	90	....	90	90½	....
" 2 M....	....	....	....	....	....	....
" 3 M....	....	98½	....	....	....	....
" 4 M....	....	83½	....	....	....	....
Clev. and Toledo....	....	....	....	....	....	....
" S. F. 7s....	....	99½	....	....	....	....
Col., Chi., & Ind. C....	38½	38½	38½	38½	38½	38
" 1 M....	....	....	....	....	....	....
" 2 M....	....	73½	....	....	74½	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western..	94½	94½	94½	94½	94½	94½
" 1 M. 7s....	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway....	62	60½	59½	58½	61½	60½
" pref....	....	....	....	75	....	....
" 1 M. 7s, 1897....	....	....	....	101½	....	101½
" 2 M. 7s, 1879....	....	....	....	....	....	....
" 3 M. 7s, 1883....	98	....	....	....	....	....
" 4 M. 7s, 1880	94½	....	....	....	....	95
" 5 M. 7s, 1888....	....	....	....	....	....	....
" 7s, con. gold....	....	....	....	....	....	....
Great Western 2d mort....	....	....	....	....	....	87½
Hannibal & St. Joseph.	48½	47½	48	47	46½	47
" pref....	70	....	....	....	....	....
" 8s, conv.	93	....	....	92½	92½	....
Hudson River....	....	....	....	....	....	....
" 2 M. S. F....	....	....	....	....	....	....
" 3 M 7s, 1875....	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	125
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	96½	92⅝	92½	92½	92½	92½
Lake Shore Div. bonds....	....	94	....	....	....	90
Marietta & Cin. 1st pref.	28	....	....	....	....	....
" 2d pref....	....	....	....	....	....	....
Michigan Central....	107½	107	104½	105	106	....
" S. F. 8s, 1882.	115	....	....	....	....	....
M. S. and N. I. 1 M. S. F....	....	....	....	....	....	....
" 2 M....	97½	....	98½	....	....	98½
Mariposa Mining Co....	....	....	....	....	....	1
" pref....	2½	2½	....	....	....	....
Milw. and St. Paul....	53½	53½	52½	51½	51½	52½
" pref....	....	....	....	77	77½	77½
" 1st mort....	....	90½	....	....	....	91½
" 2d mort....	....	....	....	....	....	....
" 8s....	....	....	....	108	....	....
" 7 3-10s con....	....	....	....	....	....	....
" 7s, gold....	....	....	....	....	....	....
Missouri 6s....	....	....	93	93	93	
" H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	90	90	90½	90	90	89½
" 1st mort....	....	....	....	....	....	....
" 2d mort....	98	98½	....	....	....	98½
N. Y. Cen. & Hud. Riv.	101½	103½	103½	102½	102½	101½
" 7s, S.F. 1876....	....	....	....	....	....	102
" 6s. S.F. 1883	92	93	....	....	....	....
" 6s, S.F. 1887....	....	....	....	....	....	....
N. York and Harlem...	115½	....	115½	115	116	115½
" pref....	....	....	....	....	....	....
" 1 M. 7s, 1873.	100½	....	100½	....	....	
N. York, N. Hav. & Hart....	....	140	141½	....	....	141
N. Carolina 6s. old....	34	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss....	46½	46½	46½	46½	46½	46½
" pref....	....	....	....	....	....	....
" 2d M....	84½	85	....	85	....	....
Pacific Mail S. S. Co....	70½	71½	71½	71½	71½	71
Panama	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	92½	92	92	92½	92½	92½
" 1 M....	....	....	....	....	....	....
" 2 M....	94½	....	95	....	95	95
" 3 M....	....	....	....	95	....	....
Quicksilver Mining Co..	46	....	....	....	45½	45
St. L., Alton & T. H....	....	....	....	....	....	....
" pref....	....	....	....	....	....	....
" 1 M....	....	....	....	....	....	....
" 2 M. pref....	89	....	....	....	....	....
" Income bds....	....	....	....	....	....	81
Tennessee 6s, old....	81	80½	80½	80½	....	79½
" new....	....	80	80½	....	....	80
Tol., Wab. & Western..	73½	73½	73½	73½	73½	73½
" pref....	....	....	....	....	....	....
" 1 M....	....	....	....	....	....	....
" 2 M....	....	....	....	....	....	93
" Equipment....	....	....	....	....	....	....
" St. Lou. Div....	....	....	....	....	....	....
Union Pacific....	37½	36½	36⅝	34½	35½	36½
" 1st mort....	86½	85½	85½	85	86	86½
" L. Gt. 7s....	78½	77	76½	74	76½	77½
" Inc. 10s....	....	76	75½	73	74½	77
Virginia 6s, old....	....	....	....	....	....	....
" new....	....	....	....	....	....	....
" consol....	55½	....	55½	....	....	....
" def. cert....	15	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	111	....	....	....	110½	....
U. S. 5s, 10-40s, coup	111	....	110½	110½	110½	....
U. S. 5s, 1881, reg	....	....	....	....	....	111½
U. S. 5s, 1881, coup	....	....	112½	....	....	....
U. S. 6s, 1881, reg	115½	115½	115½	....	....	115½
U. S. 6s, 1881, coup	116	....	....	116	115½	115½
U. S. 6s, 5-20s, reg. '62	....	....	....	112½	....	113½
U. S. 6s, 5-20s, c. 1862	113½	....	....	....	....	113½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	113
U. S. 6s, 5-20s, c. 1864	114	....	113½	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	115½	....	....	114½	114½	115
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	113½	....
U. S. 6s, 5-20s, c. n '65	114	113½	113½	113½	....	113½
U. S. 6s, 5-20s, reg. '67	114½	114½	114½	114½	114	114½
U. S. 6s, 5-20s, c. 1867	115½	114½	114½	114½	114½	115
U. S. 6s, 5-20s, reg. '68	115	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	115½	....	115½	....	....	114½
U. S. 6s, Pac. R R Issue	113	112½	....	113½	113½	114

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Catawissa preferred	44	44½	44	....	44½	44½
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	97	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	87	87½
" mort. 6s, '89	....	94½	95	95	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	40	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38½	39	38½	38½	38½	38½
" 6s, 1884	....	86½	....	....	....	....
" Gold L	....	92½	92½	....	....	92
" R. R. L	....	93½	....	....	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59	59	58½	59	59	59½
" 6s new coup	....	....	....	....	....	95½
" 6s new reg.	95½	95½	....	96	95½	....
Little Schuylkill R.R.	....	....	....	45½	46	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	50	....
" pref.	125	....	....	....	....	....
North Pennsylvania	50	....	....	....	....	....
" 6s, 1880	98	....	....	....	....	....
" 7s	....	95½	95½	....	95½	....
" 10s, 1887	110	....	....	....	....	....
Northern Central	....	....	....	....	....	38½
Oil Creek & Alleg. Riv	34	34½	35	35½	....	....
" 7s	....	74½	....	74½	....	75
Pennsylvania R. R	56½	57	57	57½	57½	57
" 1st M	....	....	98½	....	....	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	....	....	....
" " reg. 95	....	94½	....	94½	94½	....
Penn. State. 6s. 1st series	....	....	....	100½	100½	....
" 6s, 2d series	....	....	....	104	....	....
" 6s, 3d series	....	....	....	....	....	106½
Philadelphia City, 6s	96½	95½	....	....	96½	96½
" new	100½	100½	100½	100½	100½	....
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	57	57	57	57½	57½	57
Philadelphia and Erie	....	....	....	27½	27½	....
" 6s	90	....	....	....	....	....
" 7s	....	....	....	91	....	....
Phila., Wilm. & Balt	....	....	....	....	....	55½
Schuylkill Navigation	7	....	....	....	....	....
" pref	14	....	....	....	14½	....
" 6s, 1882	76	....	75½	75½	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	122	....	123	123	122½	122½
Hestonville, (Horse)	18½	18½	19	19½	19½	19½
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	19½	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 14.

	W.8.	Th.9.	F.10	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875	....	97½	97½	....	....	97½
" 1886	96	96½	95½	....	....	....
" 1890	96½	96½	....	96½	96½	96½
" 1884	....	96½	....	....	....	....
" 1900	96½	....	96½	....	....	....
Balt and Ohio	....	....	154	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	95½
" " 1885	....	....	....	97½	....	....
Marietta & Cin. 1st M	100½	101½	....	101½	101½	102
" 2d M	88½	....	88½	....	88½	88½
" 3d M. 8s	81½	....	81½	81½	81½	81½
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	92½	92½	....	....	....
" " 1900	87½	....	88	....	....	....
Pittsb. & Connellsv. 7s	91½	91½	91½	91½	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	55	55½	55	....	55	56
" Defer. Certif.	10½	....	10	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 15.

	Th.9.	F 10.	Sat.11	M.13.	Tu.14.	W.15
Boston and Albany	147½	...	147½	147	147	147
Boston and Lowell	....	....	....	....	....	131½
Boston and Maine	123½	123½	123½	123	123	123
Boston and Providence	149½	150	149½	149½	150	....
Boston, Hartford & Erie 5	....	....	....	....	....	....
" 7s, new	44½	44½	44½	44	43½	42½
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	114½	114½	115	114½	114½	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	135
Eastern	104	104½	105	105½	106	....
Fitchburg	....	131	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	106½	106	105	104½	105½	107
Northern, N. H	113½	....	....	....	....	113½
Ogdens. & Lake Champ	....	....	....	....	65	65½
" pref	....	....	....	100	100	....
Old Colony & Newport	113	113	....	113	112½	....
Ph., Wil. & Baltimore	56	....	55½	55½	55½	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	86	....	....	85½	83½	84½
" Land Grant 7s	75	74	....	....	....	....
" Income 10s	....	70½	71	71	71	71½
Vermont & Canada	62	....	....	61	61	....
Vermont & Mass	....	....	....	....	85½	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	58	....	58	58	....	58
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	19½	19½	19½	22	22½	21½
Franklin	10	....	....	10½	10½	10½
National	....	....	....	5½	6	....
Pewabic	....	12½	12½	13	13½	13½
Quincy	50½	50½	51	52½	52½	....

London Stock Exchange.

	—Closing Prices.— Dec. 27.	Dec. 20.
Atlantic & Gt. W. 1st mort., $1,000	77 — 79	75 — 77
Do. 2d mort., $1,000	64 — 66	62 — 64
Do. Con. mort. B'nds Bisch's Cert.	36 — 38	34 — 36
Do. Reorg. Scrip	97 — 99	97 — 99
Do. Leas. Lines, Rental Bonds	89 — 91	89 — 91
Detroit & Milwaukee 1st mort. Bonds	74 — 77	74 — 77
Do. 2d do.	74 — 77	74 — 77
Erie shares 100 dol. all paid	49 — 49½	48½ — 49½
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	92 — 94	91 — 93
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	100 —101	99 —101
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	97 — 98	97 — 98
Marietta and Cincinnati Rail. Bonds	83 — 87	83 — 87
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort	— —	— —
Panama General mort	92 — 94	92 — 94
Pennsylvania, 2d mort	98 —100	98 —100
Do. General mort	96 — 97	96 — 97
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, January 18, 1873.

Stock Exchange and Money Market.

Money has been quoted easier, in most instances, since our last. The offerings on both bank and private account have been more liberal, and lenders have been less exacting, as to callaterals. There has been less urgency in the demand for aid, especially from speculative sources. The bulk of the week's business in call loans has been on the basis of from 7 per cent. currency to the same rate, gold, per annum. Toward the close, however, the advantage was even more decidedly in favor of responsible borrowers, whose wants were more promptly met within the range of 5@7 per cent. per annum, on Government and Railway collaterals. A fairly active inquiry has been noted for discount accommodation within the range of 8@12 per cent. per annum, for strictly choice to very good business paper.

The clearances of the banks averaged through he week 112¾ millions a day, and amounted in the aggregate, for the whole week, to $716,203,119 as against $642 834,842 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance, 1⅜ millions and reduced its coin reserve nearly 1½ millions as the result of the week's business.

The U. S. Sub Treasury office last week received $4 894,734 of currency, and $4,999,194 of gold, the latter including $2,615,000 from customs; and disbursed $3,588,029 of currency and $6,443,860 of gold, the latter embracing $3,448,005 of coin interest.

The city banks, in their latest return, show a loss of $288,700 of legal tender notes with an increase of $3,061,000 of specie, and of $3,633,400 in their deposits, with a contraction of $2,168,100 in their loan and discount averages, and of $152,200 in their item of circulation. The city bank exchanges, last week, averaged 112¾ millions. The banks now hold $4,690,275 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $22,539,100, against $27,892,900 same time last year. The city bank deposits are now $207,441,500 against $214,824,000, week ending Jan. 13, 1873. The legal tender reserve amounts to $40,876,700, against $43,669,000 same time last year. The circulation now stands at $27,461,600 against $28,439 800 same time last year. The loans are now $275,552,900 against $275,253,200 at this date last year.

The coin reserve of the city banks is now about 22½ millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is about 40⅞ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 207½ millions, against 247½ millions on the 20th of July.

The cash balances in the Treasury Department at Washington on Monday were as follows: Coin, $64,041,361; currency, $8,599,925; Coin certificates are outstanding for $25,463,000.

Under the official programme of the Treasury Department for January, 1873, Government proposes to sell Gold, as follows: Thursday, January 23—One Million. Thursday, January, 30—One Million. And to buy U. S. Five Twenties, as follows: Wednesday, January 22—One Million. Wednesday 29—One Million.

Government revenues have been on a more liberal scale in the way of Customs, though quite moderate in the Excise form. The excises yielded within the week about two millions and thus far in the current fiscal year beginning with July 1, 1872, $64,629,908. The customs at the port of New York, for the week, were $2,568 442, and at the outports, about $800,000, more, in coin or coin certificates.

Gold has shown firmness, on a fairly active speculative, and an enlarged export movement. The Customs drain has also been on a more liberal scale. The range of the price during the week has been from 111¾@112⅛, and the closing quotation on Wednesday was 112¼ against 112⅛ of the preceding week. The specie outflow last week, was $2,635 233. The Gold Exchange Bank clearances have averaged about 38⅛ millions per day during the week.

The customs demand for Gold last week, averaged $435 833 a day. The arrivals of specie from Europe, Havana and other foreign ports in 1872 were $5,488,647 against $8,582,209 in 1871. The total customs revenue of the Government, in coin,

at this port, since July 1, has been $71,909,042 against $82,377,365 during the same time in 1871-2.

Government has disbursed through the U. S Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $50,329,518, against $52,407,936 during the same time in 1871-2.

The export drain of specie was $2,695,233 last week, against $579,413 same week preceding year. The shipments since July 1, 1872, have been $38,321,262 against $23,239,936 during the same portion of 1871.

There has been rather less activity noted in foreign exchanges, especially toward the close, and rates have shown less firmness. Bankers' sixty day bills on London closed at 109⅛@109⅜; sight bills on London, at 110⅛@110⅜. The weeks exports of Domestic Produce have been to the currency value of $4,454,423.

Government securities have been generally in very good request at firm prices, the bulk of the week's dealings having been on investment account. Government bought in $197,600 (out of an aggregate offerings of only $218,600) Five-Twenties from 111 98@111 99 net.

U. S. sixes of 1881 closed on Wednesday of this week at 115¾@115⅞ U. S. Five-Twenties of 1862, 113¾@113⅞; U. S. Five-Twenties of 1864 at 114@114⅛; U. S. Five-Twenties of 1865, 115@115⅛; U. S. Five-Twenties of 1865 consolidated, 113¾@114; U. S. Five Twenties of 1867, 115@115⅛; U. S. Five-Twenties of 1868, 114⅞@115; U. S. Ten-forties at 111@111⅛; U. S. Fives of 1881 (Funding Loan) 111⅞@112⅜; Six per cent. currency Sixes from 113½@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 31.	Jan. 8.	Jan. 15.
Consols	91⅞	92⅜	92¼
U. S. 5-20s, 1865	92½	98¼	93¼
" 1867	92¼	93¼	93⅜
" 10-40s	89	89¼	89⅞
New Fives of 1881	89⅞	90⅛	90⅜
Erie	50⅜	50⅝	50

State bonds have been rather more sought after at steadier rates.

Railroad bonds of the more substantial class have met with a steadier sale at firm prices, chiefly to investment buyers. Central Pacific Sixes closed strong at from 99¼@99⅛, ex the January three per cent. (coin) coupon.

It was assumed on Wednesday that the New York Central Company will issue one-fourth or $10,000,000 of the great mortgage loan of $40,000,000 in the sterling form, £2,000,000, interest payable in London, at 6 per cent. Gold, in place of 7 per cent. currency.

Railway and Miscellaneous share property has been moderately active, but variable as to values, closing, however, more steadily, favored by the relaxation in the Money pressure.

There has been a restricted movement noted in the Metal line, but on a generally firm basis as to values. Ingot Copper has been quoted rather firmer on, however, a less active inquiry; sales 300,000 lbs., at 34¼c. cash, and 35c. for forward delivery; and 100 tons English, part to arrive, at at 30½c.@31c. Iron has been generally quiet; Scotch Pig held above the views of buyers. Lead and Zinc dull at old figures. Spelter quoted at 7c., gold, for foreign but in-active. Pig tin has been in light demand, with Straits quoted at 31½c. @31½c., gold, and English at 31c., gold. Of Tin Plates, sales were made of 1,000 boxes Charcoal, at $11 for assorted; 500 boxes Coke at $9 87½c., gold per box; market steady.

General business has been up to a fair average for the season. Breadstuffs closed stronger, as a rule, though Corn seemed weak. Provisions somewhat irregular. Naval Stores and Tobacco firmer. Petroleum lower. Middling upland cotton, left off on Wednesday at 20½ cts. per lb. The receipts at all the ports, since Sept.1, have been 1,927,679 bales, against 1,652,674 bales same time in the preceding year; exports 1,021,326 bales against 808,809 bales in the previous year; stock at the ports at latest dates, 506,550 bales against 506,460 bales same date 1871.

Foreign goods have been in comparatively moderate demand on a steady basis as to prices. The week's imports amounted to $5,348,106, including $1,562,478 of dry goods.

Ocean freights have shown more activity, but at irregular prices.

At the Live Stock Markets, Beeves have been in more demand at from 8@15; cts. Veals at 7@11 cts.; Sheep at from 5@8¼ cts.; Swine at 4¾@5 cts. per lb., all live weight. The week's receipts were 5,611 Beeves, 667 Veal Calves, 20,498 Sheep and Lambs, and 34,838 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Clev., Col., Cin. and Ind. 1st mort., 102½; Central of New Jersey 1st mort. new, 105; Central Pacific State Aid bonds, 110⅛; Buffalo, New York and Erie 1st mort., 93; Long Dock bonds, 92½; Lake Shore and Michigan Southern 7s, consol. coupon, 101; do. reg., 96½; Delaware and Hudson Canal reg., 7s, 1891, 101; Ohio and Mississippi 7s, consols, 92; Peninsula R. R. 1st mort., 95; Boston, Hartford and Erie 1st mort., 43½; North Missouri 1st mort., 91; Pacific (Mo.) R. R., 2d mort., 80; Lafayette, Bloomington and Miss. 1st mort., 87½; New York and New Haven 6s, 99½; Albany and Susq. 2d mort., 95; St. Louis, Kansas City and Northern pref., 66½; Mo., Kansas and Texas R. R., 40; Western Union Tel., 82⅜; do. 7s, 96½; New Central Coal, 47⅜; Spring Mt. Coal 60; American Coal, 56; Consol. Coal, of Md., 43; Maryland Coal, 20; Wells-Fargo Exp., 83; Am. Mer. Union Exp., 69; U. S. Exp., 79½; Adams Exp., 95½; Brooklyn 6s, W. L., 93¼; Atlantic M. S. S. Co., 13¼; South Carolina 6s, new, Jan. and July, 22; Texas 10, 1876, 77; Alabama 8s, 90; N. Y. State 7s, B. L. reg., 105.

Philadelphia.—Harrisburg and Lancaster 6s, 90; Philadelphia and Reading 6s, gold loan, reg., 97½; do. 7s, 1893, 103; do. Gen'l mort. 7s, reg., 102; do. coupon, 100¾; do. 7s, new, con., 101¾; Pennsylvania and New York 7s, 95½; Chesapeake and Delaware Canal 6s, 87½; West Jersey 1st mort. 93; Allegheny Valley 7 3-10s, 91⅛; Wilmington and Reading 7s, 98; Sunbury and Erie 7s, 101; Pittsburg, Cincinnati and St. Louis 7s, 81; Westchester and Phila. 7s, 103; Belvidere Delaware 2d mort., 82; Nesquehoning R. R., 55; Catawissa, 20⅝; do. new pref., 34; New Jersey State 6s, exempt, 101. The latest quotations are: City 6s, 96⅛@96¼; do. free of tax, 100⅛@100¼; Pennsylvania State 6s, 1st series, 100⅛@101; do. 2d series, 104@105; do. 3d series, 106@107; Philadelphia and Reading, 56¾@56⅞; do. Gen'l mort. 7s, coup., 100¾@100⅞; do. reg., 101@102½; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 101½@101¾; United New Jersey R. R. and Canal Co., 122½@123; Camden and Amboy mort. 6s, 1889, 94@95¼; do. 1883, 91¾@92; do. 1889, 87⅛@87½; Pennsylvania R. R., 57@57; do. 1st mort., 98¼@98½; do. 2d mort., 97½@99; do. General mort. coupon, 92@93; do. reg., 94¼@95; Little Schuylkill R. R., 45¾@46; Morris Canal, 50@50¼; do. pref., 124@125¾; do. 6s, 92@—; Susquehanna Canal, 7@9; do. 6s, 75@78; Schuylkill Nav., 7@7; do. pref., 14⅛@14⅜; do. 6s, 1882, 75; do. 1872, 80@81; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 93@—; do. 5s, 57@60; Lehigh Coal and Navigation, 38½@39; do. 6s, 1884, 86½@86½; do. R. R. Loan, 93½@94; do. Gold Loan, 92@92¼; North Pennsylvania, 50@51; do. 6s, 97@98; do., 7s, 95¼@96; do. Chattle 10s, 110@112; Philadelphia and Erie, 27⅝@28; do. 6s, 90@90½; Minehill, 51½@—; Catawissa, 20½@21; do. pref., 44½@45; do. 7s, 1900, 100@100; Lehigh Valley, 59@59¼; do. 6s, new coupon, 95@95¾; do. reg., 95¾@96¼; do. 7s, 103¾@104; Fifth and Sixth streets, (horse,) 50@50; Second and Third, 55@—; Thirteenth and Fifteenth, 19¼@20; Spruce and Pine, 31@32; Green and Coates, 47½@52; Chestnut and Walnut, 57@58; Hestonville, 19¾@20; Union, —@73; Germantown, 30@—.

Boston.—Cedar Rapids and Missouri 7s, 1891, 89; Fitchburg and Worcester R. R. 7s, 1890, 90; Vermont Central 1st mort., 40; Old Colony 7s, 100¾; Michigan Central 8s, 1890, 105; Norwich and Worcester R. R., 124; Cincinnati, Sandusky and Cleveland R. R., 19; Atchison, Topeka and Santa Fe R. R., 26⅞; Chicago, Burlington and Quincy rights, 28⅞; Rutland pref., 61; do. scrip, 92; Burlington and Missouri River R. R. in Iowa, 114⅜; do. in Nebraska, 66¾; Connecticut and Passumpsic Rivers R. R., pref., 91; Portsmouth, Gt. Falls and Conway R. R., 96¾; Cary Imp., 13⅝; Waverly Land, 5¼; Brookline Land, 6¾; Boston Water Power, scrip, 70; Maine 6s, 1889, 99; Massachusetts 5s, 1883, gold, 98⅞; New Hampshire 6s, 1894, 97¾; Portland 6s, 1887, 91; Chicago 7s, 1890, 98; do. 7s, 1893, 101⅛; do. 6s, 1876, 95¼; St. Louis 6s, 1887, 94; do. 6s, gold, 98; Boston 6s, 1880, currency, 99; do. 1877, 98½; Bath 6s, 90; Allouez Mining Co., 18; Calumet and Hecla, 155; Dawson silver, 1; Hanover, 1; Humboldt, 1⅜; International silver, 2⅛; Phœnix, 21½; Ridge, 14; Rockland, 8⅜; Pethcrick, 3⅝; St. Clair, 8¾; Shuniah Silver 2⅞.

Baltimore.—Orange, Alex. and Manassas 7s, 78; Northern Central 6s, 1900, gold, 91½; Central Ohio 1st mort., 86; Orange and Alexandria 4th mort. 8s, 83¼; Virginia and Tennessee 8s, 89; Virginia Central 6s, 82; Union R. R. 1st mort., guar., 91; Virginia consols, reg., 51½; Maryland 6s, 1890, 96½; do. Defense 6s, 102½; Atlantic Coal, 2 00. The latest quotations are: Wilmington, Columbia and Augusta bonds, 76½@77; Virginia Central 6s, 81@85; Pittsburg and Connellsville 7s, 1898, 91¼@91½; Baltimore and Ohio, 154¼@155¼; do., 6s, 1875, 96@—; do., 1880, 95¼@96; do., 1885, 96@97; Parkersburg Branch, 11@—; Northern Central 88½@89½; do. 6s, 1885, 92@98; do., 1900, 87½@88; do., 6s, 1900, gold, 91¼@91¾; N. W. Va. 1st mort., 103@105;

do., 2d mort.,—@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 101¾ 102@; do., 2d mort., 7s, 88⅛@88¼; do., 3d mort., 8s, 81⅜@81½; Central Ohio, 36@40; do., pref., 40@40; do. 1st mort., 85¾@86; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 95@96½; do., 2d mort. guar., 94@—; do. 3d mort., guar., 94@—; do. 2d mort pref., 70⅛ @80; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 75@ 77; Orange and Alexandria 1st mort. 6s, 96@ 97; do., 2d mort. 6s, 85¾@86; do., 3d mort. 8s, 93@95; do., 4th mort. 8s, 82¾@83¼; Orange, Alex. and Manassas 7s, 78@78¼; Virginia and Tennessee 1st mort. 6s, 99@103; do., 6s, 2d mort., 76¾@79; do. 8s, 3d mort., 88¾@89¼; Baltimore 6s, 1875, 97@97½; do., 1884, 96@96½; do. 1886, 96@96½; do., 1890 96@96¼; do., 1893, —@97; do. 1893, exempt, 99¾@100; do., 1900, exempt, 95¾@96; do. 1900, new, 97@98; do. 1902, 96@—; Memphis City 6s, 53@54; Maryland Defense Loan, 1883, 102¾@103¼; Virginia 6s, old, 38@41; do. consol. 6s, 55½@56; do. reg. 52@—; do. coupon, 75@81; West Virginia, 15@15½; City Passenger R. R., 19½@ 22½; George's Creek Coal, 103@120.

BANKING OFFICE OF FISK & HATCH.

No. 5 Nassau-st., New-York, Jan. 16, 1873.

The CHESAPEAKE and OHIO, the CENTRAL and WESTERN PACIFIC BONDS, all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably, during the coming year, pay off, in gold, another large lot of FIVE-TWENTIES, and issue in their place FIVE PER CENT. BONDS.

The CHESAPEAKE and OHIO SIX PER CENT. GOLD BONDS, the total amount of which is only $15,000,000, are secured upon a property worth $35,000,000 to $40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of $100, $500, and $1,000, coupon or registered, and at their present market price, 86 and accrued interest, are very desirable.

The CENTRAL PACIFIC SIX PER CENT. GOLD BONDS are too well known to require description or commendation. Their total amount is $25,885,000; they have for a long time ranged in market price near or above par.

The WESTERN PACIFIC SIX PER CENT. GOLD BONDS amount to $2,785,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by them. Their market price to-day is 90 to 90¼. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

☞ The latest information from the tracklaying forces of the Chesapeake and Ohio, state that only 10 miles of track remained to be laid to unite the Eastern and Western divisions.

Philadelphia and Reading Railroad.

From the Report of this Company presented at the annual meeting held in Philadelphia on the 13th inst., we learn that the receipts for 1872 from all sources of business were $12,125,038 and the gross working expenses $8,063,542, showing net profits to the amount of $4,061,496, against net profits from same sources in 1871 of $5,006,940. The total tonnage of the company, including weight of passengers, aggregated 10,981,657. The result of the year's business is thus condensed: Receipts over the cost of working the road, $4,061,496 43; which is increased by interest, dividends, etc., to $5,755,123 53. From this is to be deducted interest on bonded debt, taxes on do., interest on bonds and mortgages, and sinking funds, loans, etc., amounting to $2,001,127 67—leaving a balance of $3,753,995 86. Out of this amount a dividend of five per cent., and State tax thereon, has been paid, leaving a balance of $1,958,003 66. There has been declared a dividend payable on the 24th inst., of five per cent., on the common and preferred stock, amounting with the State tax thereon to $1,797,399 17—leaving a reserve fund of $160,604 99. The report sets forth that the production of anthracite coal in 1872 was above 18,400,000 tons, an increase of 3,300,000 over the production of the year preceding. The company own and lease 1,385⅓ miles of single track. The net profits of six steam colliers owned by the company were $117,641. A plan has been prepared for a new fleet of steam colliers, varying from 600 to 1,200 tons burthen, and a ship yard for repairing these vessels will be established at Port Richmond. The business of the Germantown and Norristown Railroad shows a large increase on any previous year. The company's express business promises well. The president anticipates a very large increase in the trade, and states that the road could ship two hundred thousand tons of coal per week. He also estimates that the average annual increase of the business of the company would in the future be 9½ per cent. of the consumption of the previous year. The leasing of the Catawissa Railroad was approved, and at the election subsequently held the old board and other officers were re-elected. We shall publish the report in full in our next issue.

☞ The earnings of the North Pennsylvania Railroad for the year ending October 31, 1872, were $1,336,938, and the expenses $732,829—making the net earnings $604,109, and leaving a balance, after deducting $346,624 on account of interest, of $257,484, equal to nearly 7⅛ per cent. on the stock. The mortgage debt increased $99,000. To provide for the maturing loans of the company, &c., a general mortgage for six millions of dollars has been executed to the "Fidelity," as trustees, under which 7 per cent. bonds to the amount of $1,915,000 will be issued.

☞ The earnings of the Central Pacific Railroad for the month of December, 1872, were $1,007,125, against $672,358 for December, 1871—an increase of $334,767. For the year ending December 31, 1872, the earnings were $12,900,126, against $9,467,072 for the year 1871—an increase of $3,433,054.

A SUPERIOR PRINTING

Telegraph Instrument,

FOR PRIVATE AND SHORT LINES.

The undersigned is now prepared to supply the improved and superior

PRINTING TELEGRAPH INSTRUMENTS

manufactured under the patent of Mr. J. E. SELDEN. This instrument has already been extensively introduced, and has given complete satisfaction to all who have adopted and used it. It is SIMPLE, RELIABLE, and not liable to get out of order; can be operated by any person of ordinary intelligence after a few minutes' instruction and practice.

PRIVATE LINES.

constructed in the best and most substantial manner, and on reasonable terms.

Favorable arrangements will be made with line constructors, telegraph employes, &c., for the introduction of the Printer.

For further particulars, terms, &c., apply to

Merchants' M'f'g and Construction Co,

Telegraph Contractors,

No. 50 BROAD STREET, (Rooms 12, 13, 14.)

P. O. BOX 6965, NEW YORK.

The following parties have this instrument in use, viz:

J. C. Hoe & Co., 10 Liberty Place, New York.
Arnold, Constable & Co., Broadway cor. 19th street, New York.
Enoch Morgan's Sons, 20 Park Place, New York.
Garner & Co., cor. Worth and Church sts, New York.
Thomson & Clark, 9 South William street, New York.
Moore, Jenkins & Co., cor. W. Broadway and Franklin street, New York.
P. Dater & Co., 112 Wall street, New York.
Liverpool and London and Globe Ins. Co., Broadway cor. Park Place, New York.
Ætna Insurance Co., Broadway cor. Cortlandt street, New York.
New York Gas Light Co., 157 and 159 Hester street, New York.
Daniel W. Richards & Co., 178 Pearl street, New York.
Wm. D. Andrews & Brother, 414 Water st., New York.
Howard & Morse, 45 Fulton street, New York.
John J. McCrum, cor. Elm & Walker streets, New York.
James L. Libby, 80 Centre street, New York.
Newman & Capron, cor. B'way & 38th street, New York.
American St. Boat Co., Providence, R. I.
Willard Asylum for Insane, Ovid, Seneca Co., N. Y.
Lake Erie Iron Co., Cleveland, Ohio.
Swifts Iron and Steel Works, Cincinnati, Ohio.
Phillips & Jordan, Cincinnati, Ohio.
A. H. Andrews & Co., cor. State and Monroe streets, Chicago, Ills.
Charlottsville Woolen Mills, Charlottsville, Virginia.
And various others.

The **First Premium** (A Silver Medal) was awarded this instrument at the Cincinnati Industrial Exposition for 1872, as being the **"Best Telegraphic Instrument for private use."**

☞ The North Pennsylvania Railroad Company announces a dividend of 5 per cent. payable in scrip bearing no interest, and convertible into the capital stock of the company when presented in sums of not less than fifty dollars.

☞ The earnings of the Kansas Pacific Railway for the fourth week of December, 1872, were $54,099 68. For the month of December the earnings were $223,340 82, an increase over December, 1871, of $12,143 54.

☞ The Louisville, New Albany and Chicago Railroad, running from New Albany, Ind., to Michigan City, was sold under a decree of the United States Court on the 27th ult. George L. Schuyler of New York was the purchaser for the first mortgage bondholders.

☞ The earnings of the Erie Railway for the week ending January 7, were $288,914, and since November 1, $3,385,903, against $3,195,891 for the corresponding period of the previous year—an increase of $190,012.

Journal of Railroad Law.

RAILROAD COMPANIES—EFFECT OF PRINTED NOTICE ON FACE OF TICKET—WIFE'S BAGGAGE.

The recent case of Rawson *vs.* Pennsylvania Railroad Company, (48 N. Y, 212,) was an action brought to recover the alleged value of two trunks, containing clothing and jewelry to the amount of $3,847, and lost on the Railroad of the defendant in September, 1864.

The plaintiff was returning from Massillon, Ohio, to New York, and bought at Massillon a through ticket to New York, which contained the following notice on its face:

"This ticket entitles the holder to not over 80 lbs. baggage free, and not at rate exceeding in value 100 dollars, unless notice is given and an extra amount paid, at double first-class freight rates. No road represented by either of these tickets is responsible for the passenger or baggage while upon any other road.

(Signed) H. R. Payson,
General passenger agent.

Nothing was paid for extra baggage. The jury found a verdict for the full amount of the property lost.

The following is the opinion of the court delivered by—

Earl, J.—The first question to be considered is whether the property destroyed belonged to the plaintiff in such a sense that she can maintain this action, it consisted of her wearing apparel and personal ornaments and constituted her paraphernalia. A portion of them was given to her by her husband and as to such portion it is claimed she had no such property as will sustain a recovery in her name. At common law the wife's paraphernalia during coverture ordinarily belong to the husband and he could dispose of them; but he could not dispose of them by will; and if the wife survived him she could claim them against all persons except her husband's creditors. And this common law rule is substantially embodied in our statutes except that the wife's paraphernalia are secured to her even as against creditors. (Reeves Domestic Relations 37.)

For an injury to or conversion of the wife's paraphernalia during coverture, the husband was at common law the proper party to sue, and this rule has not been changed by our statutes except so far as the wife can in any case claim the paraphernalia as her property.

The property was given to the wife by her husband and her son. As to so much as was given to her by her son, no question is made; but it is claimed that the gift from her husband was invalid and hence that the property remained his. Prior to the recent legislation in this state in reference to the rights of married women, gifts of personal property from husband to wife would be upheld in equity, though void at common law and such gifts could be impeached only by creditors (Graham *vs.* Londonderry 3 Atk. 393). In equity the property given would be treated as the wife's separate estate and she would be protected in its enjoyment and possession even against the interference of her husband. This estate under the statutes of 1848, 1849, 1860, 1862, in reference to the property of married women, if not absolutely converted into a legal estate, is clothed with all the incidents of a legal estate and she is the proper person to sue and to be sued in reference thereto. Hence I cannot doubt that this action was properly brought in the name of plaintiff.

The only other question to be considered is, whether the matter printed upon the face of the railroad ticket bought by the plaintiff at Massillon limited the liability of the defendant; and that it did not is now too well settled to admit of dispute, (Blossom *vs.* Dodd 43 N. Y. 264.) The words thus printed do not purport to embody the contract between the parties, they are a mere notice as to the terms upon which a passenger's baggage will be carried and are entitled to no more force because they are printed upon the face of the ticket then if they had been printed on the back of the ticket or on a separate piece of paper posted up in the ticket office; and hence this case is clearly within the rule that a carrier cannot limit his liability by notice, but can do so only by express contract.

It must however be admitted that if the railroad agent had called plaintiff's attention to this language when he sold the ticket and took her money, or if it had been shown that she knew of this language when she paid her money and took the ticket the law would presume in the absence of objection on her part that she assented to the terms therein expressed.

But here she testified that she did not read this language, and there is no proof that she received the ticket under such circumstances that the law will presume that she must have known and understood the language and assented to the terms. It would be unreasonable to presume that a passenger when he buys a railroad ticket at a ticket office, stops to read the language printed upon it, and it would be equally unreasonable to hold that a passenger must take notice that the language upon his ticket contains any contract or in any way limits the carriers' common law liability.

A ticket does not generally contain any contract and is not intended to. It is a mere token or voucher adopted for convenience to show that the passenger has paid his fare from one place to another.

The contract between these parties was made when the plaintiff bought her ticket and the rights and duties of the parties were then determined. Hence even if the plaintiff had read what appears upon her ticket after she had entered upon her journey it would have made no difference with her rights. She was not then obliged to submit to a contract which she never made, or leave the train and demand her baggage.

I have therefore reached the conclusion that the judgment should be affirmed with costs.

Judgment affirmed.

☞ The earnings of the Union Pacific Railroad in November, 1872, were $915,727, the expenses $362,343, and the net earnings $553,884. In November, 1871, the earnings were $708,171, the expenses $284,993, and the net earnings $423,148—showing an increase in gross earnings of $207,586, in expenses of $77,350, and in net earnings of $130,236. For eleven months ending November 30, 1872, the earnings were $8,134,754, the expenses $4,448,750, and the net earnings $3,686,004, an increase in gross earnings over the corresponding period of the previous year of $1,083,004, and in expenses of $1,165,597, making a decrease in the net earnings of $82,593.

New York, New Haven and Hartford R. R.

The first annual meeting of the stockholders of this company, under the consolidation arrangement, was held at New Haven on the 8th inst. A motion was made to proceed with the election of a new board of directors for the ensuing year, when Mr. Goodwin of East Hartford objected to the motion until the report had been acted upon, and as he had found in it much which he deemed unsatisfactory, he had prepared a resolution calling upon the directors to make another report on the fifth day of March next, setting forth in detail all the money that had been expended, and for what purpose; the receipts of the company, how much money had been paid to the Harlem Railroad for the use of their tracks, and other information of like character; closing with an intimation that a large amount of receipts had not been properly accounted for; that there had been some transactions between this company and the Harlem Railroad Company which had been covered up, and that Commodore Vanderbilt had too much to say and control in the affairs of this railroad.

Mr. Henry C. Robinson of Hartford suggested that instead of taking the trouble to prepare a new report, and the expense of printing it, and keeping Mr. Goodwin in a state of anxiety until the fifth day of March, the president (Mr. Bishop) should at once make a verbal explanation on the various points alluded to.

Mr. Bishop said that he did not profess to be a book-keeper and know much about keeping books, but the gentleman employed to attend to that duty, who did understand it most thoroughly, had furnished the figures upon which the report was based; and the accounts had been examined and and audited by another gentlemen who is an expert in those matters. With regard to omission of the amount paid to the Harlem Railroad Company for the use of their tracks, he would say that it made no difference in the accounts whether the amount paid to the Harlem Railroad Company was mentioned or not. In one case the amount of receipts would have to include the amount paid or to be paid to the Harlem Company, and in the other the net amount after deducting the amount paid. In reference to the rate allowed to the Harlem Railroad Company for the privilege of running over their tracks, he said the present board of directors had nothing to do—whether it it was too much or to little, the present management were not responsible. In 1848 a perpetual contract was entered into by the New Haven and Harlem Railroad companies by which it was provided that this company should use the Harlem Railroad track from the junction to the city at a certain rate, and that the rate should be adjusted every five years by arbitrators. The Harlem Railroad is the only entrance to the city of New York—that the Harlem Railroad Company was about to expend about $4,000,000 in sinking their tracks between the Harlem River and the new depot, and this road could not gain admission to the city at the present time for less than $20,000,000, and I see no way of getting rid of the payment to the Harlem Railroad of their portion of the receipts.

Mr. Burrell, in reply to some remarks of Mr. Goodwin as to a discrepancy in the reports of the New York and New Haven Railroad and the New Haven and Hartford roads, in regard to the financial relations prior to consolidation and the present time, said that for many years the two companies were engaged in a litigation; that the New Haven and Hartford Company claimed about $300,000 from the New York and New Haven Railroad Company to balance their accounts, which, however, the latter would not admit. On consolidating the two companies, the claim was no longer pressed.

Dr. Phelps moved that Mr. Goodwin's resolution be laid upon the table, which was carried with one dissenting voice.

The following gentlemen were then elected directors for the ensuing year:—William D. Bishop, William P. Burrall, Wilson G. Hunt, C. Vander-

bilt, George N. Miller, Chester W. Chapin, Horace F. Clark, A. R. Van Ness, Henry C. Robinson, F. H. Trowbridge, E. C. Read, Nathaniel Wheeler and C. M. Pond. Messrs. Bishop, Hunt, Miller, Clark, Van Ness, Trowbridge and Wheeler are of the old New York and New Haven board, and the others are of the old Hartford and New Haven road.

Messrs. William White of New Haven, Charles Boswell of West Hartford and William M. Vermilyea were appointed a board of auditors for the ensuing year.

A motion to approve of the report of the board of directors being made, Mr. Goodwin moved to amend by adding the word not, or recommitting the report to the directors, which was unanimously voted down and the report approved.

Mr. Goodwin then attempted to show that he was not an enemy of the company, whereupon Mr. Wheeler denounced him very severely, and charged him with making false statements in the legislature.

Mr. E. C. Robinson, chief clerk of the company, assured Mr. Goodwin that there was no discrepancy in the accounts or deficiency anywhere, except in his own (Goodwin's) head. The meeting then adjourned.

Commerce of Philadelphia.

We present this morning our usual statement of the foreign commerce of this port in domestic exports for the past year. It will be observed that the trade has largely increased, and is as varied in its character and distribution as ever. The total exports reach $20 484,803; but this valuation does not indicate the increase, for while the valuation of the petroleum exported in 1872 was $12,569,779, against a valuation of $13,257,895 in 1871, the quantity shipped was 56,356,068 gallons in 1872, against 55,901,590 gallons in 1871, or an increase of quantity and a decrease of value, owing to the lower price of the article in 1872 and the same phenomenon is exhibited in breadstuffs. Adding to this the foreign imports, previously published, amounting in 1872 to $26,824,333, we have as the total foreign commerce of Philadelphia, in 1872, the following:

Domestic exports	$20,484,803
Foreign imports	26,824,333
Total	$47,309,186

This, for a port said to have lost foreign commerce, is, we take it, pretty fair. We shall give a better account of ourselves in 1873. We have published the molasses imports of the five leading ports from Cuba for 1872, but they are too important to omit in this notice. Philadelphia received from Cuba 114,783 hogsheads of molasses, while all the other ports together only received 139,772 hogshead. It is a curious item that New York received only 76,576 hogsheads. Our increase also is quite gratifying, being 27,248 hogsheads, while New York shows a decrease. Philadelphia is, in fact, steadily monopolizing the molasses trade. Our exports to Cuba during the year amounted to $1,859,304.—*Philadelphia North American.*

Locomotives and Cars for Sale.

New Locomotives of best build.
Second hand Do., various gauge, 10@40 Tons, now running, in good order.
New and Second hand Passenger and Freight Cars. Also Steel and Iron Rails, Fastenings, &c.

DAVIDGE & WHEELER,
General Railway Business,
78½ Pine St., New York.
P. O. Box 4870.

For Sale—New Locomotives.

Soft coal burner, 4 ft. 8½ in. gauge, Cylinders 15x22, four 4½ ft. Drivers. Rogers Locomotive and Machine Works, Builders. Has swing truck, and all latest improvements. Been run three months only, and in perfect order. Address

A. W. GREIG, Sup't,
Litchfield, Conn.
Jan. 6th, 1873.

SECOND MORTGAGE
7 PER CENT. BONDS
SOUTH CAROLINA
RAILROAD COMPANY.

The South Carolina Railroad Company having created a Second Mortgage, amounting to

THREE MILLION DOLLARS,

for the purpose of retiring all its floating obligations and arranging its non-mortgage bonds, and the bonds authorized to be issued under said mortgage having been duly executed, they are now offered for sale at this office at

75 PER CENT.

Payment will be accepted as follows, viz:

Two-Thirds of the purchase money will be received in the 7 per cent. non-mortgage bonds of the Company at 75 per cent.; balance in cash.

The value of this security now offered entitles it to VERY HIGH CONSIDERATION. The mortgage covers the entire property of the Company, embracing 242 miles of first-class road abundantly equipped with locomotives and cars in fine condition, and all the appurtenances of a first-class Railroad - - - the first mortgage being only $3,000,000.

The business of the Road for the present year is estimated at about

$1,400,000

gross, and its net revenue at over $550,000. Its present prospects furnish ample ground for very satisfactory anticipations of future earnings.

The Bonds bear date October 1st, and have attached coupons for 7 per cent. per annum interest, payable in April and October, in the City of New York.

After the 31st December inst. the price of the bonds will be 75 per cent., and accrued interest,

J. T. WELSMAN,
CHARLESTON, S. C. Dec. 6. Treasurer.

The undersigned agent for the sale and exchange of the above Bonds, can be found at the Fourth National Bank, in this city.

JOHN C. COCHRAN.
NEW YORK, Dec. 18, 1872.

Notice to Contractors.

ENGINEER'S OFFICE BALTIMORE AND OHIO RAILROAD.

BALTIMORE, MD., January 10, 1873.

PROPOSALS WILL BE RECEIVED UNTIL 1st February next, at Camden Station, Baltimore, Defiance, Ohio, and Laporte, Indiana, for the GRADUATION, MASONRY and CROSSTIES of the Baltimore, Pittsburg and Chicago Railway, from Defiance to Walkerton Station, Indiana, on the Indianapolis, Peru and Chicago Railway, 120 sections, of one mile each.

Plans, profiles and specifications can be seen at Defiance for the line between Defiance and Syracuse, 73 miles, and at Laporte for the line between Syracuse and Walkertown, 47 miles.

Proposals for Crossties will state the price for each kind of timber, and number of each kind proposed for.

Payments monthly in cash, retaining 20 per cent. as security for completion.

The company retains the right to reject any and all proposals. JAMES L. RANDOLPH,
Chief Engineer
Baltimore and Ohio Railroad.

ERIE RAILWAY COMPANY.

VICE-PRESIDENT'S OFFICE,
(P. O. Box 839.) NEW YORK, January 9, 1873.

To Bridge Builders.

THE ERIE RAILWAY COMPANY PROPOSE, as they renew the bridges upon their Road, to substitute iron for wood. They have a large number of bridges in spans varying from 20 to 200 feet.

With a view to determining the best plan to adopt, they invite you to make a proposal, based upon plans and specifications, to be furnished by you for bridges of various spans from 20 feet upward, with your price for the same.

Let your price be predicated upon the fixed price of iron and steel, to be varied as those materials may advance or decline in price.

Yours, &c.,
A. S. DIVEN,
Vice-President.

A FIRST CLASS ORNAMENTAL PAINTER on Cars, Locomotives or Head Linings, wishes a permanent situation. Address

CHARLES DOEHLER,
Jersey City Heights, N. J.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 6, 1873.

A DIVIDEND OF FIVE PER CENT. HAS been declared by this Company, payable on the 1st day of February next, to the holders of full paid shares, registered at the close of the 16th day of January instant, after which and until the 5th day of February next, the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

FOR SALE.

1,500 Tons Foreign Steel Rail, approved Brands, in Yard.
Dec. 18, 1872.

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10 Cornhill, E. C.
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OR
ALARM TORPEDOES.
ALWAYS RELIABLE.
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54 CLIFF STREET, NEW YORK,
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A. W. LADD,

NO. 5 DEY STREET, NEW YORK,

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Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

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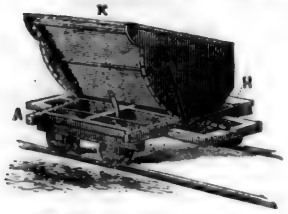
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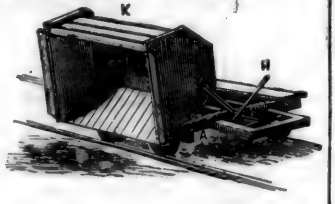


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Jan. 20, 1873—Steamer RISING STAR, Capt ———, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with steamer GREAT REPUBLIC, Capt. ———, touching at Acapulco, Manzanillo, Mazatlan and San Diego, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Steamer COLORADO will leave San Francisco, February 1, 1873, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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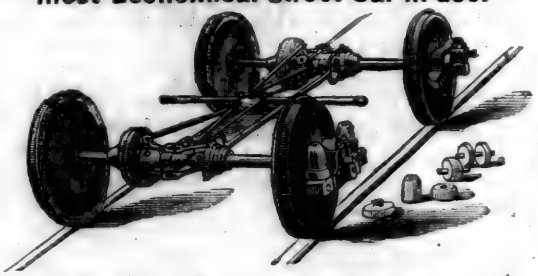
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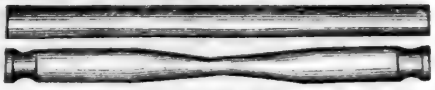
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BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

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They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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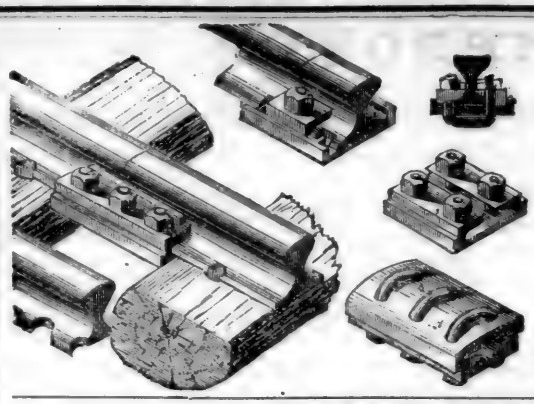
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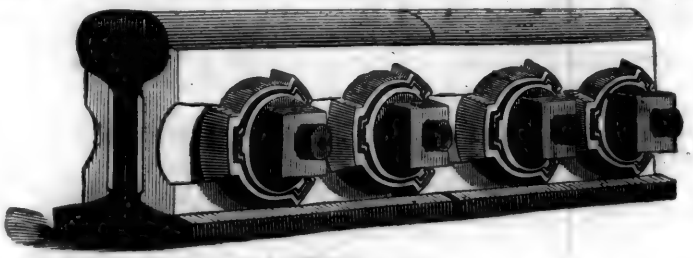
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No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXIX., No. 4.] SATURDAY, JANUARY 25, 1873. [WHOLE No. 1,918. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, January 25, 1873.

Keokuk and Kansas City Railroad.

At the annual meeting of the stockholders of the Missouri and Mississippi Railroad Company held in Macon, Mo., on the 7th of January, the name of the railroad was changed to the Keokuk and Kansas City Railway, and the following directors elected for two years, viz: James W. Lewis, Isaac Hays, F. A. Jones, Geo. W. Fulton, A. S. Tinsman, J. C. Noyes, John W. Morse, A. C. Vandewater and John Foggitt. The board was organized by the election of the following officers: James W. Lewis, president, A. C. Vandewater, vice-president and general manager; Albert Blair, secretary; Henry S. Glaze, treasurer, and John Foggitt, general superintendent. Fifty-three miles of the road are ready for the iron, and vigorous preparations are being made by the Western Construction company to finish the road from Keokuk to Glasgow (about 120 miles) during the present season. An iron bridge is to be built across the Missouri River at Glasgow, and the road is to be finished from Keokuk to Kansas City by the 1st of January, 1874.

☞ The York River Railroad has been reported to the Legislature of Virginia by the board of public works as insolvent.

To Investors.

To those who wish to REINVEST COUPONS OR DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-Thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (**1.10**) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency—yielding an income more than one-third greater than U. S. **5-20s**. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the Post-Office address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington,

Financial Agents N. P. R. R. Co.

☞ At the annual meeting of the stockholders of the Norwich and Worcester Railroad Company, held in Worcester on the 8th inst., the following gentlemen were elected directors: A. F. Smith and John F. Slater of Norwich; F. H. Dewey, George W. Gill, Charles W. Smith and Edwin L. Davis of Worcester; Wm. F. Weld and B. F. Stevens of Boston, and Robert Bayard of New York. At a subsequent meeting of the directors Mr. A. F. Smith was re-elected president.

☞ The Albany *Evening Journal* says that the Delaware and Hudson Canal Company are about purchasing that portion of the Whitehall and Plattsburg road between Port Henry and Ticonderoga now held by the Vermont Central.

Vera Cruz and Mexico Railway.

It was fully anticipated that this important undertaking, which has been in course of construction for a period of eight years, would be opened throughout its entire length from Vera Cruz to Mexico, for public traffic, on New Year's Day; and from the most recent despatches which have been received in this country, there is every reasonable probability for hoping that this anticipation was completely realised. The shareholders are to be congratulated on the satisfactory progress which has been made by the contractor, who has had almost insurmountable difficulties to contend with on many portions of the line, particularly that crossing the Metlac Barranca, necessitating stupendous works in the shape of viaducts, embankments, and tunnels. On account of the disaffected state of Mexico during the first months of 1872 the receipts on the two sections of the railway which have been working for some time past show a small diminution. The gross receipts on the Puebla section, from Mexico to Puebla, a distance of 116 miles, for the half-year ending 30th June were 61,823*l.*, against 66,955*l.* in the corresponding period of 1871, and the net receipts for the same period respectively were 23,356*l.* and 34,600*l.*, the proportion of working expenses being 61.91 per cent., as against 48.32 per cent. in 1871. For the subsequent three months, (July to September, 1872, inclusive) the gross receipts were 33,808*l.*, against 33,920*l.* in 1871, and the net receipts 15,422*l.* against 16,488*l.* On the Vera Cruz section from Vera Cruz to Fortin, a distance of 70 miles, (Atoyac to Fortin, 17 miles, opened August 22, 1871,) the gross receipts were 37,306*l.*, as against 29,285*l.* in the corresponding six months of 1871; but the net receipts were only 3,100*l.* in the 1872 half-year, and 5,791*l.* in 1871, the proportion of working expenses being 91.68 per cent. and 80.22 per cent. respectively. This exceedingly high ratio of working expenses to receipts has gradually and rapidly diminished since the period embraced in the accounts, the election of Senor Lerdo de Tejada to the Presidency of the State having given confidence, and tended to bring about a more tranquil state of affairs in the country. There seems every reason to anticipate a bright future for this distant undertaking. Judging by the earnings on the fragmentary sections of the line, it may naturally be expected that when the whole length of railway from Vera Cruz to the capital is in good working order, the net receipts will be sufficient to leave a satisfactory margin of profit to reward the shareholders for their enterprise, which is in some respects perfectly novel, specially as regards the almost super-human works which have been carried out.—*London Railway Times.*

Philadelphia and Reading Railroad.

At the Annual Meeting of the Stockholders of this Company, held in Philadelphia on the 13th inst., the following Report was presented:

To the Stockholders of the Philadelphia and Reading Railroad Company:

The Managers submit the following Report of the Receipts and Expenditures for the year ending November 30, 1872, together with the Treasurer's General Balance Sheet, exhibiting the financial condition of the Company at that date.

The following tabular statement in detail, for each branch of traffic, shows the comparative results of the year's business:

1871.	
Travel, 719,345 through passengers...	$1,641,395
Mdse., 2,306 234 6-20 tons.....	2,306,648
Coal, 4,684,450 4-20 "	8,287,293
Mail	36,678
Miscellaneous.....	290,884
Gross receipts.....	$12,562,843
Gross expenses.....	7,555,903
Net profits.....	$5,006,940

1872.	
Travel, 791,478 through passengers...	$1,786,962
Mdse., 2,891,399 11-20 tons.....	2,688,080
Coal, 4,866,520 19-20 "	7,518,115
Mail	89,918
Miscellaneous.....	97,018
Gross receipts.....	$12,125,088
Gross expenses.....	8,063,542
Net profits.....	$4,061,496

	Per cent.	
Travel..... Increase,	$145,567—	8 9-10
Merchandise..... Increase,	381,387—	16 5-10
Coal. ..... Decrease,	774 178—	9 3-10
Mail..... Increase,	3,235—	8 8-10
Miscellaneous ..... Decrease,	193,816—	66 6-10
Gross receipts ..... Decrease,	$487,805—	3 5-10
Gross expenses ..... Increase,	507,639—	6 7-10
Net profits..... Decrease,	$945,444—	18 9 10

Gross expenses, including renewal fund, rents of lateral roads, taxes, &c., in the year 1871 were 60 1-10 per cent. of gross receipts.

Year 1872, were 66 5-10 per cent. of gross receipts.

The receipts and expenses, per passenger and per ton, including renewal fund, rents of laterals, taxes, interest, &c., and based upon coal tonnage of Main Line only, have been as follows:

1871.			
Per passenger. Cost,	$1 68 5-10	Rec'd,	$2 28
Merchandise, per ton.	" 65 9-10	"	1 00
Coal.....	" 1 21 4-10	"	1 80 8-10

1872.			
Per passenger. Cost,	$1 78 2-10	Rec'd,	$2 25 8-10
Merchandise, per ton.	" 68 8-10	"	93
Coal.....	" 1 86 4-10	"	1 54 4-10

Including renewal fund, rents of laterals, taxes, interest, &c., and based upon entire coal tonnage of the company, on Main Line and on the branches or laterals:

1871.			
Per passenger. Cost,	$1 68 5-10	Rec'd,	$2 28
Merchandise, per ton	" 68 9-10	"	1 00
Coal	" 92 7-10	"	1 38 1-10

1872.			
Per passenger. Cost,	$1 78 2-10	Rec'd,	$2
Merchandise, per ton	" 65 8-10	"	93
Coal	" 187 8-10	"	1 21 5-10

The result of the year's business, as condensed from transportation and income account, may be stated thus:

Receipts over cost of working the road.....		$4,061,496 43
Add balance of interest account, including interest and dividends on stocks and bonds held by the company, receipts from the Philadelphia and Reading Coal and Iron Company, profit on steam colliers, &c., first deducting drawbacks on traffic of 1871, and loss upon the business of the Schuylkill and Susquehanna Canals for 1872		846,478 47
		$4,908,974 90
Amount to credit of reserved fund, 1871.	$789,555 90	
Amount of United States tax on dividend, Jan., 1872, deducted from income in last report, but not paid	57,592 78	
		847,148 68
		$5,755,123 58
From which deduct—		
Int. on bonded debt...	$1,694,488 00	
Taxes on interest on bonded debt	82,858 44	
	$1,777,346 44	
Interest on bonds and mortgages	108,613 44	
Debit balance of renewal fund.....	90,167 79	
Sinking funds, loans, 1847-'77.....	25,000 00	
		2,001,127 67
		$3,753,995 86
Out of which has been paid, in July, 1872, five per cent. dividend on $34,209,375 28.....	$1,710,468 76	
State tax on do.....	85,523 44	
		1,795,992 20
		$1,958,008 66
There has been declared a dividend, payable in cash on the 24th of January, 1873, of five per cent. on the preferred and common stock, $34,236,175 28	$1,711,808 76	
State tax on do.....	85,590 41	
		1,797,399 17
Balance of reserve fund.....		$160,604 49

Although the amount of traffic in tons and number of passengers carried during the past year is greater than that of any previous year, yet the gross receipts derived therefrom are less than those realized from the smaller business of the preceding year, and the receipts per ton for coal transported in 1872 are less than those of any year since 1862. Had the company been able to maintain the same rates for tolls and transportation of coal as were either in force during 1871, or realized as the average charges of the past ten years, the profits for the year just closed would have been far in excess of those of any previous year. The receipts from transportation of coal, based upon the tonnage of the main line in 1872, were $1 54 4-10 cents per ton, against $1 80 8-10 cents per ton for 1871, and $1 94 cents per ton for the average of the previous ten years. The cause of these exceptionally low rates will be understood and appreciated by a reference to the very peculiar features of the coal trade during the past season. For the first time for several years the business of mining coal in the anthracite coal regions of Pennsylvania has been prosecuted continuously throughout the year without the interruption of strikes.

As the coal markets of the country had been fully supplied for several preceding years by the production of about seven months' work per annum, the result of twelve months' steady work during 1872 was to produce a quantity so largely in excess of that of the previous year that it was with great difficulty a market could be obtained for it; and notwithstanding the very prosperous condition of the iron and other manufacturing industries that are large consumers of coal, and the very high prices of fuel in all foreign markets, the price of anthracite coal in New York during the last year fell to a lower point than it had reached for many years. In consequence of these low rates and the great competition in the eastern markets, the managers were obliged to reduce the rates of freight and transportation upon coal to a sum low enough to enable the coal operators of the Schuylkill and Mahanoy regions to enter the eastern markets in competition with the large coal mining and transporting companies of New York.

The production of anthracite coal in Pennsylvania in 1872 was about 18,400,000 tons, being an increase of about 3,300,000 tons over that of the preceding year. The following table will show the annual aggregate production of anthracite coal in Pennsylvania since the beginning of the trade, and the yearly increase or decrease, and will be valuable for future reference:

Year.	Total tonnage for the year.	Increase or decrease over the previous year, in tons.	Per centage of increase or decrease over previous year.
1820.....	365	....	.....
1821.....	1,073 Inc.	708	193 97.100
1822.....	3,720 "	2,647	246 69.100
1823.....	6,951 "	3,231	86 85.100
1824.....	11,108 "	4,157	59 80.100
1825.....	34,893 "	23,785	214 12.100
1826.....	48,047 "	13,154	37 70.100
1827.....	63,434 "	15,387	32 02.100
1828.....	77,516 "	14 082	22 20.100
1829.....	112,083 "	34,567	44 59.100
1830.....	174,734 "	62,651	55 89.100
1831.....	176,820 "	2,086	1 19.100
1832.....	363,271 "	186,451	105 45.100
1833.....	487,749 "	124,478	34 27.100
1834.....	376,636 Dec.	111,113	22 78.100
1835.....	560,758 Inc.	184,122	48 88.100
1836.....	684,117 "	123,359	21 99.100
1837.....	869,441 "	185.324	27 09.100
1838.....	738,697 Dec.	130,744	15 04.100
1839.....	818,402 Inc.	79,705	10 79.100
1840.....	864,379 "	45,977	5 62.100
1841.....	959,773 "	95,394	11 27.100
1842.....	1,108,412 "	148,639	15 48.100
1843.....	1,268,598 "	155,186	14
1844.....	1,630,850 "	367,252	29 06.100
1845.....	2,013,013 "	382,163	23 44.100
1846.....	2,344,005 "	330,992	16 44.100
1847.....	2,882,309 "	538,304	22 97.100
1848.....	3,089,238 "	206,929	7 18.100
1849.....	3,242,966 "	153,728	4 98.100
1850.....	3,358,899 "	115,923	3 58.100
1851.....	4,448,916 "	1,090,017	32 45.100
1852.....	4,993,471 "	544,555	12 24.100
1853.....	5,195,151 "	201,680	4 04.100
1854.....	6,002,334 "	807,183	15 53.100
1855.....	6,608,567 "	606,233	10 09.100
1856.....	6,927,580 "	319 013	4 83.100
1857.....	6,644,941 Dec.	282,639	4 07.100
1858.....	6,839,369 Inc.	194,428	2 93.100
1859.....	7,808,255 "	968,886	14 17.100
1860.....	8,513,123 "	704,868	9 03.100
1861.....	7,954,264 Dec.	558,859	6 56.100
1862.....	7,869,407 "	84,857	1 07.100
1863.....	9,566,006 Inc.	1,696,599	21 56.100
1864.....	10,177,475 "	611,469	6 39.100
1865.....	9,652,391 Dec.	525,084	5 16.100
1866.....	12,703,882 Inc.	3,051,491	31 61.100
1867.....	12,988,725 "	284,843	2 24.100
1868.....	13,834,132 "	845,407	6 51.100
1869.....	13,723,030 Dec.	111,102	80.100
1870.....	15,849,899 Inc.	2,126,869	15 49.100
1871.....	15.113,407 Dec.	736,492	4 64.100
1872 (est.).	18,400,000 Inc.	3,286,593	21 75.100

The largely increased production of last season was all disposed of, however, the market was better during the last two months than at any other period of the year, and it is believed that the stock of coal on hand at the close of the shipping season of 1872 was no larger than that held at the close of the previous year. The consumption of 1872 may, therefore, be safely set down at more than 3,000,000 of tons over that of 1871. In making an estimate of the consumption of the season of 1873, the following facts are relied upon to warrant the belief that the increase of demand above that of 1872 will be very nearly as great as was that of last season over the previous year.

First. The average annual increase during the past ten years has been about nine-and-a half per cent. of the consumption of the previous year.

Second. The great activity of the iron trade during the last twelve months has induced the erection of a larger number of new blast furnaces than were ever before put up in a single year. Nearly all of these new furnaces, which were in process of erection during the past year, will go into blast early in the coming season. In the regions dependent upon the roads and canals of the company for a supply of fuel there were, during the last season, sixteen new stacks being built, but five of which are yet in blast. Throughout all the iron districts of the county new furnaces are being erected, and it is believed that at least three quarters of a million of tons of coal will be required during the present year to supply the demand of new iron-manufacturing establishments alone.

Third. The extension of new railroads into the interior of the country, especially to the Lake ports, which has been prosecuted with great activity during the last two or three years, has opened new markets for anthracite coal by introducing it into regions of country hitherto inaccessible, and where wood had been chiefly relied upon for fuel. The statistics of the trade show that for the ordinary purposes of domestic life it requires one ton of coal per annum for each member of the community using it as a fuel, but where the centres of manufacturing industry, or Lake shipping ports are opened by new lines of railway, the consumption per inhabitant generally exceeds that quantity.

Fourth. The very high prices of coal in England will, it is believed, induce the owners of steamships plying between Europe and the United States to draw a larger proportion of the supply of coal for their vessels from America than they have heretofore obtained.

Fifth. The exceptionally low price in America during the past year has introduced coal in competion with wood into districts where it never had been sent before, and it is well known that when the applicances for burning anthracite coal are once introduced, and the advantages of that fuel once understood, it is never displaced by any other.

If the above facts justify the belief that nearly 3,000,000 of tons more coal will be required in 1873 than were sent to market in 1872, and if by twelve months of steady work during 1872 the increased production of coal over that of seven months' work during the previous year was only about 3,300,000 tons, it is not unreasonable to suppose that it will be difficult to produce this year any quantity so greatly in excess of the demand as to depress the market to any considerable degree. Anticipating, therefore, a very large increase of trade, the Managers have thought it wise to provide in time for its transportation, and it will be seen by reference to the statement of items added to capital account, that 1,000 eight-wheeled coal cars and 472 eight-wheeled freight and passenger cars have been built at the car shops of the company and added to its rolling stock during the year; and should the demand require it, the company will be in a position to transport from 180,000 to 200,000 tons of coal per week during the coming season.

The aggregate amount of traffic transported over the railroads of the company during the year is as follows:

No. of passengers carried	6,383,991
No. of tons of coal of 2,240 pounds carried	6,185,434
No. of tons of merchandise of 2,000 pounds carried	2,891,400
No. of tons of company's materials	497,571
Total tonnage of the company (of 2,000 lbs.), including weight of passengers and company's materials	10,981,657

From the above it will be seen that the tonnage of the company has now reached so large an amount, that an additional charge of but one-twentieth part of a cent. per ton per mile on the tonnage transported would produce a sum exceeding two per cent. upon the entire capital stock of the company.

It is a very gratifying fact that the result of the efforts of the company to protect and encourage its own local trade has become so great that all the manufacturing industries along the line of its road are in a prosperous condition, and a very large proportion of all of its increased business has been derived from its local traffic. The increase in the coal trade along the line of its road between Pottsville and Philadelphia, excluding both of the places named, is thus exhibited in the following table:

SHIPMENTS BY RAILROAD DISTRIBUTED BETWEEN POTTSVILLE AND PHILADELPHIA, EXCLUDING EACH OF THE PLACES NAMED.

Year.	Tons.
1868	643,188
1869	838,178
1870	854,845
1871	1,079,463
1872	1,503,782

During the same period the shipments by railroad to the city of Philadelphia, excluding the deliveries to Port Richmond for shipment, have been as follows:

Year.	Tons.
1868	763,113
1869	816,168
1870	793,033
1871	922,748
1872	1,067,215

The immediate result of the protection and development of local manufacturing industries has been to increase very largely the revenues of the company from the passenger and merchandise traffic, from which sources alone the receipts of the company during the last year amounted to $4,474,992. The following table shows the growth of the merchandise and passenger business of the company for the last twenty years—the extraordinary increase in the passenger receipts in 1871 being due, to a very large extent, to the business of the Germantown and Norristown branch, which was not held by the company previous to that year:

Year.	Rec'pts from Travel.	Rec'pts from Mdse.
1852	$168,430	$138,964
1853	226,763	180,612
1854	272,868	231,626
1855	301,952	326,851
1856	288,427	348,699
1857	287,584	329,986
1858	272,679	335,915
1859	318,846	474,888
1860	333,359	599,620
1861	338,905	406,321
1862	403,565	523,416
1863	566,520	673,143
1864	909,882	953,776
1865	1,065,847	1,165,277
1866	1,026,217	1,421,539
1867	1,005,647	1,525,551
1868	987,606	1,415,723
1869	1,184,006	1 579 623
1870	1,205,589	1,690,444
1871	1,641,395	2,306,643
1872	1,786,932	2,688,080

The managers have cause to congratulate the stockholders that the very large number of passengers transported in 1872, viz: 6,383,991, were carried without any serious accident, that was due directly or indirectly to the negligence of the company, or the carelessness of its employes. This gratifying fact is due to the carefulness and skill of the company's employes, to the admirable signal and police system enforced for the prevention of accidents, and to the fact that the company, in the manufacture of its own railroad iron, and the erection of its own locomotives and cars of all descriptions, secures the best workmanship, and uses the best material that can be obtained for the purpose, having in all cases more regard to the quality than the cost of the manufactured article.

The Perkiomen Railroad has been opened for business to Green lane. An additional section of seven miles is now under contract, and it is the design of the company to extend the road rapidly during the coming season, so as to make the connection with the East Pennsylvania Railroad at Emaus as soon as possible.

The number of miles of single track railroad now owned, leased or controlled by the company is 1,385.3. An analysis of this mileage, and a full statement of all the permanent improvements made by the company will be found in the accompanying report of the Chief Engineer; and the report of the General Superintendent, hereto annexed, will exhibit in more detail than can here be conveniently given, the working of the several lines of railway now under the control of the company.

The production of rails at the company's rolling mill for the year reached 20,043 tons, being the largest quantity ever made by the company in a single year. The excellent character of these rails is attested by the following table, which shows the product of each year and the quantity of every year's production, removed from the track:

Product,	YEARS. 1868. Tons.	1869. Tons.	1870. Tons.	1871. Tons.	1872. Tons.	Total. Tons.
Worn out.	8971	17037	17557	19113	20043	82871
1868	5	....	....	....	....	5
1869	175	2¼	....	....	....	177¼
1870	904	164¼	1¼	....	....	1070
1871	1418	614	240	3¼	....	2275¼
1872	1067	897¼	494	97¼	3¼	2559¼
Total	3569	1678	735¼	101	3¼	6087
Per cent.	.398	.098	.042	.0052	.00017	.073

From the above it will be seen that over 60 per cent. of the iron laid on the road in 1868 is still in use, and that out of 82,871 tons of rails made since the mill commenced operations but 6,087 tons, or 7 3-10 per cent. have been removed from the track. Estimating the value of the old rails sent to the mill during the past year at an average price of $60 33 per ton, the entire cost of the new rails was $71 03 per ton, or $20 70 per ton for the cost of re-rolling, including the new iron puddled and used in the process. Taking into consideration the cost per ton of these rails, and their great durability, notwithstanding the large tonnage, amounting in four years to over 32,000,000 tons, which has been carried over some of them, the result is very satisfactory.

A liberal quantity of steel rails has been laid at points where heavy grades, sharp curves, or constant switching of trains subjects the roadway to very great wear.

The gross receipts of the six steam colliers owned by the company for the year were	$355,460 03
And the total expenses, including $24,500 carried to the credits of the Insurance Fund, were	237,818 26
Leaving a net profit of	$117,641 77

The entire fleet was thoroughly overhauled during the year and each vessel placed in perfect order, at an aggregate cost of $36,695 59, which is included in the amount of expenses shown above.

The aggregate amount of losses sustained during the year, which were payable out of the Insurance Fund, was $10,544 88, and after covering

that amount and all previous losses, the Insurance Fund of the steam colliers is now in credit $11,701 93.

As will be seen by reference to the transportation and income accounts, the losses of working the canals of the company, after taking off all expenses, interests and sinking funds, were very large. The loss upon the Schuylkill Canal was $351,265 52, and upon the Susquehanna canal $116,490 08, all of which has been charged to expenses and deducted from the net earnings of the company. The depressed condition of the coal trade not only reduced the tonnage of the canals, but necessitated a very low rate of tolls. Indeed, had the Schuylkill Canal been closed for the year, its entire rent account, $642,336 13, charged to profit and loss, and its tonnage of 838,190 10-20 tons transferred to and carried by the railroad, it is believed that the profit of carrying its tonnage by rail would have exceeded the rent account of the Canal, so that the net result of the year's business would have been at least $350,000 better than it now is. It was not thought wise, however, to sacrifice the future for the present gain. The Canal has a capacity of 1,500,000 to 2,000,000 tons per annum, and it cannot be long before the railway will be so crowded with business that the value of such an outlet will be apparent. Accordingly, no expenses have been curtailed that were necessary to keep up the canal to a proper state of efficiency, and not only the permanent improvements, but the boat stock has been much improved and enlarged.

Annexed to this report will be found a copy of the lease of the Susquehanna Canal to which reference was made in the last report. The loss upon this canal has not been much greater than was expected, and the expenses charged against it include the cost of all renewals and improvements. The coal trade of the Reading and Columbia Railroad has very much increased during the last year, and a much greater increase is expected for the coming year. The Pennsylvania Canal, it is expected, will be in condition next year to pass boats drawing five feet of water, and, in addition to the coal traffic from the Reading and Columbia Railroad, a largely increased business is expected from the connecting canals. Should this expectation be realized, and a rate of tolls obtained equal to the average of the last ten years, a much better result will be obtained from next year's business upon this canal. The accompanying report of the chief engineer of the canal shows the condition of these improvements, and exhibits in detail the amount of work done upon each during the year.

The business of the Germantown and Norristown branch for the year has been very satisfactory, the receipts being much larger than those of the year before—the number of passengers transported for the season being 3,712,316 against 3,240,680 for the previous year, an increase of 471,686, or 14 6-10 per cent.

Upon the 10th of October last a contract was entered into by which the company became the lessees for a term of 999 years, of the Catawissa Railroad, extending from its junction with the Little Schuylkill Railroad, at Tamanena to Williamsport, a distance of 92 6-10 miles. A copy of the lease and contract is annexed to this report for the information of the stockholders. The Catawissa Railroad connects the extensive lumber producing district of Williamsport with the roads of this company, and has been for many years a feeder of the company's main line. It runs through the towns of Catawissa, Danville and Milton, and its local traffic, in addition to its through lumber trade, can be very much increased. It is not expected that any profit will be derived from working the line under the lease for some years, but it is believed that the increased profit upon the main line of the company, resulting from the acquisition of all the trade of the Catawissa Railroad, some of which was at any time liable to be deflected to other lines, will, from the start, more than overbalanced any deficiency resulting from the working of the leased line itself.

The policy of merging the various connecting lines of railway controlled by the company, into the Philadelphia and Reading Railroad Company and thus becoming relieved of the cost of maintaining separate organizations has been pursued during the year.

On the 13th of May the Mount Carbon Railroad Company was merged into the Philadelphia and Reading Railroad Company by exchanging one share of the stock of the latter for one of that of former. The Philadelphia and Reading Railroad Company owned 3,202 shares, which were cancelled, and for which no new stock was issued, and the investments in this road amounting to $178,229 25 now appear in the balance sheet, under the head of railroad. 1,439 shares of Philadelphia and Reading Railroad Company stock were created and issued to the holders of that number of shares in the merged company.

Upon the 19th of June, the Schuylkill and Susquehanna Railroad Company was merged into the Philadelphia and Reading Railroad Company by the issue of one share of the stock of the latter for three shares of the stock of the former company. The Philadelphia and Reading Railroad Company owned 21,702 shares of this company, representing a cost of $404,388 34, for which no new stock was issued, and this investment now appears in the balance sheet under the following heads, viz:

Railroad	$264,770 74
Depots	21,000 00
Real estate	118,617 60
	$404,388 24

1,227 shares of stock were created and issued in exchange for 3,681 shares of the merged company held by individual stockholders.

Upon the same day the Port Kennedy Railroad Company, all the stock of which was owned by this company, was also merged. In this case, as there were no individual stockholders, no new stock was created, and the company's investment in this road, amounting to $26,893 98 has been transferred to the item railroad in the balance sheet.

On the 17th of August last 536 shares of stock of the company were created and issued in exchange for stock in other leased companies, as follows:

195 shares Philadelphia and Reading stock for 163 shares Mount Carbon and Port Carbon Railroad stock, leased at a rate paying 12 per cent. dividend.

177 shares Philadelphia and Reading stock for 354 shares Schuylkill Valley Navigation Railroad Company stock, leased at a rate paying 5 per cent. dividend.

164 shares Philadelphia and Reading stock for 328 shares Mill Creek and M. H., N. and R. R. Co. stock, leased at a rate paying 10 per cent. dividend, on a par value of $25 per share.

The basis of these exchanges, as will be perceived, if a calculation is made, was, that assuming the stock of the company to be a 10 per cent. investment, such an amount was given for the stock of the leased company as would secure to the owner of the latter the same income as he had been deriving under the lease.

During the year 50,190 shares of stock, representing a par value of $2,509,500 were created and issued in exchange for a similar amount of convertible bonds of the company, as per the following statement:

Bonds Converted.	Amt. Converted.	Tot. Amt.
Loan 1857-86.		
December 30, 1871	$500	
January 31, 1872	2,000	
February 29, 1872	1,000	
April 30, 1872	2,000	
May 31, 1872	7,000	
June 29, 1872	5,000	$17,500
Loan 1870-90.		
January 31, 1872	82,000	
February 29, 1872	592,000	
March 30, 1872	484,000	
April 30, 1872	50,000	
May 31, 1872	131,000	
June 29, 1872	1,153,000	2,492,000
		$2,509,500

Of all former issues of convertible bonds there are yet outstanding only the following:

6 per cent. mortgage loan of 1886	$96,000
7 per cent. debendture loan of 1890	28,000
Total	$124,000

The 7 per cent. sterling loan of 1872, amounting as per last report to $110,400, was retired during the year, and in its place $110,000 of the consolidated mortgage bonds of 1911 issued as provided for by the mortgage securing the latter loan. Of the new bonds thus issued, $102,000 were 7 per cent. coupon bonds, and $8,000 7 per cent. registered bonds.

Upon the first of September the company became the express carriers upon all of its own lines. Heretofore the business of carrying express matter and parcels at high speed upon the passenger trains was transacted by the Adams Express Company, in the name of the Central Express, under a contract by which a monthly sum was paid to this company, depending upon the amount of the traffic. In the transaction of this business, the railroad company furnished the roadway, cars and motive power, and in many instances not only the office room, but the clerks and agents themselves. The freight agents of this company, at its different stations, thus became the servants of the Adams Express Company, and in most cases received from the latter company, as compensation, a per centage upon the amount of express business done at their several stations. The result of this was not only to demoralize the force in consequence of the divided allegiance its members owed to two masters—but, as the freight agents received a stated salary from the railroad company and a per centage of the amount of business from the Express Company, it became to their pecuniary advantage to send as much of the traffic of their station as possible by express, from which the railroad company derived but a small proportion of the receipts—instead of by the railroad company's own freight lines, in which case the entire charges would have gone into the treasury of the company.

The contract between the railroad company and the express company was, therefore, terminated, and on the 1st of September, having previously completed its organization and secured proper officers in the cities and large towns, the company became its own express carriers. This action was at once resented by the Adams Express Company, who, during the controversy that has since resulted have not only assumed that they are entitled by prescription to the monopoly of the express business of the country and that no railroad company, has the right to become express carriers, but have applied to the courts to sustain them in this assumption. They still continued in business in our region, and wherever they reach the same point by competing lines they have reduced the charges for express carriage to very low rates, in some cases at least fifty per cent. less than they previously charged.

They have also resorted to the expedient of carrying large amounts of money, which is the most profitable freight, over our lines without payment, in carpet bags and valises, as the personal effects of their agents, whose fare they pay as passengers, and in many cases they have been detected in shipping express freight packed into trunks, as if it was the wearing apparel of the passenger who presented it, for free transportation as his baggage.

They have also absolutely refused to receive any packages from our lines at their several termini for transportation beyond, unless the freight was full paid through to destination, and as they control the express business of nearly all of the connecting lines, unreasonable discrimination against us has been a source of some annoyance. Their evident intention seems to be to

make it impossible for the company to transact an express business with any profit, in the hope that it will be induced to restore the monopoly of the traffic to them, after an unsuccessful effort to transact it itself. Notwithstanding all these difficulties, however, and notwithstanding the fact that, in the organization of a new business, the expenses include a number of charges incurred in launching the enterprise before any receipts are derived from it, the net profits of the company from the express business during the first three months, after deducting all expenses including those of maintaining officers, organization and horses, before the business was commenced, were greater than the amount received from the Adams Express Company during the corresponding three months of the previous year. The net profits of the first month, after taking off all previous expenses incurred in starting the business, and which really represent but about three weeks' receipts for six weeks' expenditures, were 86 8-10 per cent. less than the amount received by the company from the Adams Express Company during the corresponding month of the year before. The net profits for October were one-half per cent less than the amount received from the Express Company in the month of October, 1871, while the net profits of the last month of the fiscal year were 58 87-100 per cent. higher than the amount paid by the Adams Express Company in the month of November, 1871.

This result fully justifies the action taken by the company in a pecuniary point of view, which is really of trifling importance when compared with the benefits resulting from that perfect discipline among all its employes, which is secured by removing any intermediate organizations from the management of the legitimate business of the company and the control of its officials.

It is difficult to understand why a railroad company should not transport valuable goods and small parcels over its line simply because the traffic is more profitable than any other, and it is very certain that the policy of permitting the agents of a railroad company to be paid by strangers for diverting trade from their employer, must in the end result in lasting injury to the company, and the establishment of a system as corrupt and dishonest as that which has so frequently disgraced the management of some of the municipal corporations of the country.

The Philadelphia and Reading Coal and Iron Company has continued to increase its ownership of lands, and now controls over 80,000 acres of Anthracite coal lands, upon which there are 98 collieries. Most of these collieries are worked by lessees, but 27 of the largest of them are now owned and will be worked by the company.

The tonnage of these lands last year was 3,080,-883 8-20 tons, and the rents derived from this tonnage amounted to $946,774 69.

Almost the entire issue of $19,000 000 of the consolidated mortgage loan was applied to the purchase and development of these lands, in addition to which the bonds of the Coal and Iron Co., guaranteed by the P. and R. R. Co., to the extent of $11,131,000 have been used for the same purpose.

The Coal and Iron Company will mine next year between two millions and two and a half millions of tons from its own lands, and including this product it is believed that the entire production of coal upon its estates will amount to at least four million one hundred thousand tons during the year 1873. Should the anticipations formed of the coal trade for the coming season prove correct, the managers believe that the Coal and Iron Co. will during the year, which is but the second of its existence, be in the receipt of an income sufficient to pay the interest upon the entire cost of its property.

For the purpose of aiding in the development of these lands, building additional steam colliers, extending some of the branch railroads, constructing additional rolling stock, &c., &c., the managers have issued a prospectus for a new debenture loan of $10,500,000 of 7 per cent. coupon bonds, payable in 1893, and convertible into the stock of the company at par at any time after the first day of July, 1876, and before the first day of January, 1892, giving to each stockholder the right to subscribe at par, not only for his proportion of the entire loan, but for his proportion of such of the surplus as would not be taken by by other stockholders. The payments were to be made as follows:

Fifteen per cent. of the amount of the pro rata subscription upon making the subscription.
Fifteen per cent upon the 15th of January, 1873.
Ten per cent upon the 15th of April, 1873.
Ten per cent upon the 15th of July, 1873.
Ten per cent upon the 15th of January, 1874.
Ten per cent upon the 15th of April, 1874.
Ten per cent upon the 15th of July, 1874.
Ten per cent upon the 15th of January, 1875.
Ten per cent upon the 15th of April, 1875.

With the privilege to any stockholder to anticipate all or any of the instalments at the date of either.

The following statement shows the amount of subscriptions received:

Whole amount of loan	$10,500,000
Pro rata subscriptions	$8,543,000
Surplus subscriptions	4,314,400
Total subscriptions	$12,857,400

The whole loan was thus taken at par without the payment of any commissions by the company. Of the entire subscription, $2,305,630 had been paid in cash up to the end of the year.

The managers have perfected and adopted a plan for a fleet of additional steam colliers—some of 600 and some of 1,200 tons capacity—all of the machinery for which it is proposed to build at the shops of the company. It is also proposed to erect a shipyard at Port Richmond for the repairs of the fleet, at which a great number of them can be economically built; but before entering largely upon the construction of them, especially as the models for the engines are different from those heretofore used by the company, it has been thought wise to build two engines and two vessels, one of each class, and make a trial of them before any others were commenced. Accordingly a contract has been made with the Delaware River Iron Ship and Engine Company to erect the hulls and boilers and put in the machinery (to be built by the company) of these two vessels, and it is expected they will be ready early in the coming year. If they are successful, a large fleet will be at once commenced and hurried forward to completion.

By order of the Board of Managers.
FRANKLIN B. GOWEN, President.

Mr. John B. Brock offered a series of resolutions, which were unanimously adopted, approving, accepting and adopting the report, and the action of the board in relation to the several matters therein contained, and especially the lease and contract with the Catawissa Railroad Company; ratifying the action of the managers in accepting the act of the legislature relative to the merger of the leased lines, also their action in guaranteeing the first mortgage bonds of the Schuylkill Iron Company, the Emaus Iron Company and the Hamburg Iron Company, and in issuing $10,500,-000 seven per cent. convertible bonds of the company; authorizing the board of managers to guarantee the payment of the principal and interest of the bonds of the Philadelphia and Reading Coal and Iron Company and of the Mammoth Vein Coal and Iron Company; authorizing the managers to elect one or more vice presidents of the company, and rescinding the resolution adopted January 8, 1855, requiring the vice-president to be elected from the managers; authorizing the managers to carry into effect any of the measures proposed in their report; continuing the power and authorities conferred on the managers by resolutions at prior annual meetings, and thanking the president and board of managers for the able manner in which the business of the road has been conducted.

Mr, George Earle offered the following:

Resolved, That the sincere thanks of the stockholders are due and are hereby tended to the president and managers of the Philadelphia and Reading Railroad Company for having abolished the contracts with the private fast freight and express companies, and also for having made ample and satisfactory provisions for the performance of all such duties heretofore performed by such fast freight and express companies by the officers and employes of the Philadelphia and Reading Railroad Company, thereby aiding in the destruction of a pernicious system which is being fastened upon the railroads of the country, just in proportion as the directors and officers of such roads are the recipients of the enormous profits realized by such fast freight and express companies at the expense and the injury of the stockholders. Adopted.

An election of officers was then held, with the following result:—

President.—FRANKLIN B. GOWEN.

Managers.—H. Pratt McKean, A. E. Borie, R. B. Cabeen, J. B. Lippincott, John Ashhurst, Charles E. Smith.

Treasurer.—SAMUEL BRADFORD.

Secretary.—J. W. JONES.

Railroads in Illinois.

The Railroad and Warehouse Commissioners of Illinois, in their annual report to the Governor, give the following information respecting railroad interests in that State:

Since the last report of the railroad companies, 1,709.68 miles of railroads have been brought into use, giving a grand total of 6,258.80 miles in actual operation on the 1st day of July, 1872, and 1,587.30 in process of construction.

The average cost of the completed and classified railroads in the State, as exhibited by the reports of the various railroad companies, the mileage being 5,831.41 miles, is about $42,264 48 per mile, making the aggregate represented cost of those roads $225,829,271 31.

The total capital stock of the railroad companies of the State properly chargeable to, embraced and represented by their lines and property within the limits of the State:

Preferred stock	$8,155,199 68
Common stock	131,970,864 60
Bonded debt	111,456 325 97
Floating debt	3,330,173 20
Total capital represented	$254,912,563 45

The gross earnings of the completed and classified railroads are as follows:

From freight	$30,074,524 42
From passengers	10,155,164 05
From mails, express and miscellaneous	2,997,739 57
Total	$43,227,428 04

The average proportion of the expenses for maintenance and operating, to be deducted from the gross earnings, is 65.60 per cent.

The average gross earnings per mile per annum were $8,108 06.

The average net earnings per mile were $2,-789 18.

☞ The earnings of the Erie Railway for the week ending January 15th, were $345,590, and since November 1, $3,541,481, against $3,743,027 for the corresponding period of the previous year —an increase of $201,546.

☞ The Quincy Mining Company has declared a dividend of $5 per share payable Feb. 24.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	293,422	286,562	842,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,364	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777,518	583,692	7,995,116
1871	636,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.284	672,358	9,467,072
1872	884,480	845,487	863,050	951,200	1,221,625	1,242,140	1,175,295	1,288,297	1,332,220	1,375,425	1,299,900	1,007,125	12,900,126
Chicago and Alton:													
1865	280,508	275,283	299,068	258,480	322,278	355,270	335,955	409,251	401,280	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	458,212	397,515	340,551	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	454,915	361,171	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	278,876	317,839	390,355	421,363	466,830	566,145	480,710	519,306	669.605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,688	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,697	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 678	1,371,780	1,140,145	845,708	13,356.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,182	774,924	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,628	354,766	366,960	378,493	.....	219,089	404,286	.....	428,598	386,814	337,404	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,573	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,527	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,188	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,418	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	599,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	863,746	681,332	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,151	96,388	103,373	98,043	106,921	104,866	113,504	112,902	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,218	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	116,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,687	149,550	162,521	191,841	208,977	207,911	204,193	2,029,927
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,088	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,378	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	404,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,787	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	566,729	811,961	950,945	702 838	613,787	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 280 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	316,957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	298,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,930
1871	212.005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,592	3,630,696
1872	254,319	238,823	308,594	305,755	266,000	304,512	266,406	.....	338,497	.....	337,920	260,404	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	663,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196.955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109.267	1,140,301	996.841	1,252,386	850,742	887,793	874,974	486,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	681,143	1,006,631	1,159,726	1,113,393	589,924	8,735,083
1869	479,286	525,490	755,433	904,834	499,463	630,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,308	1,359,333	1,418,141	1,418,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222 953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	164,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,510	309,591	364,724	392,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	280,529	293,344	288,833	464,200	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,360	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	521,080	516,985	5,736,666
1872	439,780	434,949	460,646	447,311	510,792	462,868	434,465	614,176	.....	621,351	489,341	466,081	.....
Union Pacific:													
1869	.....	.....	.....	.....	.....	797,948	706,002	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,139	539,288	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570,168	505,053	7,654,094
1871	479,573	373,925	499,509	584,540	724,466	728,174	673,698	681,585	800,402	777,362	708,142	542,908	7,574,949
1872	578,936	564,115	565,861	699 420	890,442	825,459	743,383	789,567	866,764	960,706	915,727	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length, track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	....	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City.....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,916	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	800,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn, City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,163	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	85½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	....	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.80	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	81
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	62	17	North 2d St. & Middle Vil..N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,000	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	52
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Lease	ed)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City..... ....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Lease	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	57½
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.35	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	204,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	28,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.)..Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	10½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,790	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingb.)	—	—	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	28,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamsburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.88	12	4	Williamsport .....Pa.	38,625	15,000	5,000	23,213	10,486	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.10	51	28	Worcester .....Mass.	51,413	40,000	35,000	18,000	35,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....	1,000,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'74'5	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1885	....
Park Avenue (Bkly): 1st Mortgage.....	168,000	7	J.& J.	189	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O.	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1870	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....	1,000,000	7	J.& J.	1890	....
Ren. estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg: 1s. Mortgage.....	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	4,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '73 2½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,691,200	— & —	.....
" " pref.100	821,644	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref.... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Jan. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,234,000	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*..100	950,000	J. & D.	Dec. '72 2½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,300	J.A J.O.	Jan. '73 2½
Camden and Atlantic....50	377,100	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod.....50	915,877	J & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,800	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 11
" " pref.100	789,500	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey..100	15,000,000	J.AJ&O.	Jan. '73 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '72 3
" pref.....50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred.....100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" pref..100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western..100	14,720,959	J. & D.	Dec. '72 3½
" " pref.100	20,415,013	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Chic., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.AN	Nov. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val..100	848,984	F. & A	Aug.'72 5
Concord.....50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passump Riv..1 0	2,084,200	F. & A.	Feb. '73 3
Connecticut River..... 00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq..100	207,383	— & —	.....
Cumberland Valley.....50	1,494,250	A & O.	Oct. '72 4
Danbury and Norwa.k ..50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Westn. 50	18,808,850	J.A J.O.	Oct. '72 0
Detroit & Milwaukee *.. 5	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,462,600	J. & J.	Jan. '72 3
Eastern (N. H.).....100	492,500	J. & J.	Jan. '73 3
Elmira, Jef & Canand*..100	800,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway.....100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,538,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,000,250	M.J.S.D.	Dec. '72 1½
Fitchburg.....100	4,000,000	J. & J.	Jan '73 4
Georgia.....100	4,186,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,347,946	— & —	.....
Great Western, (Ca.)...100	19,227,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug.'70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '72 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref.....100	1,190,000	J. & J.	Jan. '73 4
Huntingdon & Bd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,240	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,446,500	F. & A.	Feb. '73 4
" " (guar.).100	583,500	F. & A.	Aug.'71 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*.100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,789,800	M & N.	May '67 5
Lehigh Valley.....50	18,159,400	J.A. J.O.	Jan. '73 2½
Little Miami.*.....50	3,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*.....50	3,646,100	J. & J.	Jan. '73 3½
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '72 3
Lykens Valley.....20	600,000	F.M.AN	Nov. '72 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 5½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov.'72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J	Jan. '73 5
N.Y. Cen. & Hudson R...100	45,000,000	A. & O	Oct. '72 4
" " Certif....100	44,428,330	A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Jan. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov.'72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb '72 4
Pacific of Missouri.....100	3,635,760	— & —	Jan. '73 —
Panama.....100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	549,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	39,500,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 5	1,626,250	M.J.S.D.	Dec. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '73 2½
Phila., Wil. & Balt.....50	9,562,650	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,997,800	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley*.....50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*.....100	995,900	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,968,140	J. & J	July '72 6
Tol., Peo. & War. 1st pref..100	1,707,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 2½
Troy and Greenbush*...160	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	2,380,000	M. & N.	Nov.'72 3
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'72 3
Brooklyn City & Newt..100	600,000	J. & J.	July'70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July'71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.).....50	200,000	M. & S.	Nov.'71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.).... 50	500,000	J. & J.	July'71 3
Grand St. and Newton.... 100	170,000	J. & J.	July'71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July'73 4
Philadelphia and Darby 20	200,000	J & J.	July'71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Jan. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May'71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 100	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July'72 7½
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,638,350	F. & A.	Aug '72 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Jan. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.) 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,880	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Dec. '72 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....164	781,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Maripesa Gold.....100	2,838,800	— & —	.....
" pref.....100	8,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	Nov.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	6,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	8,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,280,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Jan. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109¼
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	15,742,000	6	Jan. & July.	1880	116⅜
.. ..coupon	4,673,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,451,650	6	Jan. & July	1881	116
.. ..coupon	68,869,700	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	32,060,100	6	May & Nov.	1882	114⅜
.. .. .. (5-20s).....coupon	235,229,300	6	" "	1882	114½
Loan of March 3, 1863.....registered	53,461,350	6	Jan. & July.	1881	116
.. ..coupon	21,538,650	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	2,296,000	6	May & Nov.	1884	113
Loan of June 30, 1864 (5-20s).....registered	33,014,150	6	May & Nov.	1884	113
(5-20s).....coupon	35,960,500	6	" "	1884	114⅜
Loan of March 3, 1865 (5-20s).....registered	36,527,600	6	May & Nov.	1885	113½
.. .. .. (5-20s).....coupon	119,658,550	6	" "	1885	115½
.. .. .. 2d series (5-20s).....registered	58,458,500	6	Jan. & July.	1885	114
.. .. .. (5-20s).....coupon	150,683,700	6	" "	1885	114⅜
.. .. .. 3d series (5-20s).....registered	90,471,900	6	Jan. & July.	1887	115
.. .. .. (5-20s).....coupon	225,402,100	6	" "	1887	115½
.. .. .. 4th series (5-20s).....registered	13,838,500	6	Jan. & July.	1888	115
.. .. .. (5-20s).....coupon	24,799,900	6	" "	1888	115½
Loan of March 3, 1864, (10-40s)....registered	139,676,250	5	Mar. & Sept.	1904	111
.. .. .. (10-40s).....coupon	54,891,050	5	" "	1904	113⅜
Consols of July 14, '70 & Jan. 20, '71.registered	127,881,850	5	F. M. A. & N.	1881	110½
.. .. coupon	72,118,150	5	" "	1881	113½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	2,780,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114
U. S. Notes and Fractional Currency.....	404,374,356	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	88
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'80-'91	80
.. Railroad Bonds endorsed, 1870 and '71..	13,609,000	8	" "	'90-'91	....
Arkansas—($ 0,900,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	43
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1883	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	90
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,'00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	....
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,780,510):					
.. State Bonds 1833 and '43.....	160,000	6	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'96-'98	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1868.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O., Mob. & Chat. R. R.)'70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1893	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,587,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,548	6	Jan. & July.	1893	....
.. Bounty War Bonds, 1868.....	611,350	6	J. A. J. & O.	1888	103½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	107½
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	98½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	$1,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718.000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar...	14,496,000	7	" "	'74-'90	99
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	96½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	101
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'83-'96	....
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	....
.. Canal Stock.....	2,672,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	105
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	105
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	24
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	19
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	10
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1876	....
.. Loan of 1860 Bonds, skg f'd.....	1,496,369	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	104½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	106½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	90½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '55-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	25
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	22½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	79½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	80
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	887,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	85-'00	40½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon.....	1,866,000	5	" "	86-'00	....
.. Funded Interest, 1866-'67.....	6,892,426	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1858	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850–'80	579,500	6	" "	"	1880	95½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1855–'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60?,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	41½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	60
Mass. I. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1878	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	87
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1878	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110½
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'79-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	208,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C& N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	84½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	87½
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	99½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1885	110½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
2d Mort. (")coupon	196,000	6	" "	" "	1872	....
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	900,400	6	Jan. & July.	Boston.	'75–'80	88½
Chester Creek:						
1st Mortgage, guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	96½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,800,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	92½
Equipm't (Eng &Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	897,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '60, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1880	83
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'85	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	89½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1850	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	90½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,738,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,446	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	90
Company B'ds(Del.Lack.& W.).	3,000,000	7	June & Dec.	" "	1892	98
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ame.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	91½
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	93½
Loan of 1872-'82	1,500,000	7	.....	"	1882	101½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	93
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,009,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	57
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1870	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1861	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	89½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5½,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	92
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	100
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1878	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag's	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	103
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connect'ng (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	88
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. skg f'd.	3,082,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,009,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1888	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R. R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bos.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000m)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18 3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	87½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1890	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	101
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore)	Ap. 1, '69	1,500,000	7	April & Oct.	" "	1890	90
Sunbury July 1, 1854		500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.		1,000,000	7	" "	" "	1890	97½
3d Mort. Oct.1, '67	"	1,000,000	7	April & Oct.	" "	1892	94½
1st Mort. (Junc.R.R.)	Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855	C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100½
Mort. April 1, 1866	"	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855	M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857	"	2,698,000	7	" "	" "	1877	98½
Mort. Nov. 1, 1858	"	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862	Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866	"	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868	"	3,000,000	7	April & Oct.	" "	1896	96½
1st Mort. Aug.1, 1856	(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort. Sept. 1, 1869	(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867	(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867	(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68	(Kal.All.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort.July 1, 1868	(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869	"	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed		600,000	7	April & Oct.	Philadelphia.	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo		356,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold		5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	77½
Lehigh and Lackawanna:						
1st Mortgage tax free		300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)		902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free		3,546,000	6	June & Dec.	"	1898	94½
2d Mortgage for $6,000,000		4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold		1,000,000	6	June & Dec.	New York.	1900	....
Little Miami:						
1st Mortgage		1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds		500,000	6	Jan. & July.	" "	1994	....
Little Rock and Fort Smith:						
1st Mortgage gold		3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund		6,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed		771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold		1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed		200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed		3,500,000	7	June & Dec.	New York.	1892	92½
Long Island:						
1st Mortgage main line		500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)		175,600	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)		150,000	6	May & Nov.	" "	1903	....
General Mortgage		775,000	7	" "	" "	1930	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage		4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.		3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000		345,000	6	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)		554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)		139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)		88,000	7	" "	" "	'80-'86	....
Consol.M.for $5,000,000(392 m.)		6,647,000	7	April & Oct.	" "	1898	91
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.		2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.		670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed		100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.		1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "		600,000	7	May & Nov.	" "	1900	....
2d Mortgage		1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage		150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870		150,000	7	April & Oct.	....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000		3,000,00	7	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free		746,300	7	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan		514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan		491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan		1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)		217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan		1,149,200	6	" "	Boston.	1896	....
1st Mortgage (S. & K.)		300,000	6	" "	"	1874	....
2d Mortgage (" ")		260,000	6	" "	"	1878	....
1st Mortgage (L. & F.)		338,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan		425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed		300,000	7	Jan. & July	Boston.	1889	80½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling		1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar		2,450,000	7	" "	Baltimore.	1891	102
2d Mortgage Dollar		2,500,000	7	May & Nov.	"	1896	88½
3d Mortgage Dollar		2,540,000	8	Jan. & July.	"	1890	91½
1st Mort. (Scioto & H.Val. R.R.)		300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold		1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds		150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed		400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1900	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	91½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1869	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Mont.cello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,909,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1880	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	73½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1886	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S'ts(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	320,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	93
2d Mortgage	1,358,500	7	May & Nov.	"	1896	95½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	91½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,800	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	6	" "	" "	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	85½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	75
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100¾
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	82½
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	78
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	87½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	79½
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	99
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	98½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92¼
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	95½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	82½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1886	80
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	100½
	Dollar registered	1,462,000	7	" "	"	1911	102
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	100
Loan of 1866	400,000	6	April & Oct.	"	1876	96
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	80½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	91½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	95½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1860	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1862	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	92
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	75-'90	76½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	...
1st Mortgage	175,000	8	April & Oct.		....	...

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sks Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sks Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	99
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	78
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	86
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	91½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	80
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	800,000	7	April & Oct.	" "	1895	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1892	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	100
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	"	1898	97
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	82½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	93½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	78½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	97
Loan of 1883 (" ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87½
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	95
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	42
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154.000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	89
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,600	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	103,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1886	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	95
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	72½
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	90
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1878	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	76½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	97½
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (O. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &:						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	85½
Mortgage Loan reg.	2,0 0,000	6	F. M. A. & N.	"	1897	94½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	94
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	72
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1885	80
Boat and Car Loan	628,100	6	" "	"	1880	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1905	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg.	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1886	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,224	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	290.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jne. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3.600,000	*	... ...	.....	2.000.000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....					960,000		—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,788	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350.000	—	—	95,000	20.5	(No returns furnished).					—	100	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	26½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point .....Georgia.	1,200,129	*	.....	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....				30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Missis-ippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesco and Mount Morris ..N. Y.	242.504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov.30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913.390	4,006,503	8	100	155
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733.095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1. 1872.)					—	100	....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)			36,000		—	50	....
Dec 31, 1871	21 2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600.000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	14	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582.376	—	—	—	250,000	48,000	—	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,932,342	2,127,983	10	100	147
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... .Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Sept. 30, 1871	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	78,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	*	21 373.900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294.177	691,852	135,334	—	100	8½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	132
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,593	1,012,570	14 .7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	124
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	2,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	150
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647.004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	2 .0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869.500	—	—	—	2,286,000	583,500	—	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N.Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 29, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,852	—	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	290.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433.681	349·6	1,609,941	249,396	320,574	2,406,840	1,111,881	10s	100	114½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	—	—	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost	$20,000,000.)				—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	—	4,000,000	3,500,000	.....	—	—	(Building—to cost	$7,500,000.)				—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366.818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased to United Companies.)			43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057.584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	285,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474.067	*	.....	.....	376,594	150,000	.....	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64.600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	*	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)			113,552		—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	—	—	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	—	—	6.000.000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3.702,373	3,944,103	990,591	6,841,379	3,036,235	10	100	102½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	236,133	5½	100	36½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,439,717	5,784,503	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta... S.Car.	5,011,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers .....Pennsylvania.	1,095,839	*	—	—	635,355	400,000	60,484	—	22.8	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,285	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	—	90,738	63.8	586,386	197,274	370,840	787,815	157,649	—	100	18
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Readin	g.)	—	—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,783	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	114½
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*	—	—	18,649,910	5,534 957	—	—	754.0	.....	.....	.....	7,569,009	2,619,177	10	100	116
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffic	guar. &	oper. by C.	B. & Q.)	—	—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opened	d during	1870–'71.)	—	—	—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	—	73.0		(No return	ns furnish	ed.)	—	—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	2,000,000	2,925,000	.....	—	—	(Opened	d in Dece	mber, 187	1.)	—	—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*	.....	.....	1,280,000	2,200,000	.....	—	—		(Recently	opened.)		—	—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	112
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)	—	—	—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,342,919	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	80½
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	—	.....	.....	1,500,000	1,340,000	.....	—	—		(New road	d—No rep	ort.)	—	—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	—	—	—	1,400,000	700,000	—	—	—	(Under	construct	ion—length	160 m.)	—	8	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	5,900,797	5,900,797	2,950,534	8	100	112½
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	.....	.....	3,078 000	3,078,000	.....	—	—	(Under	r construc	tion—ope	n 19 mile	s.)	—	—	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic. R.	I. & Pac.)	—	—	—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	—	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cinncinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	—	—	7.0	(Leased	to Mariett	a and Cin	cinnati.)	8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Ci	n. and Lat	ayette.)	—	6	100	....
Jun. 30, 1871	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813	382,600	585,000	86,298	—	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr. Rap	ids & Indi	ana.)	—	—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,614	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	259,205	800,702	304,706	—	100	18½
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind	Ohio & Ind	13,774,883	*	1,629,225	1,386,437	12,791,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,076	6,215,537	7	100	89½
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl. & G	t. Wtn.)	—	274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641.501	*	.....	.....	1,165,000	1,500,000	.....	—	76.3	127,000	129,770	135,090	245.804	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,986,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	—	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	90½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	—	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	88½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*	.....	.....	347,800	225,000	282,126	—	18.0	34,500	17,404	12,811	55,537	5,219	...	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384.890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)	—	—	100	....
Mar. 31, 1872	85.0	—	49.0	—	32	33	12	711	Concord	New Hampshire.	1,500,000	*	63,041	106,631	1,500,000	—	134,863	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	165½
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337.464	150,026	128,555	695,587	283,665	6	100	91½
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	135½
Dec. 31, 1871	46.1	—	8.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	—	41.6	(R	ecently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,605,723	*	.....	.....	1,497,223	2,008,500	.....	—	68.0		Recently	opened.)		—	—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,600	.....	—	6.8	(Leased	to Phila.	and Trent	on.)	—	6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,001	*	.....	.....	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	—	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,569	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,958,575	765,256	373,725	1,851	3,317,497	3,430,000	265,173	—	202.0	.....	.....	.....	1,101,612	371,376	1	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*	.....	.....	82,350	527,445	12,906	—	31.8	104,000	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	.....	.....	309,276	701,000	.....	—	—		(Leased	to Little	Miami.)	—	—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*	.....	.....	1,230,941	873,250	.....	—	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694	.....	5,000,000	10,000,000	.....	—	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,308,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,568	3,351,484	1,549,693	10a	100	97
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	—	121.0	.....	19,795	48,868	371,903	196,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,600,000	—	—	—	1,216,000	1,216,000	—	—	—		(Opened	in May 18	72.)	—	—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	—	R. R.)	.....	.....	.....	772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—		(R	ecently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	.....	—	65.0		(R	ecently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,259	377,769	1,507,217	565,683	—	100	....
Jan. 30, 1872	164.0	—	8.3	—	....	....	....	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	—	164.0		(A new li	ne—no ret	urns.)	—	—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)	—	18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	(No info	rmation	furnishe	d.)	—	—	—	—	33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4,999,200	894,000	—	15,901	—	(Leased	to Illinois	Central.)	—	—	4	100	64
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—		(Opened	August 20,	1871.)	—	—	100	....
Sept. 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771,393	1,475,538	—	562,326	—	58.0	131,635	154,702	73,443	133,242	40,257	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Mass.	310,407	—	—	40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Leased	to Phila.	and Readi	ng.)	—	6	50	....
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	490	East Tenn., Va., & Georgia	Tenn. & Ga.	9,165,895	*	138,971	222,368	3,581,400	244,991	3,731,197	—	285.5	.....	.....	185,834	1,287,323	383,377	—	100	50
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,620	1,218,809	1,334,751	270,491	4,262,600	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610,277	365,965	1,871,637	636,308	8	100	105½
Dec. 31, 1871	23.0	5.0	2.5	—	3	2	—	86	Eastern Kentucky	Kentucky.	(No info	rmation	furnishe	d.)	—	—	—	—	28.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	....	....	....	Eastern Shore ¶	Maryland.	875,000	—	—	—	295,000	58 0,000	.....	—	40.0	(N	o statemen	t furnish	ed.)	—	—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2,982,000	374,475	—	—		(Complet	d in 1871 a	nd 1872.)	—	—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796,854	409,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108,714	360,870	541,297	.....	5	50	54½
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842,740	*	.....	.....	86,536,910	26,398,800	.....	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	63½
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,554	*	.....	.....	134,600	40,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	87.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	.....	—	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5,177,000	*	.....	.....	2 000,000	3,177,000	.....	—	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American ¶	Maine.	5,463,964	*	.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	184,764	97,942	280,014	93,338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683	1,544,254	1,164,000	61,999	582,400	132.0	345,732	154,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6.0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	—	98.0		(No returns furnish		ed.)	—	—	100	....
Jun. 30, 1871	55.0	—	2.7	—	—	—	—	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	—	—		(Recently	completed.)		—	—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	150,000	200,000	272,607	—	5.8	11,154	52,126	.....	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	12.7	(Leased	to Phg. an	d Connell	sville.)	—	7½	50	....
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,440,000	580,000	521,002	.....	817,680	177,000	98,824	41,740	93.3	666,657	1,793,222	.....	1,327,341	316,738	8	100	129½
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	Leased	to Belv. D	elaware.)	17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	9.	—	20.5	51.4	28	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,300,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989.941	*	.....	.....	306,045	1,925,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461.409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw. Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,271,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....	.....	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,911	—	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387.800	83,286	11,285	1,000,000	1,500,000	272,609	11.381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	544	Georgia.....Georgia.	4,156.000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilm n, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.8	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....	.....	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	5.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492.000	1,500,000	.....	.....	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	200.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,061,502	17,442,945	38,608.620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5¶	100	....
Sept. 30, 1871	8.0	—	0 6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	.....	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	.....	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No statement furnished.)			—	—	—	—	—	18,240	7,254	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	319,600	.....	.....	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶..... Missouri.	18,272,284	2,948,434	486.236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	47¼
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,060	.....	.....	123 300	50,000	—	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15.384	30.000	116,850	—	222,150	—	12.2	41,982	31,903	84.714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000.000	4,000,000	40,509	—	116.0	164 414	109.915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	.....	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85 0	...	...	...	...	....	Hartford and New Haven..Connecticut.	.....	.....	.....	.....	—	582,000	(Consolidated		in N. Y., N. H	aven and	Hartford	R. R.)			—	...	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford. Prov. and Fishkill¶..Conn & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.4	518,637	1,149,889	263,447	939,344	¶191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,538	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2 0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield .....Mass.	450.000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	..	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306.847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	.....	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	16	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	.....	62.5	197,972	52,246	453,182	378,689	87,686	—	50	19
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central* .....Illinois	33 610,185	*	.....	1.212.539	25,280,510	5,784,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	125
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind.. Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	.....	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,0 3	Indianapolis, Cin. and Lafayette. Indiana.	16,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585.000	—	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15.300	37,705	130,099	80,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,380	—	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*...Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	(Leased to Erie.)			—	—	—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	883	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515.294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)			—	—	7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800.000	—	—	—	(Leased to Michigan Central.)			—	—	8	103	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	—	—	185,250	800,000	.....	.....	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	32.0	(Leased to Michigan Central.)			—	—	—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,168	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,140,000	—	—	—	720,000	720,000	—	—	—	(Leased to Leav. Lawr. & Galveston.)			—	—	—	100	....
Dec. 31, 1871	638.6	84.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	12¾
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020.000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,385,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased to Tol. Western.)			—	—	—	100	....
Dec. 31, 1871	36.0	—	1.8	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased to Tol. Western.)			—	—	—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,707,975	4,884,369	8	100	93¾
Aug. 31, 1872	92.0	—	5.1	—	10	....	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	—	—	—	(Recently opened.)			—	—	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,96[illegible]	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	229,116	—	.....	.....	135,300	—	74,700	—	7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124.3	16.75	138.7	—	84	127	41	1,610	N. Y., N. H. & Hartford.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	141½
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	2,568,000	*	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,216	137,151	441,741	74,512	—	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	3,210,616	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	1,112,858	*	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	.Cent. & H	ar. R.)	60,000	6	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	4,947,746	*	326,372	354,566	500,000	500,600	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	2,148,131	*	24,990	42,518	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Carolina					1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Louisiana and Texas	(No accounts obtainable.)								72.0		(No accou	nts.)			—	100	....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	North Pennsylvania	6,816,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,502	829,651	666,476	1,179,200	530,541	—	50	100
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern, of Canada	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Mar. 21, 1872	99.2	13.4	16.5	—	26	15	5	536	Northern Central ¶	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	77½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Hampshire	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	113
Dec. 31, 1871	278.0	—	.....	1,700	.0.	.....	.....	.....	Northern New Jersey	527,451	*	875,000	.....	1,000,000	400,000	.....	.....	278 0		(Leased to	Erie Com	pany.)		8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Northern Pacific	(In progress.)				100,000,000	50,000p.m	.....	.....	66.4	402,895	(No acce	ssible ret	urns.)		10	100	126
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Norwich and Worcester ¶	2,846,180	*	1,448,971	217,215	2,823,400	750,000	784,387	548,255	145.0	336,349	371,651	304,719	749,117	261,746	10	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Nova Scotia	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	122.0	634,939	234,305	211,003	314,257	34,384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogdensburg and Lake Champlain	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	145.0	336,349	163,412	388,837	1,027,699	347,857	6	100	65
Jun. 30, 1871	340.0	58.0	19.7	—	87	43	24	1,371	Ogden Mine	452,994	*	.....	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Ohio and Mississippi	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	475
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Oil Creek and Allegheny River	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	.....	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	70
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Old Colony and Newport	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	112½
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange and Newark	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Orange, Alex. and Manassas Gap ¶	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Osage Valley and Southern Kansas	600,000	—	.....	.....	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Rome	950,953	—	.....	.....	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	...	100	....
Dec. 31, 1871	21.0	—	1.5	66.0	2	1	1	15	Oswego and Syracuse	1,369,324	*	.....	.....	1,141,400	183,000	.....	.....	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	Owensboro and Russellville	(Under construction.)				1,500,000	1,500,000	.....	.....	21.0		(Opened	April 17, 1	871.)		—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	*Pacific of Missouri* ¶	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,697,299	947,801	—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Paducah and Gulf	(Under construction.)				2,425,000	1,071,000	.....	.....	63.5		(No return	s furnishe	d.)		—	100	54
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Painesville and Youngstown	250,000	*	.....	.....	250,000	—	—	—	—		(Under	construct	on.)	.....	—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Panama	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.5		(No	returns.)			—	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Pares and Decatur	1,000,000	—	800,000	.....	600,000	1,200,000	.....	.....	34.0		(Construc	tion in pro	gress.)	245,662	5	100	128
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Hudson	330,000	—	.....	.....	330,000	—	.....	.....	14.5		(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Newark	1,000,000	—	.....	.....	500,000	500,000	.....	.....	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Paterson and Ramapo	350,000	—	.....	.....	248,000	80,000	.....	.....	15.1		(Leased t	o Erie.)		29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pekin, Lincoln and Decatur	2,488,250	—	87,758	.....	1,500,000	1,076,000	.....	.....	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and Hightstown	538,692	—	.....	.....	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Pemberton and New York	875,000	—	.....	.....	500,000	375,000	.....	.....	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Peninsular	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	.....	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,060,505	1,253,687	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	114½
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania Coal	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	210
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and Delaware	231,098	—	.....	.....	132,412	700,000	100,000	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Pennsylvania and N. York.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria and Bureau Valley	1,800,000	—	.....	.....	1,200,000	600,000	.....	.....	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria, Pekin and Jacksonville	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	91.0		(Turned o	ver to Co.	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Peoria and Rock Island	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	.....	6.5	(Oper.b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Perth Amboy and Woodbridge.	214,581	—	.....	.....	57,200	100,000	57,381	—	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Petersburg ¶	1,719,113	*	.....	63,753	1,342,200	358,500	50,305	31,860	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Balt. Cent.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	55½
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Philadelphia and Erie ¶	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	171½
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Germantown	1,146,528	368,262	.....	.....	2,231,900	—	.....	.....	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	114
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Reading	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia and Trenton	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	111
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Philadelphia, Wilm. and Baltimore	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,589	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,619	Pickering Valley	468,478	—	.....	.....	80,855	330,300	112,713	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pbg, Cin. & St. Louis.	18,030,444	*	3,687,308	150,476	5,424,350	10,004,140	6,389,738	—	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	80	24	9	180	Pa. & W. Va. Ohio	353,247	*	.....	.....	250,000	100,000	8,247	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pithole Valley	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	92½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsburg and Connellsville ¶	3,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....		(Leas	ed to Bost	on and Al	bany.)		6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	316	Pittsburg, Ft. W. and Chic.	443,678	—	.....	.....	450,000	—	—	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	8.0	50.0	5	13	3	92	Pittsfield and North Adams	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—		(Not in ru	nning ord	er.)			100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Port Huron and Lake Michigan	1,807,847	*	.....	.....	1,007,847	800,000	.....	.....	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Ogdensburg	550,000	*	.....	.....	250,000	218,500	.....	.....	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	12	—	7	167	Portland and Oxford Central	550,000	*	.....	.....	250,000	218,500	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	129½
May 31, 1872	50.6	—	.....	60.0	2	.....	.....	.....	Portland and Rochester	1,664,882	*	25,000	49,819	631,712	934,000	70,468	—		(Not in op	eration at	date.)			100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portland, Saco and Portsmouth	1,359,836	*	585.069	79,576	1,500,000	—	—	—	26.0	.....	.....	.....	97,204	38,511	—	100	97
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	28	Port Royal	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Portsmouth, Gt. Falls and Conway	370,000	*	.....	.....	170,000	200,000	.....	.....	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....
									Poughkeepsie and Eastern	1,011,071	*	120,523		524,464	380,300	226,830										
									Providence, Warren and Bristol.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—									

Sept. 30, 1871	43.4	—	43.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	194,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	537,600	.....	209,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,454	1,676,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,521	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,218	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,248,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,808	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.3	—	37	16	7	938	Rockford, Rock Island and St. Louis..Ill.	1,000,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0	.....	(No returns furnished.)		.....	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	215.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	18	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central.)				—	100	13
Apr. 30, 1872	192.0	—	....	89.0	.....	.....	.....	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	—	112.0	.....	(No returns fuanished.)		.....	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	286.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,818	434,963	1,636,904	667,319	—	100	96½
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern. Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 2,	1871—No	returns.)		—	100	....
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	388,427	—	...	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377 329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,419	1,968 600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,875	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104.279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468 969	—	.....	2,295	243,305	226,000	1,063	—	—	Leased	to Boston	and Lowell.		17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	16	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,287	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	....	28,882	120,501	92,878	23,193	—	50	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna ..... Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206.545	41,009	750,445	334,067	132,071	6	55	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,624,000	.....	—	157 0	(No report	furnished.)				—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,554	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,382	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259 685	150,000	8,881	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67 077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	—	1,714,732	1,640,000	10,529	—	89.0	108,148	124,706	63,681	183,197	73,858	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000.000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	3,400,000	*	.....	.....	4,000,000	4,000,0 0	.....	—	....	(Recently	opened	—No returns.)			—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700.000	200,000	40,000	—	13.0	59,930	344,566	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	—	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	95.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	55	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,768	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.5	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western. O. I. & Ill.	33,683,000	*	377,336	835,913	16,000,000	17,704,000	196,755	1,022,463	934.4	4,558.888	633,166	.....	5,736,666	1,959,838	—	100	73
Sept. 30, 1871	84.9	—	9.1	—	13	10	6	242	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,592,000	1,899,000	62.269	—	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	123	193	40	1,328	United Companies of New Jersey..N. Jer.	28,520.994	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618.978	10	50	120½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,81 ,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158.800	244,488	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermont Central.)				8	100	60
May 31, 1871	118.0	—	108.0	—	170	128	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	582,238	162,372	2	100	85
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recently	opened	—No returns.)			—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,281,409	.....	—	—	(Leased	to Del., L	ackawa. and	Western.)		7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	65,000	126,092	14,904	1,467,370	100,000	252,707	—	44.0	91,096	41,120	22,500	93,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	10	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	55	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160 000	814,344	—	....	.....	.....	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgia.)	—	—	306,088	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2.675.000	.....	—	54.5	167,402	131.671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,750.263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)				—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190 000	234.867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,892	*	1,270,869	223,646	1,208,900	2,398,600	46.105	83,202	128.9	300,658	567,681	112.346	625,510	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	18,340	42.937	235,616	82,079	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta. N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	[20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757.729	1,973,600	118,704	—	63.5	199,868	126,940	173.245	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	153,969	181.0	502,792	109,174	89,055	570,530	202,655	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	207	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	—	143.5	247,360	70,848	126,039	464,798	110,93	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,06	10	100	135
									CANALS, &c.																									
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	..
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97½
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	lo s.	10	100	115½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,857	763,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,500	.....	8,739,850	16,038,656	.....	—	108 0	—	—	982,188	578,462	31,978	—	50	76½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003 800	110.000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,2 0,000	1,021,965	197.815	82,206	103.0	—	—	—	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,45 ,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	6o1,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	.....	84.0	—	—	501,874	144,099	87.30	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.3	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,725	—	123.0	(Leased	to Pennsylvania.)				—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	—	@ — —
Gartsherrie		—	@ 56 —
Glengarnock		—	@ 53 —
Eglinton		—	@ 51 —
Pig, American, No. 1		49	@ 50 —
Pig, American, No. 2		48	@ 49 —
Pig, American, Forge		44	@ 46 —
Bar, Refined, English and American		110	@ — —
Bar, Swedes, assorted sizes	(gold)	120	@130 —
	—STORE PRICES.—		
Bar, Swedes, 1¼ x¾ & ½ 1¼ x ¾ to ¼ & ⅜ sq. 1¼ to 5x¾ to ¾ & ⅜ to 2sq. 6 to 12 x ¾ & ½		145	@155 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ¾ to 1 in		105	@ — —
Bar, Refined, 1¼ to 6 by ¾ & 5-16 in		110	@ — —
Bar, Refined, 1 & 1¼ by ¾ & 5-16		112 50	@ — —
Large Rounds, 2½ to 2¾ to 3¾ to 4 in		112 50	@125 —
Scroll		120	@150 —
Ovals and Half-round		130	@150 —
Band, 1 to 6 in. by 3-16 to No. 12		—	@122 50
Horse Shoe		117 50	@127 50
Rods, ¼@3-16 inch		110	@152 50
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		127 50	@172 50
Nail Rod	per lb.	—	@ — 9
Sheet, Russia, as to assortment	(gold)	16	@ — 16½
Sheet, Single D. and T. Common		—	6½@ — 7¾
Sheet, Doubles and Trebles, Charcoal		—	7¾@ — 8¼
Sheet, Galvanized	List. 15 per ct. disc.		
Rails, English	(gold) per ton.	72	@ 74 —
Rails, American, at Works in Penna. c'y.		80	@ — —
Anvils, (Eagle)	per lb currency.	—	9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	—	18 @ — 22
English Spring (2d and 1st quality)		—	9½@ — 10½
English Blister (2d and 1st quality)		—	11½@ — 16
English Machinery		—	11½@ — 14
English German (2d and 1st quality)		—	11½@ — 12
American Blister		—	— @ — 11½
American, Cast, Tool		—	— @ — 17
American, Spring		—	— @ — 11
American Machinery		—	— @ — 11½
American German		—	9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	—	@ 5 —
8d. and 9d. "		—	@ 5 25
6d. and 7d. "		—	@ 5 50
4d. and 5d. "		—	@ 5 75
3d. "		—	@ 6 50
Cut, 2d and 3d. Fine		—	@ 7 25
4d. and 4½d. Sugar Box		—	@ 6 —
Cut Spikes, all sizes		—	@ 5 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	—	21 @ — 33
Copper		—	42 @ — 45
Yellow Metal Sheathing and Slating		—	27 @ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	—	36 @ — 36½
Straits	(gold).	—	31 @ — 31½
English	(gold).	—	31½@ — 31¾

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 11 — @11 50	12 75 @ 13 25
I. C. Coke	10 — @10 25	11 50 @ 11 —
Coke Terne	8 75 @ 9 25	10 25 @ 10 75
Charcoal Terne	10 — @10 25	11 50 @ 12 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)		—	9 @ — —
Crude, 40 @ 47 gravity (in shipping order)		—	14 @ — 15
Refined, Standard White (in ship'g order)		—	21½@ — 21¾
Refined, S. W. (in jobbing lots)		—	22 @ — 23
Refined, S. W. (in tin)		—	27 @ — 28
Naptha, Refined, (65 @ 73 gravity)		—	14½@ — 14½
Residuum	per bbl.	—	11½@ — 12

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	—	— @— 43
Copper, Bolts		—	— @— 45
Copper, Braziers' (over 16 oz.)		—	— @— 45
Copper, Nails		—	— @— 45
Copper, Old Sheathing, &c., mixed lots		—	28 @— 30
Copper, English Pig		—	30 @— 30½
Copper, American Ingot		—	33 @— 35

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 37½@	6 50
German	(gold)	6 37½@	6 50
English	(gold)	6 50 @	7 —
Bar		—	— @ 9 25
Sheet		—	— @10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 29 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		—	@18 —
Liverpool House Cannel		22	@— —
Anthracite (by cargo)	per ton of 2,000 lb.	5	— @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Boston, Hart. & Erie	8½	8½	8½	8½	8½	8½
Canton Co	....	....	101	101	100½	101½
Central Pacific 6s	99½	99½	....	99½	....	99½
Central of N. Jersey	101½	103½	104	103½	102½	102½
Chicago & Alton	....	....	114	....	....	113½
" pref	....	....	....	....	....	....
" 1 M	....	....	102	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	114 sp	....	....	....	....	116
" 8s, 1883	112	....	....	....	....	111
Chic. & Northwestern	81	80½	....	....	....	....
" pref	88	88½	....	88	88½	88½
" 1st M	100	....	100	....	....	....
" S. F	....	....	....	....	....	....
" Consol	92	92	....	92	....	92½
Chic., Rock Isl. & Pac	110½	111	110½	111½	112	112½
Chi., R. I. & Pa. 7s, 1896	101	102	102	....	102	101½
Clev., Col., C. and Ind	....	89½	....	....	....	....
Clev. & Pittsburg guar	90	90	....	....	90	90½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	83½	....	84	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	100½	100½	....	....	....	....
Col., Chi., & Ind. C	38½	38½	38	38½	38½	38½
" 1 M	89½	89½	....	89½	89½	89½
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	x115½
Del. Lack. & Western	95	96	98	....	97½	97
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	60½	60½	61½	61½	63½	63½
" pref	....	....	....	....	....	77
" 1 M. 7s, 1897	101½	....	....	....	....	....
" 2 M. 7s, 1879	99½	....	....	....	....	100
" 3 M. 7s, 1883	....	98½	....	....	....	....
" 4 M. 7s, 1880	96	96	....	....	....	96
" 5 M. 7s, 1888	....	....	....	....	94½	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	87½	....	....	....	....	....
Hannibal & St. Joseph	46	47½	47½	....	....	....
" pref	....	....	....	....	....	....
" 8s, conv	92½	92	....	....	....	92
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	103	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" 7s	....	....	....	....	103½	....
Lake Shore & Mich. S'th.	92½	92½	92½	92½	93½	93½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	108	108½	....	....	108	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	103	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	¼
" pref	2½	2½	....	....	2½	2½
Milw. and St. Paul	52½	52½	....	52½	53½	53½
" pref	77½	....	77½	77½	....	77½
" 1st mort	91½	....	....	....	....	91½
" 2d mort	....	....	....	85	....	....
" 8s	....	....	....	....	109	109
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	93	93	92½	93	93	93
" H. & St. J. 1s	....	....	....	....	89½	....
Morris and Essex	90	90	90	90½	90½	....
" 1st mort	....	....	105	....	....	....
" 2d mort	98½	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	101½	102½	103½	104½	104½	105½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	93	92½	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	116	117	120	122	122½	120
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	101	....	101	101	....	101
N. York, N. Hav. & Hart.	141	141½	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	46½	46½	46½	46½	46½	47½
" pref	....	....	74	73	73	....
" 2d M	85	....	85½	....	85½	....
Pacific Mail S. S. Co	70	69½	70½	71½	71½	72½
Panama	....	....	125	....	....	128
Pitts., Ft. W. & Chi. gtd.	92½	92½	....	92½	92½	....
" 1 M	....	....	....	....	105	....
" 2 M	95½	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	44½	44	44	44	44	43½
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	99	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	81
Tennessee 6s, old	....	....	....	....	79½	....
" new	....	....	....	....	....	80
Tol., Wab. & Western	73	72½	71½	73½	72½	73
" pref	....	....	....	....	....	....
" 1 M	....	....	100	....	....	100
" 2 M	....	....	92½	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	93½	....	93½	....	93½
Union Pacific	36½	36½	36½	36½	36½	36½
" 1st mort	86½	86½	86½	86½	87	87
" L. Gt. 7s	77½	78½	78½	....	78½	77½
" Inc. 10s	78	78½	78½	79	78½	78½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	56	....	....	....	55½	55½
" def. certs	....	15	15	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	111	....	....	....	....	....
U. S. 5s, 10-40s, coup	111½	....	112	113½	113½	113½
U. S. 5s, 1881, reg	110½	....	....	....	....	....
U. S. 5s, 1881, coup	....	112½	....	....	....	113½
U. S. 6s, 1881, reg	....	115½	....	115½	116	116
U. S. 6s, 1881, coup	....	116½	117½	117½	117½	117½
U. S. 6s, 5-20s. reg. '62	....	....	....	114	114½	....
U. S. 6s, 5-20s, c. 1862	113½	114½	....	114½	....	114½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	114½	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	115	....	115½	114½	116½	115½
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	114½	114
U. S. 6s, 5-20s, c. n '65	114	113½	114½	114½	114½	114½
U. S. 6s, 5-20s, reg. '67	114½	....	114½	....	....	115
U. S. 6s, 5-20s, c. 1867	115½	115½	115½	115½	115½	115½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	115½	115½	115½	115½
U. S. 6s, Pac. RR. issue	114	114½	....	....	114	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa preferred	44½	44½	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	92½	....	....	....
" 6s, 1889	....	....	87½	....	....	....
" mort. 6s, '89	95½	....	....	95½	95½	95
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	39	....	39	38½	38½	....
" 6s, 1884	....	86½	....	....	85	85½
" Gold L	92	92	....	....	92½	92½
" R. R. L	....	....	94	94½	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	59½	59½	60	60	59½	59½
" 6s new coup	....	....	94½	....	....	....
" 6s new reg	....	96	....	....	....	....
Little Schuylkill R.R	46½	46	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	51½	....	52	52½	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	95½	95	....	....	....	95½
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	38½	....	....	....
Oil Creek & Alleg. Riv.	35½	....	35½	35	....	35½
" 7s	....	....	....	....	....	....
Pennsylvania R. R	57	57	57½	57½	57½	57½
" 1st M	98½	98½	99	....	....	....
" 2d M	99	....	....	....	....	98½
" Gen. mort	92½	92½	....	....	....	....
" reg	....	....	94½	....	....	94½
Penn. State. 6s, 1st series	....	....	....	....	100½	....
" 6s, 2d series	104	....	....	....	....	104½
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	96½	....	....	....	96	96
" new	100½	100½	100½	100½	100½	100½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	57	57½	57½	57½	57½	57½
Philadelphia and Erie	27½	....	....	....	....	....
" 6s	....	....	....	91½	....	....
" 7s	91½	91½	91½	....	91½	....
Phila., Wilm. & Balt	....	....	....	56½	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	14	....	....	....	....	....
" 6s, 1882	....	....	75½	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	81	....	....	....	....	....
United Co. of N. Jersey	122½	....	122½	....	121	121
Hestonville, (Horse)	....	....	....	19½	....	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	57½	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	20	....	19½	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875	97½	....	....	....	97	97
" 1886	....	....	....	....	....	....
" 1890	96½	96½	97	96½	96½	96½
" 1884	....	96	....	96	....	....
" 1900	....	96½	....	....	....	96½
Balt and Ohio	....	....	....	....	155	....
" bonds, 1875	....	....	....	....	....	....
" " 1880.	95½	....	95½	....	....	....
" " 1885	....	....	....	....	96½	....
Marietta & Cin. 1st M	102	....	....	....	102	....
" 2d M	88½	....	88½	....	....	....
" 3d M. 8s	81½	....	....	....	81½	....
Northern Central	....	38½	39	38½	....	....
" bonds, 1885	....	....	....	....	92	....
" " 1900	....	87½	....	....	....	....
Pittsb. & Connellsv. 7s	....	91½	91½	....	91½	91½
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	56	55½	55½	....	55½	....
" Defer. Certif	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 22.

	Th.16.	F 17.	Sat.18.	M 20.	Tu.21.	W.22
Boston and Albany	147	147½	147	146¾	147	....
Boston and Lowell	132	....	131¾	....	....	132
Boston and Maine	122	122	122	123¾	....	124
Boston and Providence	150	....	....	150	....	....
Boston, Hartford & Erie	....	....	5	5	....	5
" 7s, new	.... 42½	41	41½	42½	41¾	41½
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	114¾	....	114¾	114¾	115	115½
Concord	....	....	....	....	....	....
Connecticut River	....	135½	....	....	....	....
Eastern	106	105¾	105¾	105¾	105½	105½
Fitchburg	....	130	130	129½	129½	129½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	108	108½	109	108½	108½	108¾
Northern, N. H.	114	....	114	113½	....	113
Ogdens. & Lake Champ	65	....	65	....	65	65
" pref.	....	....	101	....	....	....
Old Colony	113	112¾	112¾	112¾	112½	112½
Ph., Wil. & Baltimore	55½	55½	55¾	55½	55¾	55½
Portl'd, Saco & Ports.	....	....	129¾	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	85½	86½	....	....	....	86½
" Land Grant 7s	....	75½	....	....	76	74
" Income 10s	72½	75	....	74	74	....
Vermont & Canada	....	....	60	....	....	....
Vermont & Mass.	85	85	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	102	....	....	....	....
Metropolitan	....	....	....	....	....	57
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	39½	....	....
Copper Falls	 24	24¾	24½	24¼	24¼	23½
Franklin	.... 10⅝	11	....	10⅞	10⅝	10⅝
National	....	....	....	....	....	....
Pewable	.... 13⅞	13⅝	13½	....	13½	13½
Quincy	.... 51¼	51½	....	....	50½	50

London Stock Exchange.

	Closing Prices. Dec. 27.	Jan. 3.
Atlantic & Gt. W. 1st mort., $1,000	77 — 79	74 — 76
Do. 2d mort., $1,000	64 — 66	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	36 — 38	37 — 39
Do. Reorg. Scrip	97 — 99	98 —100
Do. Leas. Lines, Rental Bonds	89 — 91	87½— 88½
Detroit & Milwaukee 1st mort. Bonds	74 — 77	74 — 77
Do. 2d do.	74 — 77	74 — 77
Erie shares 100 dol. all paid	49½ — 49¾	50¾ — 51½
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	92 — 94	93 — 95
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	100 —101	100½—101½
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	97 — 98	97 — 98
Marietta and Cincinnati Rail. Bonds.	83 — 87	83 — 87
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	92 — 94	92 — 94
Pennsylvania, 2d mort.	98 —100	98 —100
Do. General mort.	96 — 97	93½— 94½
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort.	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, January 25, 1873.

Stock Exchange and Money Market.

Money, though active, has been comparatively easy as to rates, through the week. The speculative demand has been brisk, for use at both the Stock and Gold Boards; but the wants of responsible Street borrowers have been generally met with promptness, on the basis of 6@7 per cent. on call. To the leading Government houses, temporary loans have been made quite freely at 5@6 mostly at 6 per cent. per annum. Mercantile paper of the best grades has been of more ready sale at 8@9 per cent. discount, with very good to fair names rated at 10@14 per cent. per annum. Some of the large City Banks reported toward the close that they were losing on their Country Bank balances, while the near Cities, like Boston and Philadelphia, were debtor to New York, and sending Greenbacks this way. The acceptances of a number of the prominent railroads of the country have been in the market of late, though partly made against purchases of rails, &c., rather than as mere accommodation paper; and rates thereon have ranged from 10@14 per cent. per annum.

The city banks, in their latest return, show a gain of $3,544,200 of legal tender notes, with a decrease of $1,428,300 of specie, and an increase of $5,146,700 in their deposits, an addition of $2,656,800 to their loan and discount averages, and of $80,600 in their item of circulation. The city bank exchanges, last week, averaged 117⅞ millions. The banks now hold $5,499,100 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The clearances of the banks averaged through the week 117⅞ millions a day, and amounted in the aggregate, for the whole week, to $706,763,521 as against $716,203,119 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance, over 1¾ millions and its coin reserve over ¾ths of a million as the result of the week's business.

The U. S. Sub-Treasury office last week received $3,324,547 of currency, and $3,869,530 of gold, the latter including $2,913,000 from customs; and disbursed $5,098,299 of currency and $4,640,922 of gold, the latter embracing $1,909,124 of coin interest.

The specie reserve of the city banks according to the latest return is $21,110,800, against $27,693,300 same time last year. The city bank deposits are now $212,588,200 against $220,361,500, week ending Jan. 20, 1873. The legal tender reserve amounts to $44,120,900, against $45,419,500 same time last year. The circulation now stands at $27,542,200 against $28,371,200 same time last year. The loans are now $278,209,600 against $279,032,900 at this date last year.

The coin reserve of the city banks is now about 21½ millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is about 44⅛ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 212½ millions, against 247¼ millions on the 20th of July.

The cash balances in the Treasury Department at Washington on Tuesday were as follows: Coin, $68,832,060; currency, $3,740,353; Coin certificates are outstanding for $25,152,500.

Under the official programme of the Treasury Department for January, 1873, Government proposes to sell Gold, as follows: Thursday, January, 30—One Million. And to buy U. S. Five Twenties, as follows: Wednesday January 29—One Million.

Government revenues have been fair in the Customs line, though light in that of Excise. The excises yielded within the week about 1⅞ millions and thus far in the current fiscal year beginning with July 1, 1872, $66,463,355. The customs at the port of New York, for the week, were $2,915,975, and at the outports, about a million more, in coin or coin certificates.

It has been reported that at a meeting of the directors of the Toledo, Wabash and Western Railway Company, held on Monday, authorization was given for the issue of a mortgage for $5,000,000 for the purpose of laying steel rails.

Gold has advanced sharply on a more active and spirited speculative movement, with also an increased call for coin to pay Customs but a reduced export drain. The range of the price during the week has been from 112¼@113⅞, and the closing quotation on Wednesday was 113⅝ against 112¼ of the preceding week. The specie outflow last week, was only $328,155. The Gold Exchange Bank clearances have averaged about 45¾ millions per day during the week.

The customs demand for Gold last week, averaged $486 000 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $38,018 and thus far in 1873, $53,609 against $45,702 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $74,825,017 against $86,196,043 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $52,238,642, against $54,278,185 during the same time in 1871-2.

The export drain of specie was $328,155 last week, against $372,165 same week preceding year. The shipments since July 1, 1872, have been $38,649,417 against $23,602,401 during the same portion of 1871.

Business in foreign exchange has been moderately active, but less firm as to price toward the close. Bankers' sixty day bills on London closed at 109¼@109⅜; sight bills on London, at 110¼@110⅜. The weeks exports of Domestic Produce have been to the currency value of $4,586,338.

Government securities have been more freely dealt in, chiefly on investment account, and prices have shown decidedly more firmness and buoyancy. Government bought in on Wednesday $516,400 Five Twenties (out of an aggregate offerings of $666,400) at 113 20@113 37 net.

U. S. sixes of 1881 closed on Wednesday of this week at 117⅝@117¾ U. S. Five-Twenties of 1862, 114½@114¾; U. S. Five-Twenties of 1864 at 114¾@115; U. S. Five-Twenties of 1865, 116@116½; U. S. Five-Twenties of 1865 consolidated, 114⅝@114¾; U. S. Five-Twenties of 1867, 115¼@115⅝; U. S. Five-Twenties of 1868, 115@115⅜; U. S. Ten-forties at 113¼@113½; U. S. Fives of 1881 (Funding Loan) 113½@114; Six per cent. currency Sixes from 113⅞@114.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 8.	Jan. 15.	Jan. 22.
Consols	92⅜	92¼	92⅜
U. S. 5-20s, 1865	93¼	93¼	93¼
" 1867	93¼	93⅜	92⅞
" 10-40s	89¾	89⅞	91
New Fives of 1881	90½	90⅜	89¾
Erie	50⅝	50	50¼

State bonds have been in moderate request and held with more firmness.

Railroad bonds of the more substantial class have been in much more active demand, mainly on investment account, and the actual dealings of the week, in the older issues, make an unusually large aggregate. Central Pacific Sixes closed strong at from 99¾@99⅞, ex the January three per cent. (coin) coupon. Chesapeake and Ohio Sixes have been of ready sale at the established price. And the Northern Pacific 7-30 Loan has met with increased favor from investment buyers.

Railway and Miscellaneous share property has been quite brisk and generally buoyant as to price, the speculative movement having been much more confident.

In the Metal line, the movements have been quite active in Iron and Tin Plates, but otherwise slow. Copper shows less animation, but is steady; sales, 150,000 lbs. Ingot at 34½c.@35c. for prompt and forward delivery. The feature

business in Iron has been an active movement, at firmer prices, in American Pig, of which sales have been reported on contracts to the amount of 5,000 tons, at $45 for No. 1 and $44 for No. 2; 400 tons Crane, on the spot, at $48@$49 for Nos. 2. and 1; and 250 tons No. 1 Allentown at $49, also on the spot. Of American Rails 6,000 tons deliverable at the West, were disposed of on private terms; quoted at $82@$85 at the works. Old Rails quoted at $55 per ton; English Rails at $72@$74, gold; Scotch Pig-iron has been inactive, with Eglinton quoted at $50 50@$51; Coltness at $55, and Gartsherrie at $53@$54, per ton. Nothing really new in Lead, Spelter or Zinc, prices of which remain as last noticed. Pig tin has been less sought after, yet quoted about steady at 31½c. for Straits, 31¾c. for English, and 36½c. for Banca, all gold. Tin Plates have been quite active, with sales reported of 2,500 boxes Charcoal, for for forward delivery, at $11; 1,550 boxes Charcoal Terne at $9 50@$10 25, the inside price for inferior; and 2,000 boxes Coke at $9 87½@$10 gold, per box.

There has been increased activity in Breadstuffs at generally firmer prices, with free purchases of Flour, Wheat and Corn, for export, and of Barley and Oats, on the home trade and speculative account. Provisions in fair demand but variable as to values. Middling upland cotton, left off on Wednesday at 20⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,060,623 bales, against 1,765,676 bales same time in the preceding year; exports 1,104,974 bales against 900,689 bales in the previous year; stock at the ports at latest dates, 528,500 bales against 519,600 bales same date 1871. Naval Stores closed weak; Petroleum, more steadily; Wool, brisker and stronger.

Foreign goods in more demand and firm. The week's imports amounted to $11,282,162, including $3,435,699 of dry goods.

Ocean freights have been moderately active, but at irregular rates, berth figures showing less firmness, while vessels on charter, particularly for the Petroleum trade, were held higher.

At the Live Stock Markets, Beeves have been in liberal supply and less demand at from 7@14; cts. Veals at 6@10½ cts.; Sheep active at from 5@8¼ cts.; Swine in fair request at 5@5¼ cts. per lb. all live weight. The week's receipts were 9,806 Beeves, 800 Veal Calves, 28,900 Sheep and Lambs, and 44,722 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. R. R., 96⅞; do. 1st mort., 99; St. Louis, Kansas City and Northern pref., 66½; Am. Dock and Imp. 7s, 95; Cedar Falls and Minnesota 1st mort., 80¼; Louisville and Nashville 7s, consol., 1898, 94; Boston, Hartford and Erie 1st mort., 41½; do. guar., 60; Ohio and Mississippi 7s, consols., 92⅞; Galena and Chicago 2d mort., 98; Central of New Jersey 1st mort. new, 106½; Cleveland and Pittsburg 7s, consol., 97; Long Dock bonds, 92¼; Buffalo and Erie 7s, new, 96¼; Albany and Susq. 2d mort., 95; North Missouri 1st mort., 91; Toledo, Peoria and Warsaw 1st mort., E. D., 91½; do. W. D., 90½; Western Pacific bonds, 90; Del., Lack. and Western 7s, consol., 98; St. Louis, Jacksonville and Chicago 1st mort., 92¾; Buffalo, New York and Erie 1st mort., 93½; Pacific R. R. of Mo., 54; do. 2d mort., 79½; Mil. and St. Paul, Iowa Div., 87; Clev., Paines. and Ash. 7s, old, 97⅛; Western Union Tel., 84½; Consol. Coal of Md., 46; New Central Coal, 45; Maryland Coal, 22; American Coal, 59; Adams Exp., 98½; U. S. Exp., 75½; Am. Mer. Union Exp., 69; Wells-Fargo Exp., 85; Quicksilver pref., 53; Atlantic M. S. S. Co., 10½; Mariposa L. and M., 24¼; do. pref., 32; Michigan 8s, 1878, 96; Alabama 8s, 88; Georgia 7s, 90; South Carolina 6s, new, Jan. and July, 22½; New York State 7s, B. L. reg., 105; do. coupon, 105; North Carolina 6s, special tax, 10; Brooklyn 6s, W. L., 93½.

Philadelphia.—Philadelphia and Reading Gen'l mort. 7s, coupon, 100⅞; do. reg., 102; do. new coupon 7s, 101½; do. deben. bonds, 80; Ithaca and Athens 1st mort. 7s, gold, 100; Wilmington and Reading 1st, mort. 7s, 97½; Huntingdon and Broad Top Mt. 1st mort., 103; Belvidere Delaware 2d mort., 84; Allegheny Valley 7 3-10s, 91¼; Lehigh Nav. conv. Gold Loan, 94; Pittsburg, Cincinnati and St. Louis 7s, 80½; West Jersey 7s, 104½; Westchester and Phila. 7s, 102; Catawissa, R. R., 21¼; do. new pref., 33¼; Camdem and Atlantic Pref., 36¾; Elmira and Williamsport 5s, 59; Germantown Pass. R. R., 35¼; 5th and 6th Streets R. R., 49¼; Allegheny County 5s, 76; Pittsburg 5s, 72¼. The latest quotations are: City 6s, 96@96¼; do. free of tax, 100⅛@100¼; Pennsylvania State 6s, 1st series, 100½@102; do. 2d series, 104⅜@104¾; do. 3d series, 106½@107; Philadelphia and Reading, 57@57; do. Gen'l mort. 7s, coup., 100¾@100⅞; do. reg., 101⅝@102½; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 101¾@102; United New Jersey R. R. and Canal Co., 120½@121; Camden and Amboy mort. 6s, 1889, 95@95¼; do. 1883, 91¾@92; do. 1889, 87@87½; Pennsylvania R. R., 57¼@57⅜; do. 1st mort., 98¾@99; do. 2d mort., 98@99; do. General mort. coupon, 91½@92½; do. reg., 94½@95; Little Schuylkill R. R., 46@46½; Morris Canal, 48@50½; do. pref., 120@—; do. 6s, 93@—; Susquehanna Canal, 7@9; do. 6s, 75@76½; Schuylkill Nav., 7@7; do. pref., 14@15; do. 6s, 1882, 75½; do. 1872, 81@81; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 93@—; do. 5s, 58@60; Lehigh Coal and Navigation, 38½@38⅝; do. 6s, 1884, 85@86½; do. R. R. Loan, 94@94; do. Gold Loan, 92@92⅛; North Pennsylvania, 47@49; do. 6s, 97@98; do., 7s, 95½@95¾; do. Chattle 10s, 110@112; Philadelphia and Erie, 27@27⅞; do. 6s, 91⅜@—; Minehill, 52@—; Catawissa, 20¾@21½; do. pref., 44@45; do. 7s, 1900, 101¼@—; Lehigh Valley, 59¾@59⅞; do. 6s, new coupon, 95@95½; do. reg., 95½@96¼; do. 7s, 105¼@—; Fifth and Sixth streets, (horse,) 49@50; Second and Third, 57⅜@—; Thirteenth and Fifteenth, 19@20; Spruce and Pine, 31¼@32 Green and Coates, 47½@52; Chestnut and Walnut, 57@60; Hestonville, 19@19¼; Union, —@73; Germantown, 32@—.

Boston.—Rutland R. R., 13; do. pref., 61; do. scrip, 90; Vermont Central 1st mort., 42; Central R. R. of Iowa 1st mort. 7s, gold, 87¼; Michigan Central 7s, 1902, 99½; do. 8s, 1890, 106; Essex R. R. 6s, 1876, 91¼; Burlington and Missouri R. R. 8s, in Nebraska, 100⅝; Nashua, Acton and Boston R. R. 7s, 1892, 100; Cedar Rapids and Missouri 7s, 1894, 88⅜; Eastern R. R. 6s, 1889, reg., 93¾; Burlington, Cedar Rapids and Minnesota 7s, 87; Boston and Lowell 7s, 104¾; Leavenworth, Lawrence and Galveston 1st mort., 10s, 77¼; Chicago and Michigan Lake Shore 8s, 77; Chicago and Alton, new, 98½; Eastern (N. H.) R. R., 103; Cincinnati, Sandusky and Cleveland R. R., 18¼; Taunton Branch, 118¼; Cheshire R. R., 13; Worcester and Nashua R. R., 133; Chicago, Burlington and Quincy 1st mort. 7s, 94½; do. rights, 23½; Norwich and Worcester R. R., 126; Burlington and Missouri River R. R. in Iowa, 114½; do. Creston Branch, 113; Boston, and Lowell R. R., new, 112; Atchison, Topeka and Santa Fe R. R., 26½; Connecticut and Passumpsic Rivers R. R., 91¾; Portsmouth, Gt. Falls and Conway R. R., 97; Cary Imp., 13½; Boston Water Power, 45¾; do. scrip, 68; Waverly Land, 5⅛; Brookline Land, 6¾; Rhode Island 6s, 1882, 99⅞; New Hampshire 6s, 1894, 98; Massachusetts 5s, 1883, gold, 99; Maine 6s, 1889, 99⅛; Boston 6s, 1880, currency, 98¾; do. 6s, R. R., 89¼; do. 5s, 1884, gold, ind., 95¼; Cambridge 5s, 1893, gold 95; Portland 6s, 1897, 91½; Cleveland, O., 7s, 1876, 99⅝; Chicago 6s, 1876, 95¼; do. 7s, 98¼; St. Louis 6s, 1876, 93¼; Cincinnati 7 3-10s, 1888, 103; Roxbury 6s, 1876, 96; Allouez Mining Co., 17; Calumet and Hecla, 158; Humboldt, 1⅜; Hanover, 1¼; Hungarian, 45c.; International silver, 2⅛; Mesnard, 1¾; Madison, 105; National, 5⅞; Petherick, 3¾; Pontiac, 1; Phœnix, 23¾; Ridge, 14½; Rockland, 3½; Star, 1; Shuniah Silver, 2⅝; St. Clair, 3⅛; Tremont, 1⅜.

Baltimore.—City 6s, 1903, 96½; do., 1893, exempt, 100; do., 5s, 80; Richmond City 6s, 79; Maryland Defense 6s, 103¾; Western Maryland 2d mort. pref., 72½; Orange and Alexandria 4th mort. 8s, 82⅞; Central Ohio 1st mort., 86; Northern Central 6s, 1900, gold, 91⅞; Richmond and Danville 1st mort., 76½; Virginia and Tennessee 8s, 89; Atlantic Coal, 2.10. The latest quotations are: Wilmington, Columbia and Augusta bonds, 76¼@76¾; South Side 2d mort. 6s, 72½@73½; Chesapeake and Ohio bonds, 84@—; Pittsburg and Connellsville 7s, 1898, 91¼@91⅜; Baltimore and Ohio, 152½@157½; do., 6s, 1875, 96@—; do., 1880, 96@96; do., 1885, 96@97; Parkersburg Branch, 11@—; Northern Central 88¾@89; do. 6s, 1885, 92@93½; do., 1900, 87@88; do., 6s, 1900, gold, 91¾@92¼; N. W. Va. 1st mort., 103@105; do., 2d mort.,—@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 101¾ 102@; do., 2d mort., 7s, 87¾@89; do., 3d mort., 8s, 81@82½; Central Ohio, 36@39; do., pref., 40@40; do. 1st mort., 85½@86; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 95@96½; do., 2d mort. guar., 95@—; do. 3d mort., guar., 95@96; do. 2d mort pref., 72½@78; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 76@78; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort. 6s, 85¾@86; do., 3d mort. 8s, 92½@95; do., 4th mort. 8s, 82½@83; Orange, Alex. and Manassas 7s, 77@78; Virginia and Tennessee 1st mort. 6s, 99@103; do., 6s, 2d mort., 77¾@80; do. 8s, 3d mort., 88¼@89; Baltimore 6s, 1875, 97@97⅜; do., 1884, 96@96¼; do. 1886, 96@96½; do., 1890 96½@96⅝; do., 1893, 96½@97; do. 1893, exempt, 99¾@100; do., 1900, exempt, 96¼@97; do. 1900, new, 96@98 do. 1902, 96@—; Memphis City 6s, 54@55

Maryland Defense Loan, 1883, 103@103¼; Virginia 6s, old, 38@41; do. consol. 6s, 55⅜@56; do. reg. 52@—; do. coupon, 75@81; West Virginia, 14½@15¼; City Passenger R. R., 20@22½; George's Creek Coal, 105@120.

Festiniog Railway.

The resources of this line have just been increased by the addition of a second Fairlie locomotive of the type of the Little Wonder, and by some new rolling stock intended to accommodate the increased passenger traffic of the summer season. The engine has been built by the Avonside at Bristol, and made her trial trip on the line on 19th inst. She does not differ from the Little Wonder in any important respect, but has been improved upon in some minor details, among which should be mentioned a regulating apparatus, the contrivance of Mr. Percy Spooner, by means of which the driver can work the two engines either separately or in combination. On the 2ft. (or rather 1ft. 11½ in.) gauge of the marvellous little railway the engine descended from Duffws to Portmadoc, a distance of 14½ miles, at an average speed of 30 miles an hour; and was pushed to a speed of 50 miles an hour on one portion of the journey. When passing at this rate over a straight line, her course was as perfectly smooth as that of a tramway car, and only in going round the sharpest curves, curves of 2 chains radius or less, was the smallest oscillation perceptible to those standing either on the driving or on one of the bogie platforms. The slightest oscillation then produced was not a to-and-fro lateral movement of the engine as a whole, like that of an ordinary locomotive, but an alternate rising and falling of the sides of the carrier frame, and was supposed to be due to the elasticity of some indiarubber packing on which this frame is supported. The engine being quite new, and hardly settled to her bearings, no attempt was made to test her traction power to the full extent; but this will certainly not be inferior to that of the Little Wonder, which, weighing 20 tons herself, is able to draw a train a quarter of a mile in length, and weighing 213 tons, at the rate of 10 miles an hour, up an uninterrupted ascent which averages 1 in 90, and reached 1 in 69 at its steepest part. So winding is the road, that with a train of this length the occupants of the last carriage only get a glimpse of the engine five times in the fourteen miles. In truth, the Festiniog follows a course, much like that of a path cut for tourists in a mountainous country, bending round cliff sides, passing through deep cuttings, and over-hung by frowning precipices. The new passenger rolling stock, like the engine, is mounted on double bogies, each bogie platform having four wheels. The carriages are 6ft. wide and 36ft. long over all; and are composite, containing first, second, and third class compartments. Each compartment holds six passengers comfortably. Before completing the superstructure, Mr. Spooner, the engineer of the line, tested the practicability of the carriage by running platforms of the same size, and he found that they made their way round the curves with perfect smoothness. Mr. Spooner entertained the visitors on the occasion at dinner, and, in response to his health, entered somewhat fully into the question of the utility of narrow gauge railways. He said that he thought a gauge of 2ft. 6in. was ample for every purpose to which a railway could be applied, and that the diminution of the dead weight of the rolling stock, by facilitating stoppage in cases of danger would render high speeds more safe on such a line than on one of the ordinary gauge of 4ft. 8½in. Referring to the controversy now in progress with regard to the future gauge of India, Mr. Spooner said that the supposed difficulty of carrying bulky goods, such as unpressed cotton, on a narrow gauge was unreasonable. His own rolling stock was constructed with a view to a heavy traffic; and would require modification for traffic of a different description. But he would undertake to carry on the Festiniog as much unpressed cotton as could be carried on the Bombay and Baroda, and that without the smallest difficulty or inconvenience. With regard to the break of gauge, it only wanted well-considered mechanical arrangements. His railways formed a sort of junction with the Cambrian at Minfford; and large quantities of coal and slate, not to speak of other merchandise, were interchanged between the two lines. He found that two men, working steadily, could transfer 100 tons of coal per day from the Cambrian to the Festiniog trucks; so that the break of gauge added not more than one penny per ton to the price of coals in the district supplied by the latter railway. The gauge of the Festiniog is about to be much extended. A similar line will shortly be opened from Portmadoc through Beddgelert to Bettws-y-Coed, and others are projected in different directions, while twelve Fairlie engines have already been ordered for the purpose of working them.—*London Times.*

Baltimore City Passenger Railroad.

At a meeting of the stockholders of this company held in Baltimore on the 8th inst., the following gentlemen were elected directors: Henry Tyson, Thomas Whitridge, Wm. Kennedy, Thomas M. Smith, Conrad S. Grove, Gabriel D. Clark and George Small. Mr. Tyson was afterwards unanimously re elected President of the Company. During the past year 12,833,705 passengers were carried over the different routes of the company, and the miles run by the cars in that time was 1,979,850. The amount of fare received from each passenger, less the Park tax, was four cents.

The number of horses owned by the company is 697; the average number of cars run each day has been 81, and the number of miles traversed daily by each car was 67. There was paid into the city treasury on account of Park tax the sum of $128,476, against $138,000 for the year 1870. The company declared no dividend this year, from the fact, as is alleged, that the expenses of the road have equalled its receipts.

☞ The New York, Boston and Northern Railroad Company, and the Harlem Extension Railroad Company have consolidated. The new corporation is to be known as the New York, Boston and Montreal Railroad Company. The officers and directors are: President, George H. Brown; Vice President, John Q. Hoyt; Directors, George H. Brown, John Q. Hoyt, Andrew McKinney, Henry H. Van Dyck, Joseph Seligmann, Grosvenor Lowrey, Wm. B. Ogden, Moses Y. Tilden, Christopher Meyer, Wm. S. Eno, John S. Schultze and A. A. Selover.

☞ A working party are is engaged in laying the third rail on the Welland Railway, building new switches, and thoroughly renovating the permanent way of the road on the part leased by the Great Western Railway, the directors of this company being determined to place every mile of line under their management in substantial condition.

☞ The stockholders of the New Mariposa Company held a meeting on the 20th inst., at which they elected the following gentlemen trustees of the organization: F. B. Wallace, Chauncey Vibbard, George W. Butts and Mark Brumagim.

☞ The Sodus Point and Southern Railroad was opened its entire length on the 15th inst., from Sodus Bay to Gorham, for business. This line forms an important connection between Philadelphia and Baltimore and the lakes.

THE INDIANA
AND
ILLINOIS CENTRAL
RAILWAY COMPANY'S
First Mortgage 7 per cent.
GOLD BONDS.

AN EAST AND WEST AIR LINE OF 162 MILES FROM INDIANAPOLIS, INDIANA, TO DECATUR, ILLINOIS, two of the largest railway centres in the West.

The WESTERN DIVISION (85 miles) of this important line, opening, for the first time, direct Western communication with the

BLOCK COAL FIELDS

of Indiana, will be completed and ready for business with an ample first-class freight and passenger equipment by FEBRUARY, 1873.

It traverses a populous and a highly cultivated district now without railway connections, and it is assured a profitable business from the start, in coal and farm products.

A large part of the cost of construction has been, and will in the end be, paid in cash by the stockholders and people on the line.

Bonds $1,000 each, payable in 30 years, principal and interest in GOLD, FREE OF GOVERNMENT TAX.

Sinking Fund 2½ per cent. of gross earnings.

Whole issue $3,500,000, of which those now selling are on COMPLETED ROAD.

For sale at 90 and accrued interest, by the Financial Agents of the Company (of whom pamphlets and information may be obtained).

Walker, Andrews & CO.,
No. 14 WALL ST., NEW YORK.

☞ At a meeting of the managers of the Schuylkill Navigation Company in Philadelphia, on the 18th inst., a dividend of thirty cents per share on the common stock, and sixty cents per share on the preferred stock was declared, payable to stockholders as registered on the 23d inst. in scrip, convertable on and after March 3, 1873, into the 6 per cent. mortgage loans of the company of 1872-1897, only in sums of $100 or any multiple thereof. Said dividends will be payable on and after February 12, 1873.

☞ At the regular annual meeting of the St. Louis, Vandalia and Terre Haute Railroad Company, held at Terre Haute, Ind., January 6th, the following gentlemen were elected directors for the ensuing year, viz: W. R. McKeen, W. K. Edwards, A. McGregor, F. C. Crawford, D. W. Minshall, Joseph Collet and J. H. Hager. At a subsequent meeting of the board W. R. McKeen was re-elected President, John E. Simpson General Superintendent, H. W. Hibbard General Freight Agent, and Charles E. Follett, General Passenger Agent.

☞ The St. Louis and Iron Mountain Railroad Company have declared a dividend of three per cent, payable at its agency, No. 120 Broadway, New York, on the 15th February, 1873, to stockholders registered at the close of business Jan. 25th.

☞ The second track on the Rensselaer and Saratoga Railroad to Green Island has been completed and the trains passed over it on the 20th inst.

Movements of Produce at New York.

Receipts of certain articles of domestic produce at the port of New York for the year 1871 and 1872:

	1871.	1872.
Ashes, bbls.	6,908	6,769
Breadstuffs—		
Wheat flour, bbls.	3,649,045	3,030,771
Cornmeal, bbls.	188,979	201,733
Wheat, bush.	26,518,360	16,229,418
Rye, bush.	1,055,621	491,563
Oats, bush.	12,546,966	12,486,848
Barley and malt, bush.	3,869,123	5,117,351
Peas, bush	117,341	195,379
Corn, bush	27,108,156	40,769,698
Cotton, bales	986,849	776,579
Naval Stores—		
Crude turp., bbls	8,986	9,686
Spirits turp., bbls	67,937	76,056
Rosin, bbls	508,983	582,063
Tar, bbls	19,376	29,382
Pitch, bbls	1,111	1,827
Provisions—		
Pork, pkgs	175,896	145,071
Beef, pkgs	164,603	58,585
Cutmeats, pkgs	193,820	331,288
Butter, pkgs.	709,473	680,688
Cheese, pkgs	1,467,633	1,714,210
Lard, tcs. and bbls.	286,521	355,092
Do., kegs	22,207	28,021
Whiskey, bbls.	168,084	186,042

Exports from New York to foreign ports of certain leading articles of domestic produce for the years 1871 and 1872:

	1871.	1872.
Ashes—Pots, bbls	1,677	1,682
Do. pearls, bbls	228	150
Beeswax, lbs	233,926	267,044
Breadstuffs—		
Wheat flour, bbls.	1,659,755	1,179,050
Rye flour, bbls.	4,218	6,399
Cornmeal, bbls.	123,465	189,877
Wheat, bush.	21,968,643	13,144,956
Rye, bush	525,772	668,547
Oats, bush.	47,310	31,804
Barley, bush.	98,745	22,656
Peas, bush	90,149	156,363
Corn, bush	13,146,570	25,292,156
Candles, bxs.	52,067	62,647
Coal, tons	23,407	89,224
Cotton, bales	598,703	404,702
Hay, bales	31,109	24,344
Hops, bales.	27,430	6,593
Naval Stores—		
Crude turp., bbls.	283	529
Spirits turp., bbls	15,272	21,246
Rosin, bbls	379,051	436,819
Tar, bbls.	9,594	15,940
Pitch, bbls	2,779	3,503
Oils—whale, galls	276,550	78,375
Do., sperm, galls	669,099	691,072
Do., lard, galls	222,917	170,207
Do., linseed, galls	12,560	7,451
Provisions—		
Pork, bbls.	165,085	158,194
Beef, bbls.	45,277	36,054
Do., tcs	89,402	49,085
Cutmeats, lbs	96,455,254	209,356,144
Butter, lbs.	7,500,347	4,814,497
Cheese, lbs	70,245,881	67,109,248
Lard, lbs.	125,524,276	173,736,353
Rice, tcs	32	81
Do., bbls	12,339	27,174
Tallow, lbs	42,912,410	55,866,902
Tobacco, crude, pkgs.	112,659	177,486
Do., manf., lbs	8,576,343	8,910,683
Whalebone, lbs	405,358	183,542
Petroleum, galls	94,916,584	84,570,393

☞ The Chicago, Burlington and Quincy Railroad has consolidated with the Burlington and Missouri Railroad, and to equalize the stock have declared a scrip dividend of 25 per cent. The stock is now quoted, ex privilege, at from 114 o 116.

Journal of Railroad Law.

RAILROAD COMPANIES—REPAIR OF FENCES—NEGLIGENCE OF EMPLOYEES—GENERAL PRINCIPLES APPLICABLE.

The facts in the recent case of Dewey *vs.* The Chicago and Northwestern Railroad Company, (31 Iowa, 373), are fully and clearly stated in the following opinion by—

COLE, J.—No complaint is made as to the correctness of the instructions given by the Circuit Judge to the jury who tried this cause. The only question made by the appellants' counsel, which it is necessary for us to pass upon, is as to the sufficiency of the evidence to sustain the verdict. There is no conflict in the testimony upon any material fact. The substance of the evidence is as follows: The deceased, Edwin S. Dewey, was killed by an accident occurring on the defendant's railroad, at about 8¼ o'clock on the evening of the 16th day of May, 1868, about two and half miles east of State Center, in Marshall County. He was about twenty-two years old at the time of his death, and was the conductor of the train on which he was killed. The train was composed of an engine, nineteen freight cars and one way car, the deceased was conductor and superior officer of the train, and was at the time of the accident riding on the engine with the engineer, where he might according to the rules of the company, properly ride, and the two brakemen were at their proper positions on the train. The right of way was fenced, but several horses which had been accustomed to run at large on the north side of the railroad had been turned, on the day previous to the accident, out on the south side; and these horses had in some manner gotten on the right of way, and were standing near the north fence, about fifty rods east of a trestle about six feet high, where the accident happened; the place where the horses were standing was on a curve of the road, and could be seen at full daylight from the engine at a point about forty-five rods east; three of the bars in the south fence, nearly opposite where the horses were standing, were down, and some of the top boards of the fence between these and the trestle were off, and three-quarters of a mile west of the trestle, several panels were down; where the horses entered the right of way is not shown, nor does it appear that the defendant had any knowledge that the bars or fence boards were down. As the train with ordinary speed approached the horses, they started west and soon crossed the track; the deceased saw the horses before and after they crossed the track; when the engineer first saw them, he sounded the alarm, and said to the deceased, "there are some horses" and the deceased said to the engineer, "pass them." The engineer testifies that when deceased said this, he did his best to pass them, and had already put on steam and was getting up as much speed as possible; that the train could not have been stopped before the trestle was reached, and their object was to catch the horses before they reached the trestle and throw them from the track; that if a train has to strike an animal, it is best to do so with as much force or momentum as possible, as then the engine will generally throw the animal off, but when slow it will pile under the engine and throw it off. One witness says the grade, going west from the bars to the trestle, is descending, and another that it is ascending, all agree that the train could not have been stopped before it reached the trestle. The engine struck the horses just at the east end of the trestle, and was with several cars thrown from the track, and the conductor, Edwin S. Dewey, was killed.

This is substantially all the evidence, and in our opinion it is not sufficient to justify a verdict for the plaintiff. The fact that the bars were down or the boards off the fence would not, under our statute, constitute any ground for the plaintiff's recovery in this action; and under the rule recognized and applied in Aylesworth *vs.* The C., R. I. & P. R. R. Co., 30 Iowa, 459, would not, without proof of knowledge, or means of it, that the fence was out of repair, constitute a ground for the recovery of the value of the horses killed by the same accident.

The only ground for plaintiff's recovery must be that of negligence on the part of defendant's employees; and here the insuperable difficulty is, that the deceased himself was the superior officer of the train, and directed the very line of conduct which resulted in his death. If this was negligence it must of necessity, have been his negligence.

It is argued by appellee's counsel, that the engineer was already making efforts to pass the horses at the time the conductor directed him to do so; admit this, and still it does not help the plaintiff's case, since it was within the power and duty of the deceased to have given his direction in the time and manner to avoid the accident if it were possible. But suppose the accident had resulted differently, so that the engineer had been killed and the conductor survived. In such a case, if the line of conduct pursued was negligent or careless, the administrator of the engineer would have had a clear cause of action, since the engineer was acting under the express direction of his superior officer; and this being so, it must follow that this action cannot be maintained.

Mr. Justice Miller, now of this bench, and who tried the cause below, unites with the other members of the court in the foregoing opinion, which reverses the judgment of the Circuit Court. He overruled the appellant's motion there to set aside the verdict because it was not sustained by sufficient evidence, and his reason, as given at the time, was not that he thought the evidence sufficient, but that a new trial would be as unavailing to the defendant as the one just had, and as neither party would be content with less than the ultimate adjudication by the Supreme Court, it might as well be settled under the trial already had, as by its repetition.

We therefore avail ourselves of this occasion to correct what we understand to be a very general misapprehension on the part of District and Circuit Judges, in respect to the rules as to new trials in the *nisi prius* courts. This court has repeatedly declared the rule for itself (and such is the rule in most appellate tribunals), that where the evidence is conflicting and the *nisi prius* court has overruled a motion for a new trial, grounded upon the insufficiency of the evidence, that we will not interfere. And this because, first, the jury have found the verdict and given credit to the witnesses on the one side of the conflict; second, the Judge, who also heard the testimony from the mouths of the witnesses, and weighed

the same in the balance of his more cultured and accurate legal judgment, has by overruling the motion, given his approval and endorsement to the verdict; and third, this court can never have the benefit of observing the conduct and deportment of the witnesses while testifying, nor even the peculiarity of their expressions, but generally only the substance of their testimony and often in the language of the attorneys interested in the cause.

The judgment of the Circuit Court is reversed.

Railroad Progress in Iowa and Wisconsin.

The following table shows the number of miles of railroad completed in the States of Iowa and Wisconsin during the years 1871 and 1872:

IOWA.	1871.	1872.
Burlington, Cedar Rapids and Minnesota	..	..
Milwaukee Branch	..	38
Vinton Branch	..	24
Muscatine and Western Branch	..	30
Burlington and Missouri River	..	..
Creston Branch	..	44
Charlton Branch	..	8
Burlington and Southwestern	..	115
Chicago, Clinton and Dubuque	..	49
Chicago and Northwestern	..	..
Iowa Midland	..	33
Tipton Branch	..	8
Chicago, Omaha and St. Joseph	50	..
Chicago, Rock Island and Pacific	..	..
Sigourney Branch	..	29
Des Moines, Winterset and Southwestern	..	26
Davenport and St. Paul	..	51
Iowa Central	12	..
Iowa Eastern (narrow gauge)	..	20
Iowa Pacific	136	..
McGregor and Elkader	20	..
Mississippi Valley and Western	70	..
Missouri, Iowa and Nebraska	25	47
Muscatine and Western	15	30
Sabula, Ackley and Dakota	..	63
Total	328	585
WISCONSIN.		
Appleton and New London	..	41
Chicago and Northwestern	..	..
Escanaba Extension	..	65
Baraboo Air Line	22	39
Chicago and Northern Pacific	..	..
Chicago and Superior	20	..
Galena and Southern Wisconsin (narrow gauge)	10	..
Green Bay and Lake Pepin	25	56
Milwaukee and Fond du Lac	53	10
Milwaukee, Lake Shore and Western	67	22
Milwaukee and Northern	..	79
Milwaukee and St. Paul	..	..
Chicago, Milwaukee and St. Paul	..	86
Sheboygan and Fond du Lac	..	85
Wisconsin Central	..	101
Wisconsin Valley	45	..
Total	242	533

☞ The Chesapeake and Ohio Railroad is nearly completed. The track-laying parties progressing towards each other from the east and west are now only seven miles apart, and next week they will join the rails at or near Miller's Ferry.

☞ The lease of the Oil City and Ridgeville Railroad and Venango coal mines, Pa., has been sold, and the property turned over to the new lessees, Messrs. Collins, Pool & Co. The value of the property amounts to $300,000, the unexpired lease running for nine years.

Chicago and Northwestern Railroad.

The Houghton (L. S.) *Mining Gazette* says that the Chicago and Northwestern Railroad Company "is making up for lost time, by pushing in tracks on its trunk line on Green Bay and the Peninsula Division to the Menomonee iron region," and then adds:

Now that L'Anse is in railway communication with Chicago, everybody is anxious to know the exact distance between the two places, and with a view to gratify all inquiries in this direction we publish the following table:

	Miles.
From Chicago to Fort Howard (Green Bay)	242
From Fort Howard to Menomonee	49
From Menomonee to Escanaba	65
From Escanaba to Negaunee	65
From Negaunee to L'Anse	49
Total	470

☞ A Marshall (Texas) letter of a recent date says, that six thousand men are now grading the Texas and Pacific Railroad between that point and Fort Worth, and that track-laying will begin as soon as the rise in the Red River enables the necessary supplies to be brought up.

☞ The Canada Air-Line Railway was opened for business on the 18th inst.

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Let your price be predicated upon the fixed price of iron and steel, to be varied as those materials may advance or decline in price.

Yours, &c.,
A. S. DIVEN,
Vice-President.

Office of the Illinois Central Railroad Company, New York, Jan. 6, 1873.

A DIVIDEND OF FIVE PER CENT. HAS been declared by this Company, payable on the 1st day of February next, to the holders of full paid shares, registered at the close of the 16th day of January instant, after which and until the 5th day of February next, the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

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Plans, profiles and specifications can be seen at Defiance for the line between Defiance and Syracuse, 73 miles, and at Laporte for the line between Syracuse and Walkertown, 47 miles.

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Payments monthly in cash, retaining 20 per cent. as security for completion.

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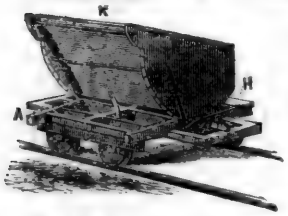
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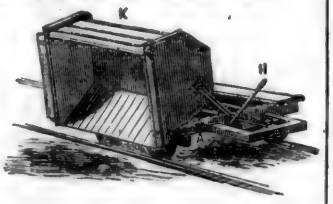


Fig. No. 1, Car Loaded. Fig. No. 2, Car Dumped.

TO DUMP THE CAR.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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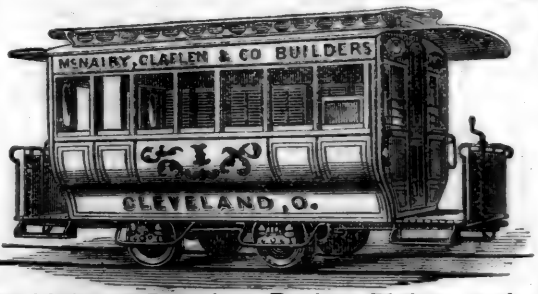
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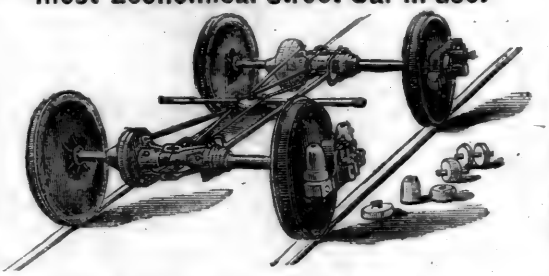
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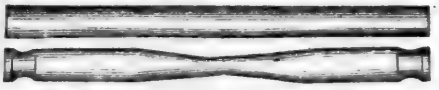
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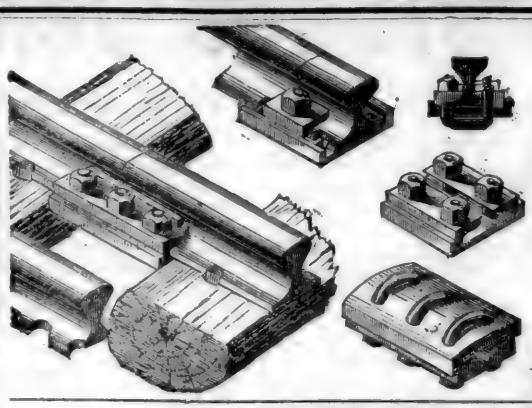
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Wrought Iron

RAIL JOINTS,

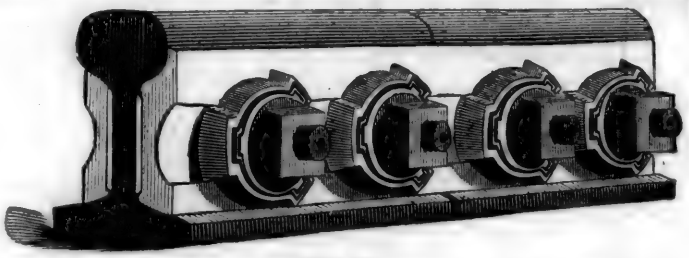
MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,
71 Broadway, New York

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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59 Liberty St., New York.

HERMANN BOKER & CO.

101 & 103 Duane-St.
91 & 93 Thomas-St. } New York.

IMPORTERS OF

Prussian Puddled Steel RAILS,

Steel Head Rails, Fish Bars,

SPIEGEL IRON,

Cast Steel Tyres, Axles, &c.

AGENTS FOR

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HAGEN, PRUSSIA.

Bochum Mining and Cast Steel Manf. Co.

BOCHUM, PRUSSIA.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, February 1, 1873.

☞ The United New Jersey Railroad and Canal Company has resolved to call in all the certificates of stock of the several companies forming the combination, and to issue in lieu thereof one common certificate, representing all the companies, under the general title of "United New Jersey Railroad and Canal Company." To this end the holders of certificates of either the Delaware and Raritan Canal Company, Camden and Amboy Railroad and Transportation Company, or the New Jersey Railroad and Transportation Company are requested to leave them at the office of Gaw, Bacon & Co., Philadelphia, or 57 Broadway, New York.

☞ The Gardner and Ranson Air Brake Company, of Cleveland, has been organized with a capital stock of $500,000, in shares of $100, for the purpose of manufacturing Gardner and Ranson's air brake, and other articles. The corporators are John W. Gardner, Thomas W. Ranson, Charles A. Brayton, H. M. Claflin and Simeon Sheldon.

☞ Work on the Atlanta and Richmond Air Line from Greenville, S. C., is progressing. The track is laid for some eight miles from Greenville, and the bridge over the Saluda river is nearly completed, and as soon as trains can cross it track laying will be pushed westward.

INVESTMENT BONDS.

The Northern Pacific Railroad Company now has in full operation, with regular daily trains, 321 miles of road. A distance of nearly 200 miles more is constructed. The Minnesota section, immediately on its completion, entered upon a satisfactory business, including local traffic and the large carrying trade of the Northwestern British Settlements and the Hudson's Bay Company. The recently completed section of sixty-five miles, on the Pacific Coast, at once commands a profitable business between Puget Sound and the Columbia River, heretofore done by coastwise steamers. On the opening of Spring, with more than **500** miles of Road in regular operation, the Company will control the extensive and productive trade of the Upper Missouri, much of Montana and the Northwest. The earnings of the Road for 1873 will be large.

Arrangements for pushing construction vigorously the coming year are progressing satisfactorily.

Of the nearly Ten Million acres of land accruing to the Company in connection with the portion of Road now virtually constructed, some Two Million acres of excellent average quality are in market, and their sale and settlement progressing. The average price thus far realized is **$5 66** per acre—which is at the rate of more than **$100,000** per mile of road for the whole grant.

The Company has already begun the process of redeeming and cancelling its First Mortgage Gold Bonds, as they are now being received at **1.10** in payment and exchange for the Company's Lands.

With these accomplished results and most favorable prospects, the Company is now selling its First Mortgage 7-30 Bonds for the purpose of completing its line of road. We recommend them as a well secured and unusually profitable investment. They have the following elements of strength and safety. They are the obligation of a strong corporation; they are a First Mortgage on the Road, its Right of Way, Telegraph Line, Equipments, and Franchises, and a first lien on its Net Earnings. In addition to this usually sufficient security there is pledged for the payment of principal and interest a Land Grant of **12,800** acres per mile of road through the States and **25,600** through the Territories.

The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency. *Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the post-office address of the owner.*

All marketable securities are received in exchange on the most favorable terms. For sale by Banks and Bankers generally.

JAY COOKE & CO.

New York, Philadelphia and Washington,

Burlington, Cedar Rapids and Minnesota Railroad.

The annual meeting of the stockholders and directors of this company was held at Cedar Rapids, Iowa, on the 22d ult. The meeting was called to order by Hon. George Greene, President of the Company, who in a lengthy and highly entertaining address submitted to the stockholders a detailed general statement of the business, and construction of the past year, together with the plans and future prospects of the company. At the conclusion of his eminently satisfactory exhibit of the successful operations of the road, H. M. Ochiltree, Esq., offered the following resolution, which was seconded by General Fitz Henry Warren in a short but eloquent address, and was unanimously adopted:

Resolved, That the thanks of the stockholders of the Burlington, Cedar Rapids and Minnesota Railway Company are due and are hereby tendered to the president and officers of the operating department, for their able and efficient management during the past year.

The meeting then proceeded to the election of a board of directors for the present year, resulting in the unanimous re-election of the old board, consisting of the following named gentlemen: Hon. Henry Clews, New York City; Gen. Fitz Henry Warren, Burlington, Iowa; J. W. Barnes

Esq., Burlington, Iowa; T. W. Barhydt, Esq., Burlington, Iowa; Hon. Geo. Greene, Dr. Jno. F. Ely, S. L. Dows, Esq., D. W. C. Rowley, Esq., W. W. Walker, Esq., J. L. Bever, Esq., Hon. A. S. Belt, Wm. Greene, Esq., Cedar Rapids; J. W. Traer, Esq., Vinton.

At a subsequent meeting of the directors, the following gentlemen were elected officers for the year: Hon. Geo. Greene, President; Dr. Jno. F. Ely, Vice President and Treasurer; H. B. Stibbs, Assistant Treasurer; D. W. C. Rowley, Secretary; Wm. Greene, General Superintendent; W. H. Pettibone, Ass't General Superintendent; W. W. Walker, Chief Engineer; J. C. Brocksmit, Auditor; A. S. Belt, General Solicitor; S. L. Dows, Purchasing Agent; J. W. Traer, General Agent.

This meeting as well as that of the stockholders, was entirely harmonious and pleasant in the highest degree and all interested expressed the most complete satisfaction with the management and with the present and future prospects of this prosperous corporation.

Bridge over Mobile River.

The following is a copy of an act passed by Congress authorizing the construction of railroad bridges across the Mobile river and other navigable streams tributary to Mobile bay, in accordance with the acts of the legislature of the State of Alabama, and to establish them as post roads:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the consent of Congress be, and the same is hereby, given to the Mobile and Montgomery Railroad Company to erect one or more draw-bridges over the Mobile river and other navigable streams tributary to Mobile bay, in accordance with the acts of the legislature of Alabama incorporating said company: *Provided*, That the said draw-bridges shall be so constructed as not to interfere with the free or to materially or substantially obstruct the free navigation of said streams, beyond what is necessary in order to carry into effect the rights and privileges hereby granted; and in case of any litigation arising from any obstructions, or alleged obstruction, to the free navigation of said river, the cause may be tried before the district court of the United States of the State of Alabama in which any portion of said obstruction or bridges touches: *And Provided also*, That said drawbridges shall be opened promptly, upon reasonable signal, for the passage of boats, and in no case shall unnecessary delay occur in opening the said draw during or after the passage of trains.

Section 2. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be known and recognized as a post route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops, and the munitions of war of the United States than the rate per mile paid for their transportation over the railroads or public highways leading to said bridges.

Section 3. That all railway companies desiring to use said bridges shall have and be entitled to equal rights and privileges in the passage of the same, and in the use of the machinery and fixtures thereof, and of all the approaches thereto, under and upon such terms and conditions as shall be prescribed by the Secretary of War, upon hearing the allegations and proofs of the parties in case they shall not agree.

Section 4. That the right to alter or amend this act so as to prevent or remove all material obstructions to the navigation of said river by the construction of bridges is hereby expressly reserved; and that any bridge or bridges constructed under this act shall be built under and subject to such regulations for the security of navigation of said river as the Secretary of War shall prescribe; and the said river shall be at all times, so kept and managed as to offer reasonable and proper means for the passage of vessels through and under them; and the said bridges shall be changed, at the cost and expense of the owners thereof, from time to time, as Congress may direct so as to preserve the free and convenient navigation of said river; and the authority to erect and continue said bridges shall be subject to revocation by law whenever the public good shall, in the judgment of Congress, so require.

Approved, December 24, 1872.

Fitchburg Railroad.

The receipts and expenditures of this road for the years ending September 30, 1871 and 1872, have been as follows:

Receipts:	1871.	1872.
From passengers ...	$510,126 41	$524,420 28
" freight.....	755,836 80	769,936 20
" expresses	27,337 44	30,301 78
" mails	9,676 81	9,391 65
" rents	18,013 21	15,978 01
" interest	6,350 49	261 43
	$1,327,841 16	$1,350,289 85
Expenditures:		
Repairs of road.....	$148,749 11	$141,123 95
" bridges....	16,544 95	22,158 60
" locomotives	103,804 12	90,701 15
" cars	104,846 90	62,474 69
" structures..	47,892 29	75,318 44
" tools, etc...	9,679 82	5,337 77
Renewals of iron....	80,020 69	88,548 80
Fuel	108,777 43	119,275 63
Oil and waste.....	10,313 55	9,981 71
Salaries, etc., passenger department...	92,884 63	96,422 61
Salaries, freight department	148,564 15	155,408 39
Wages, switchmen...	17,938 68	21,200 77
Removing ice & snow	1,962 41	2,282 57
Gratuities and damages.....	8,586 42	20,249 50
Taxes, insurance, etc.	82,357 97	88,494 53
General salaries, office and other expenses	27,680 11	27,380 37
	$1,010,603 23	$1,026,854 48
Net earnings....	$316,737 93	$323,934 87

The company have 38 locomotives, 46 passenger, 12 mail and baggage, 531 eight-wheel and 316 four-wheel merchandize, and 32 gravel cars. Number of miles run by passenger trains, 374,719; by freight trains, 335,046; by other trains, 6,481 —total, 716,246. Number of passengers carried, 1,869,427; do. carried one mile, 24,341,123. Tons of merchandize carried, 740,123; do. carried one mile, 19,678,511. Length of main line, (double track) 50.68 miles; length of Watertown Branch Railroad, 6.60 miles; length of Lancaster and Sterling Branch Railroad, 12.42 miles; length of Peterboro' and Shirly Railroad, 23.62 miles; length of side and other tracks 34 miles—total length of road belonging to the company, 93.32 miles; total length of tracks belonging to the company, 178 miles. The report says:

During the past year, on the 6th day of October, 1871, our extensive buildings at Charlestown, which were used for Cheshire, and Vermont and Massachusetts Railroad freight business, together with a large quantity of valuable merchandise, were totally destroyed by fire; the amount already paid in settlement for this merchandise is $35,442 38, and this sum, we believe, includes nearly all claims on this account for which the corporation is liable. Our insurance on the buildings amounted to $25,050; on property therein, to $18,000, none of which has been paid, as our demand was disputed by the insurers, and is now in litigation. We feel confident we shall prove and make good our whole claim; but as all the offices in which we were insured are more or less crippled by the destructive conflagrations of Chicago and Boston we shall lose a considerable portion of this sum.

In the latter part of 1871, reductions were made in our local passenger and freight tariffs, and a material abatement was also made in the rates charged connecting roads on both passengers and freight. These reductions estimated on the traffic of the past year amount to over $40,000,; but comparing the gross receipts with those of the year previous, we find an increased business has reduced the deficiency on connecting road business to $3,032 71, and increased the receipts on our local business, $31,425 98.

Our receipts during the year show an increase from passengers, of $14,293 87; from freight, of $14,099 40; from expresses and United States mails, $2,679 18, and a decrease from rents and interest, of $8,124 26; making our total increase of income, $22,948 19. Our expenditures have also increased $15,751 25, leaving net earnings, $7,196 94 in excess of the same earnings last year.

In 1842, statistics of the number of passengers and tons of freight, from towns in Massachusetts, New Hampshire, and Vermont, which it was supposed would be affected by the construction of the Fitchburg Railroad, were collected by a committee interested to secure its construction, who found that the annual number of passengers, to and from Boston, was 56,080; the tonnage, 38,578, and amount paid for transporting same $335,020.

Our present report shows the number of passengers transported to and from Boston to be 1,521,114; the tonnage 595,649, and the receipts for the same about $1,000,000.

Our equipment has all been kept in good condition, and we have added to our stock two first-class locomotives, three passenger cars, one mail and baggage car, and ninety-six eight-wheel merchandise cars.

Large quantities of new iron rails have been laid down with the most approved joints, or chairs, and our road-bed and tracks have improved in a corresponding manner, and are in excellent condition.

For the better accommodation of our freight business, a new avenue about fifteen hundred feet in length, and fifty feet wide, has been opened and paved with block stone. This gives us a direct entrance from Boston to our freight grounds, without passing over Warren bridge, saving some of the delays occasioned by the crowded condition of that bridge, and the frequent opening of the drawbridge. It also diminishes the distance travelled to receive or deliver freight, from one-sixth to two thirds of a mile. The avenue is so laid out that it can be extended in length at least one thousand feet, and have very convenient freight stations of about two thousand feet in length upon each side thereof.

We have constructed a substantial new freight house of one thousand feet in length, upon the south side of this avenue, and at the junction of the avenue with Warren bridge, have erected a convenient building for freight offices, etc., and at Charlestown have rebuilt the Vermont and Massachusetts freight house, destroyed by fire.

We have added to the extent of our property both in Charlestown and Boston, by building new wharves, and bridges over tide water. The remainder of the old spruce pile wharves in Charlestown have been thoroughly rebuilt, and several new passenger stations and other buildings have been erected upon the road.

Our passenger station at Fitchburg is entirely inadequate for the business of that city. Plans to enlarge and remodel the same were made several years since, but we have been unable to proceed with the work, in consequence of a law passed by the legislature of 1869, providing for the appointment of commissioners, with authority to design and order the erection of a suitable Union Depot. We did not proceed under this law, as some of its provisions granted privileges and removed restrictions, which we considered necessary for the convenience and safety of our

passengers. A board of commissioners has however been recently appointed by the Supreme Judicial Court, but as yet have had no meeting to consider the subject.

The only serious accidents since our last report, have been to persons walking upon or crossing our tracks, and to passengers who in two instances have fallen from the platform of cars when in motion. We intend to use every improved appliance which will afford increased safety to our passengers and trains, and have adopted both Miller's Platform and the Westinghouse Brake; but by constant attention to the improvement of our train regulations and their strict enforcement, we hope seldom to have any occasion to test their efficiency.

Our road commenced running passenger trains on the 20th of December, 1843, and although our record of accidents for these twenty-nine years, proves that a number of passengers have been killed by falling from and between the platforms, it also shows that no passenger wholly inside our passenger cars has ever been seriously injured.

At a special meeting of the stockholders, held November 8d, 1871, the directors were authorized to unite with the Worcester and Nashua Railroad Company in taking a lease of the proposed Lancaster Railroad; and in pursuance therewith, we have united with the said company, and have leased the Lancaster road for a term of fifty years, paying six per cent and taxes upon the cost of the same, and the road is now nearly completed.

TRIAL BALANCE, SEPTEMBER 30, 1872.

Construction account	$4,000,000 00
Real estate	225,837 41
Cash and cash funds	54,885 44
Receipts from freight	44,371 81
Stock materials	111,871 68
Fuel	38,257 00
Renewal account	63,371 84
Coal pockets	1,665 73
	$4,540,260 91
Capital stock	$4,000,000 00
Profit and loss	511,800 05
Unclaimed dividends	6,236 00
Unclaimed State tax	2 81
Receipts from passengers	722 05
Lancaster Railroad Co	22,000 00
	$4,540,260 91

President.—Wm. B. STEARNS.

Directors.—Wm. B. Stearns, Alvah Crocker, P. B. Brigham, Cyrus Wakefield, C. U. Cotting.

Treasurer.—M. D. BENSON.

Superintendent.—C. L. HEYWOOD.

Oroya (Peru) Railroad.

A sketch of the Oroya Railroad, in Peru, was recently given by a correspondent of the Boston *Globe*, from which we extract the following:

San Bartolome, forty-six miles from Lima, is another station. Its only importance is, that here the great retrograde to gain elevation is made; for the road, after running back a short distance, returns only some eight hundred feet above. As there is not room to make a sweeping curve, the road forms a V, at the apex of which is a turntable. Shortly before reaching this, the engine is uncoupled, and running on the table, is reversed. It then runs along on a side track to a switch, and by this, backs down to what was the rear of the train, which now becomes the front.

Between San Bartolome and Lurco, a distance of ten miles, the great labor of the enterprise has to be performed, there being fifteen hundred feet of bridging and twelve hundred feet of tunnelling between these places. To give you some idea of the magnitude of this enterprise I will describe the bridge that spans the Agua de Verrugas, a wild torrent running through a picturesque glen situated some 12,000 feet above the level of the sea.

This extraordinary bridge was constructed by the Baltimore Bridge Company, and its dimensions have attracted general notice. It is remarkable for being the highest of its kind in the world, and for surpassing all others of the same class in its perfect system of bracings and connections. It is a viaduct structure, consisting of four deck spans, of the Fink truss type, three of which are 110 feet long, and the fourth and central span being 125 feet long. These spans rest on piers formed of wrought iron columns, and these piers are fifty feet long by fifteen feet wide on top. These piers are the principal features of interest, and are respectively 145 feet, 252 feet, and 187 feet high. They each consist of twelve legs, forming a rectangle.

Transversely, the pier has the appearance of an inverted W; two legs batter in and two out. The outer legs have a batter of one foot in twelve, and the inner are inclined so as to make the abovementioned shape. There are three of these W's in the pier, each containing four legs, making twelve in all. One of the most interesting features of this gigantic structure is the raising. The piers are raised within themselves, tier upon tier, the only power used in drawing up the material being a common windlass. The entire viaduct is five hundred and seventy-five feet long, and is not only the mode of crossing best adapted to the situation, but it is also the cheapest that could there be used.

Peninsular Railway.

At the annual meeting of the stockholders of this company, held at Battle Creek, Mich., on the 15th ult., the report of the president was submitted, from which we make the following exiracts:

The Peninsular Railway Company, as it now exists, was formed by the consolidation of the Peninsular Railway Company, organized between Battle Creek and Lansing, the Peninsular Railway Extension Company, organized between Battle Creek and the State line, the Peninsular Railway Company, organized through Indiana, and the Peninsular Railway Company, chartered from the State line of Indiana to Chicago—making a line of about 210 miles in length.

Ground was broken for the construction of the road at Battle Creek, on the day — day of November, 1866, and the work of grading, bridging and tieing was prosecuted as rapidly as subscriptions could be collected, or municipal bonds could be sold to pay the estimates made to the contractors. While this work was being carried on between Battle Creek and Lansing, the same was being done between Battle Creek and the Indiana State line, and also between the State line and South Bend in Indiana.

In the spring of 1869, our work was progressing so well, and our prospects of an early completion of the road were so flattering, that it was deemed advisable to negotiate a loan for the purpose of ironing and equipping the road. The Board of Directors accordingly authorized me to make such negotiations. A mortgage was made upon the Michigan division of the road to secure the payment of bonds to the amount of $1,800,000, bearing interest at 7 per centum per annum, payable semi-annually, on the first days of May and November, in each year, and the principal was made payable in thirty years.

Municipalities voted to aid the road, on the east division, $131,500, and on the west division, in Michigan, $154,000, making a total of $285,500, of which sum, in consequence of an extraordinary decision of the Supreme Court of this State, $129,300 was lost to the company. The loss of that aid was a great calamity to the company, and for a time bid fair to ruin the enterprise.

After the consolidation of all the companies into one, in the year 1870, a mortgage was made upon the Indiana and Illinois division of the road, similar in its provisions to that upon the Michigan division, to secure the payment of bonds to the amount $2,000,000.

The first rail was laid upon the road on the 14th day of September, 1869, and on the 1st of December the same year, we commenced running regular trains to Bellevue, a distance of 13 miles. On the 14th day of February, 1870, regular trains were run to Charlotte, a distance of 26 miles. On the 13th day of June, 1870, regular trains were run to Lansing, a distance of 45 miles; on the 15th day of October, 1870, regular trains were first run between Lansing and Climax, a distance of 55 miles. On the 26th day of June, 1871, we commenced running regular trains to Cassopolis, a distance of 98 miles from Lansing, and on the 11th day of September, 1871, to South Bend, a distance of 120 miles. The track is now laid a distance of about 25 miles west of South Bend, leaving but about 20 miles to be laid to complete the road to Valparaiso, for which all of the material, except ties, is purchased, and is arriving as fast as it can be laid. We have also put up 120 miles of telegraph line, under a contract with the Western Union Telegraph Company, under the efficient management of E. J. Wood, Esq., Supt. of Telegraph. Twelve telegraph offices have been opened, and others will be as fast as needed, which greatly facilitate our business.

The report of the secretary shows that, previous to the 1st of Nov. 1871, secretary's orders had been issued to the amount of.... $545,966 24
Since Nov. 1, 1871, to Dec. 31, 1872.. 34,738 10

Total to Dec. 31, 1872..... $580,704 34
The Treasurers reports the total amount of Secretary's Orders paid to Dec. 31, 1872, to be..... 438,441 42

Total outstanding Dec. 31, 1872. $142,262 92

The Treasurer's report also shows that he has received during the year 1872, from the sale of first and second mortgage bonds, subscriptions, etc., the sum of..... $1,922,582 07
That he has paid out..... 1,922,529 81

Leaving in his hands $2 26

His report further shows that there was received, in the General Superintendent's department, from all sources, for the same year, and reported to him, the sum of $178.042 91.

The General Superintendent's report shows that the earnings of the road from Dec. 1, 1869, to Dec. 31, 1872, were as follows:

December, 1869, and the year 1870	$41,364 24
Year 1871	88,856 44
Year 1872	109,913 52
Total	$240,134 20

It also shows the following statement of expenses of operating the road, construction and other accounts connected with his department, as follows, viz:

Month of December, 1869, and year 1870	$37,374 45
Year 1871	145,889 19
Year 1872	168,252 52
Total	$351,466 16

The books in his office show an indebtedness in that department of $111,331 96, a large portion of which is chargeable to construction and not to operating account.

The report of the General Freight and Passenger Agent shows that the number of passengers transported, is as follows, viz:

December, 1869, and year 1870	49,048
Year 1871	66,059
Year 1872	83,491

That the total weight of freight transported over the road during the year 1872 was 92,667,353 pounds, or 46,333 tons.

At the conclusion of the reading of the report, on motion, it was accepted. The meeting then proceeded to the election of directors, which resulted in the choice of the following gentlemen: Joseph M. Ward, Edwin C. Nichols, Leonidas D. Dibble, Battle Creek; Elisha Shepard, Charlotte; Sylvador T. Read, Cassopolis; William Miller, South Bend; Samuel I. Anthony, Valparaiso; William E. Henry, Joliet, Ill.; Martin S. Brackett, Bellevue, Mich.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref.... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. & J. & O	Jan. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 3½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*..100	950,000	F. & A	Aug. '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Jan. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey..100	15,000,000	J.A.J&O.	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*..... 50	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton..... 50	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,229,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.*.... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	11,250,854	F.M.A.N	Nov. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	Dec. '72 2
Columbus and Hocking Val..100	848,964	F. & A	Aug. '72 5
Colum. & Hocking Val..100	1,500,000	M. & N.	Nov. '72 5
Concord..... 50	350,000	J. & J.	Jan. '73 3½
Concord and Ports.*.....100	1,500,000	M. & N.	Nov. '72 5
Conn. & Passump Riv..1 0	2,100,000	F. & A	Feb. '73 3
Connecticut River..... 100	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	Oct. '72 0
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,462,600	J. & J.	Jan. '73 3
Eastern (N. H.).....100	492,500	J. & J.	Jan '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,538,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg.....100	4,000,000	J. & J.	Jan. '73 4
Georgia 100	4,150,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '72 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana..100	800,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	49,446,500	F. & A.	Feb. '73 4
" " (guar.)100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Jan. '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.A.N	Nov. '72 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,102	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 6
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	600,000	M. & N.	Nov.'72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N. Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J.	Jan. '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '72 4
" " Certif....100		A. & O.	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y. Provid. & Boston.100	2,000,000	J.A. O.J.	Jan. '73 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N.C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & J.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport...100	6,297,900	J. & J.	Jan, '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb '72 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. '73 —
Panama.....100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	749,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '72 3
Philadelphia & Reading 50	30,014,775	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '73 1½
" Special Imp.100	2,000,000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. '73 3
Port'land and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb. '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct.' 72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,161,400	M & N.	Nov. '70 —
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	2,350,000	M. & N.	Nov. '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,556	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'72 3
Brooklyn City & Newt..100	800,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,900	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.)..... 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry....100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Jan. '73 2
Second & Third St.(Ph.) 50	992,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '73 3
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,789,800	M. & N.	May '67 2
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb' 73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,008,749	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Dec. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '69 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 35c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Maripesa Gold..... 100	2,836,000	— & —	.....
" pref..... 100	5,668,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'72 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust..... 100	1,000,000	J. & J.	Jan. '72 5
United States Express....100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '68

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Jan. 1, 1873.					
Loan of June 14, 1858 ..... registered	$8,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,742,000	6	Jan. & July.	1880	116½
.. .. coupon	4,673,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,461,650	6	Jan. & July	1881	116½
.. .. coupon	63,569,700	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s) ..... registered	32,060,100	6	May & Nov.	1882	115½
.. .. .. (5-20s) ..... coupon	285,229,300	6	" "	1882	114½
Loan of March 3, 1863 ..... registered	53,461,350	6	Jan. & July.	1881	116½
.. .. coupon	21,538,650	6	" "	1881	119½
Loan of March 3, 1864 (5-20s) ..... registered	2,298,000	6	May & Nov.	1884	113
Loan of June 30, 1864 (5-20s) ..... registered	33,014,150	6	May & Nov.	1884	113
.. .. .. (5-20s) ..... coupon	35,960,500	6	" "	1884	115½
Loan of March 3, 1865 (5-20s) ..... registered	36,527,600	6	May & Nov.	1885	114½
.. .. .. (5-20s) ..... coupon	119,658,550	6	" "	1885	116½
.. .. 2d series (5-20s) ..... registered	58,458,500	6	Jan. & July.	1885	113½
.. .. .. (5-20s) ..... coupon	150,683,700	6	" "	1885	115½
.. .. 3d series (5-20s) ..... registered	90,471,900	6	Jan. & July.	1887	115½
.. .. .. (5-20s) ..... coupon	225,402,100	6	" "	1887	116½
.. .. 4th series (5-20s) ..... registered	18,838,500	6	Jan. & July.	1888	115
.. .. .. (5-20s) ..... coupon	24,799,900	6	" "	1888	116½
Loan of March 3, 1864, (10-40s) ..... registered	139,676,250	5	Mar. & Sept.	1904	114
.. .. .. (10-40s) ..... coupon	54,891,050	5	" "	1904	115½
Consols of July 14, '70 & Jan. 20, '71 . registered	127,881,550	5	F. M. A. & N.	1881	113½
.. .. coupon	72,118,150	5	" "	1881	115½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	2,780,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indobtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114
U. S. Notes and Fractional Currency	406,374,356	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1856 and '72 ...	2,582,900	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71	2,620,000	6	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	6	" "	'90-'91	....
Arkansas—($ 9,800,0 0):					
.. Funded Bonds, 1860 and 70	2,850,000	6	Jan. & July.	'99-'00	43
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'86	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s)	705,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s)	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($3,728,866):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '48, '50, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1856.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	83
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	*417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43	160,000	5	Mar. & Sept.	1878	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)	300,000	6	Various.	'79-'94	....
Louisiana—($21,214,900):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,630,000	6	Various.	'93-'98	43
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,080	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,080	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	846,000	8	April & Oct.	1896	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'72-'78	....
.. War and Bounty Bonds, 1863 and '64..	3,532,500	6	" "	'83-'89	90
.. Municipal Equalization Bonds.....	3,064,400	6	April & Oct.	1880	100
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,587,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1836...	5,986,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,650,545	6	Jan. & July.	1885	....
.. Bounty War Bonds, 1869.....	511,365	6	J. A. J. & O.	1886	103½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	264,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	100
.. Union Fund Loan, 1862.....	600,000	6	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	858,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,279,580	5	May & Nov.	1894	98½
.. Bounty Loan, 1864, £825,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'83-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,800	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1876	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1882	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	99½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	101
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	600,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	....
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	105
.. Bounty Loan Bonds, 1867, coupon	1,272,000	...	" "	1877	105
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'9.	84½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'9.	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'96	17½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'96	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'96-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	....
Oregon—($390,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($29,272,955):					
.. Loan of Feb. 1867 (5-10s).....	92,550	5	Feb. & Aug.	'72-'77.	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	104½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	107
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1883	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1892	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	502,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	25½
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	22½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	61½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'85-'90	40½
.. State Bonds (old) coupon	11,166,000	6	" "	'85-'90	....
.. State Bonds, sterling coupon.....	1,966,000	5	" "	'86-'96	....
.. Funded Interest, 1856-'67.....	6,698,435	6	" "	'76-'87	....
.. Funded Interest sterling, 1847.....	466,280	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$980,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1890	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1886	93½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1899	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
3d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y.& Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	868,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1850-'80	579,500	6	" "	"	1880	95½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1858-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	533,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage ( )	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	41½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	59
Mass. L.(rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,680,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,250,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	93½
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	92½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110½
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1905	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	88½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	80
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	90½
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh.C. & Nav.Co.(ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	102
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds(1st by State)gold	1,500,000	7*	" "	" "	1885	110½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A.& S.Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'90	86½
Chester Creek:						
1st Mortgage, guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,826,000	8	Jan. & July.	New York.	1888	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1888	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	99
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	.....	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,008,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.)guar.	1,280,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,600,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	80
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	86
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (198 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100
Funded coupons (198 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,560,000	7	F. M. A. & N.	" "	1915	92½
Equipm't (Eng. & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	..
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd, skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1866	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1900	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'96	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1878	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa. Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	84
Consol. sinking fund guar.	628,000	7	May & Nov.	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	90
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	70½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	90½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	67
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1898	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	189,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	97½
Convertible b'ds (Del. Lack. & W.)	3,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1890	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1880	....
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free	804,000	7	Jan. & July.	New York.	1893	92
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1875	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.)assumed.	194,400	6	Jan. & July.	"	1876	91½
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	93½
Loan of 1872-'82	1,500,000	7	.....	"	1882	99½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	99
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	98
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1862	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1880	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1893	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102½
2d Mortgage	948,000	7	May & Nov.	" "	1876	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'80	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	6*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1869	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	90
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,686,705	8,428,525	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,998,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,050,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1908	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	63,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	43½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.R.R55m)	1,200,000	10	Jan. & July.	" "	1886	100
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,674,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	103
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	91
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1890	61
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1855	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1867	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000s)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	227,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(D.L.&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1876	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	600,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	87½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n & Ph.	1899	....
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	101
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,331,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	97½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
1st Mort. (Junc.R.R.)Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	98½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	98½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	90½
1st Mort. Aug. 1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	99½
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867(Sch& ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68(Kal. Ali.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1884	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1900	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1888	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	92½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $6,000,000(392 m.)	6,647,000	7	April & Oc.	" "	1898	92½
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	638,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	88½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	94½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	600,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1862	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jun. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	86
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	80
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	756,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	948,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	73½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1883	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	800,000	6	March & Sept.	New York.	1886	....
1st Mortgage	200,000	7	Jan. & July.	" "	1886	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,614,000	7	Feb. & Aug.	" "	1876	102
Bonds for R.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	101½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	97½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	95½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	92½
Income Mortgage conv.	581,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	106,800	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	584,000	7	" "	" "	1874	56½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	76½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,460,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	67½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,156,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort.	1,845,500	7	Jan. & July.	New York.	1882	78
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	87½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	79½
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,305,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	98½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	98½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	95½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	82½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	80
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	101
	Dollar registered	1,462,000	7	" "	"	1911	103½
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	876,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	100
Loan of 1866	400,000	6	April & Oct.	"	1876	96
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	80½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	91½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	108½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	90½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1890	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	8	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1890	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free.	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1860	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1893	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1880	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	76½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1905	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	524,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	89
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	99
St. Louis,Jacksonv.& Chic.(C&A.):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
3d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	86
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	183,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	91½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	91
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	80
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	360,000	7	May & Nov.	" "	1876	....
Convertible Bonds	344,000	7	" "	" "	1886	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	100
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	97
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	88½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	82½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	93½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6*	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	76½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	72½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	97
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	95½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	42
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee('A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	89
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& Allib.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	95
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	72½
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	91
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	77
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	97½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &:						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	86
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	94½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	94
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	72½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	80
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1872	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1883	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	H. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,600,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)	—	—	—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed an	d sold—N	o returns.)	—	—	—	100	....
Sept. 30, 1871	142.0	—	35.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,899,000	88,440	—	164.0	587,911	267,061	283,874	1,069,996	267,487	7	100	92½
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	—	—	—	(Under	construct	ion—No p	art in use.)	—	—	—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Unde	r construc	tion—No	part in u	se.)	—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	.....	(No retur	ns furnish	ed.)	—	—	—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec.	1, 1870.)	—	—	—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	*	.....	.....	246,018	150,000	.....	—	23.0	(Leased to	Cheshire.	)	?,500	—	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	—	308,030	73,367	87,571	446,933	151,629	—	100	26½
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinish	ed—No o	perations.)	—	—	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)	—	—	—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible ret	urns since	June 30,	1871.)	—	—	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	682,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)	—	—	—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	*	.....	.....	3,994,900	3,483,848	175,341	.....	—	(Leased	by Grand	Trunk.)	—	4	—	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	*	.....	.....	732,700	129,000	.....	.....	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	.....	(Leased to	Pennsylv	ania.)	—	—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	156½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset	.)		103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	*	.....	.....	3,500,000	5,000,000	.....	.....	—	(Opened	to Washin	gton May	1, 1872.)	—	—	—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	*	.....	.....	650,000	150,000	1,000	.....	33.5	(Leased	to Maine	Central.)	—	36,000	—	50	....
Dec. 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	.....	15.6	(Leased	to Fall Br	ook Coal	Co.)	—	5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	147
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently | opened— | No retur | ns.)	—	—	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶...Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	.....	112.5	517,592	1,760,942	294,177	691,852	185,334	—	100	9
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	132
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	292,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	126½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,451	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,684,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	172.0	(In ha	nds of Re	ceiver.)	—	—	—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	*	.....	.....	2,286,000	583,500	.....	.....	26.0	.....	(Leased	to Erie.)	—	—	—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	.....	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and oper.	by Erie.)	—	—	7	500	....
Sept. 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	963.932	150,612	270,030	.....	750,208	500,000	228,882	.....	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	.....	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,081,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,651	349.6	1,609,941	249,396	320,574	2,406,840	1,111,881	10s	100	118½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	.....	100.0	(Traffi	c guarante	e 40 p. c.)	—	—	—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	.....	—	(Buildin	g—to cost	$20,000,0	00.)	—	—	—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	—	(Buildin	g—to cost	$7,500,00	0.)	—	—	—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	.....	—	(Leased	to Pennsy	lvania.)	—	10	—	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	.....	60.0	.....	366,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased	to United	Companie	s.)	—	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.0	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	.....	.....	350,000	200,000	.....	.....	17.5	(Open	ed Januar	y 1, 1872.)	—	—	—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	.....	.....	376,594	150,000	.....	.....	—	(Compl	eted 18 m	iles Jan. 1	, 1872.)	—	—	—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	—	.....	.....	426,000	—	.....	.....	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	.....	98.5	430,381	.....	487,452	654,328	202,575	—	50	44
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	*	.....	.....	294,469	250,000	11,750	.....	—	.....	(Recently | opened— | No repor | t.)	—	—	—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	to Illinois	Central.)	—	113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	(No re	turns obta	ined.)	—	—	—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	.....	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,659	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	673,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	105
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	86½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	130,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,982,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,011,920	*	206,804	65,182	2,578,000	2,100,000	250,000	.....	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	.....	22.8	.....	(Leased to	Pennsyl	vania.)	—	—	—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,643	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	884,262	—	90,738	68.8	586,386	197,274	370,840	787,815	157,649	—	100	18
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	*	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Reading	.)	—	—	50	....
Dec. 31, 1871	242.0	117.6	60.8	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,788	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	114½
Dec. 31, 1871	242.0	117.6	60.8	—	125	68	22	2,468	Chicago, Burlington and Quincy	Illinois.	35,444,090	*	.....	.....	18,649,910	5,534 957	.....	.....	754.0	.....	.....	.....	7,569,009	2,619,177	10	100	120
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	.....	.....	2,000,000	1,500,000	.....	.....	—	(Traffic	guar. &	oper. by C.	B. & Q.)	.....	.....	100	....
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Danville and Vincennes	Ill.	3,582,000	*	.....	.....	2,100,000	1,482,000	.....	.....	—	(Opened	d during	1870–'71.)	.....	.....	.....	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No retur	ns furnish	ed.)	.....	.....	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	2,000,000	2,925,000	.....	.....	—	(Opened	d in Dece	mber, 187	1.)	.....	.....	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	1,280,000	2,200,000	.....	.....	—	.....	(Recently	opened.)	.....	.....	.....	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	.....	.....	.....	3,916,300	810,000	.....	.....	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	109
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	.....	.....	.....	752,000	4,200,000	.....	.....	—	(New	road—No	returns.)	.....	.....	.....	100	....
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	.....	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,706	11,402,161	11,402,161	4,592,135	—	100	83⅞
May 31, 1872	13889	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,342,919	.....	.....	7,000,000	.....	.....	—	.....	(New roa	d—No repo	rt.)	.....	.....	100	....
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	.....	.....	1,500,000	1,340,000	.....	.....	—	(Under	constructi	on—length	160 m.)	.....	.....	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*	.....	.....	1,400,000	700,000	.....	.....	—	.....	.....	5,900,797	5,900,797	2,950,534	8	100	112½
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	.....	.....	3,078,000	3,078,000	.....	.....	—	(Under	r construc	tion—ope	n 19 miles.)	.....	.....	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	.....	.....	7,000,000	5,000,000	.....	.....	—	(Leased	to Chic R.	I. & Pac.)	.....	.....	.....	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	.....	.....	.....	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	.....	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	.....	.....	.....	500,000	274,000	.....	.....	7.0	(Leased	to Mariett	a and Cin	cinnati.)	.....	8	100	....
Mar. 31, 1872	60.3	—	33.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,646	*	.....	.....	3,027,450	2,033,000	1,061,798	.....	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	.....	.....	.....	400,000	400,000	.....	.....	38.0	(Leased	to Ind., Ci	n. and Lat	ayette.)	.....	6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	.....	132.1	199,442	115,971	96,822	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,732	184,552	700	81,813	382,600	565,000	86,298	.....	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	.....	.....	.....	3,000,000	1,800,000	.....	.....	—	(Leased	to Gr. Rap	ids & Indi	ana.)	.....	.....	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio & Ind.	5,834,514	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	239,206	800,702	304,706	—	100	18½
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	.....	.....	.....	.....	5,000,000	6,000,000	.....	.....	—	(Under	constructi	on.)	.....	.....	.....	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind	Ohio & Ind.	13,774,883	*	1,629,225	1,386,437	12,791,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,076	6,215,537	7	100	90⅞
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	.....	421,616	.....	2,056,950	1,512,000	.....	.....	—	(Leased	to Atl. & G	t. Wtn.)	.....	.....	274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641.501	*	.....	.....	1,165,000	1,500,000	.....	.....	76.3	127,000	129,770	135,090	245.304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,886,875	2,537,719	.....	.....	7,867,950	3,859.500	.....	.....	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	90½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	.....	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	40½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*	.....	.....	347,800	225,000	282,126	.....	18.0	34,500	17,404	12,811	56,537	5,219	...	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	to Cin., Sa	n. & Cleve	land.)	.....	.....	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord	New Hampshire.	1,500,000	*	63,041	106,631	1,500,000	.....	134,863	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	165½
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	.....	.....	.....	350,000	.....	.....	.....	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	283,665	6	100	88½
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725 392	119,157	10	100	135½
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	.....	.....	1,500,000	1,000,000	.....	.....	41.6	(R	ecently op	ened—no	returns.)	.....	.....	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*	.....	.....	1,497,223	2,008,500	.....	.....	68.0	.....	Recently	opened.)	.....	.....	.....	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	.....	.....	.....	1,278,300	1,000,600	.....	.....	6.8	(Leased	to Phila.	and Trent	on.)	.....	6	50	..
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N. York.	456,001	*	.....	.....	308,405	100,000	28,580	.....	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn.	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	.....	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,569	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,958,575	765,256	373,725	1,851	3,317,497	3,430,000	265,173	.....	202.0	.....	.....	.....	1,101,612	371,376	⅛	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*	.....	.....	82,350	527,445	12,906	.....	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	.....	.....	.....	309,276	701,000	.....	.....	—	(Leased	to Little	Miami.)	.....	.....	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*	.....	.....	1,230,941	873,250	.....	.....	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694	.....	5,000,000	10,000,000	.....	.....	62.0	.....	95,781	1,532,649	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,308,000	3,776,123	417,054	115.0	2,448,000	234,108	2,362,568	3,351,484	1,549,693	10	100	101
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	.....	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,869	371,903	196,597	—	100	..
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000	.....	.....	.....	1,216,000	1,216,000	.....	.....	—	(Opened	in May 18	72.)	.....	.....	.....	100	..
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.	.....	(Will be	re-organi	zed as t	he St. Lo	uis, Kook	uk and	Dakota	R. R.)	.....	.....	.....	772,962	235,001	—	100	..
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)	.....	.....	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	.....	(R	ecently op	ened—no	returns.)	.....	.....	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,239	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	....	....	....	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	.....	164.0	.....	(A new li	ne—no ret	urns.)	.....	.....	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	.....	.....	.....	122,000	175,000	.....	.....	14.0	(Leased	to Maine	Central.)	.....	18,000	3	100	..
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.	.....	(No info	rmation	furnishe	d.)	.....	.....	.....	33.5	.....	11,404	5,161	21,480	6,985	—	100	..
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	.....	.....	.....	480,000	.....	.....	.....	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	.....	645,249	.....	4,999,200	894,000	.....	15,901	—	(Leased	to Illinois	Central.)	.....	.....	4	100	64
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	.....	.....	1,075,500	1,190,000	55,000	.....	—	.....	(Opened	August 20,	1871.)	.....	.....	100	....
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	.....	771,393	1,475,538	1,800,000	562,326	.....	58.0	131,635	154,702	73,443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Chasset	Mass.	310,407	.....	.....	40,185	350,000	.....	.....	716	17.5	5,897	28,136	813	8,627	716	—	50	....
Oct. 31, 1871	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	.....	.....	.....	89,800	175,000	2,000	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	6	86	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	.....	.....	.....	1,309,200	495,900	.....	.....	—	(Leased	to Phila.	and Readi	ng.)	.....	.....	100	....
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,166,895	*	138,971	222,368	1,969,624	3,581,400	244,991	3,781,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	50
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,809	1,234,751	270,491	4,262,600	2,987, 400	1,882,081	194,325	115.2	1,152,426	4,610,277	365,965	1,871,637	635,308	8	100	105½
Dec. 31, 1871	23.0	5.0	2.5	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	(No info	rmation	furnishe	d.)	.....	.....	.....	28.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	.....	.....	....	Eastern Shore ¶	Maryland.	875,000	*	.....	.....	295,000	58 0,000	.....	.....	40.0	(N	o statemen	t furnish	ed.)	.....	.....	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,559,319	*	826,099	48,207	3,107,050	2,982,000	374,475	.....	—	(Complet	d in 1871 a	nd 1872.)	.....	.....	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	.....	.....	.....	500,000	.....	.....	.....	64.2	240,660	212,388	796,854	409,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	.....	.....	.....	1,000,000	1,620,000	.....	.....	78.0	504,154	108.714	360,570	541,297	.....	5	50	54½
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842,740	*	.....	.....	86,536,910	26,398,800	.....	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	65
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,854	*	.....	.....	134,600	.....	40,000	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	.....	.....	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5,177,000	*	.....	.....	2 000,000	3,177,000	.....	.....	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American ¶	Maine.	5,463,964	*	.....	.....	522,300	3,098,800	1,802,982	.....	114.0	.....	184,752	97,942	280,014	93,338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683	1,544,254	1,164,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6.0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	.....	98.0	.....	(No returns furnish	ed.)	.....	.....	—	100	....
Jun. 30, 1871	55.0	—	2.7	—	*	4	2	—	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	.....	.....	(Recently	completed	.)	.....	.....	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330.798	.....	.....	.....	150,000	200,000	272,607	.....	5.8	11,154	▪ 82,136	.....	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	.....	.....	.....	107,400	.....	.....	.....	12.7	(Leased	to Plg. an	d Connell	sville.)	.....	7½	50	....
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,440,000	560,000	521,002	.....	817.680	177,000	98,824	41,740	93.3	666,657	1,793,222	.....	1,327,341	316,738	8	100	130½
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	.....	.....	.....	150,000	.....	244,095	.....	12.0	(Leased	to Belv. D	elaware.)	.....	lose.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	32,855	218.1	537,460	311,240	282,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	330,000	300,000	27,225		19.0	22,180	52,586	18,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	—		100.0	260,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707		—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	66
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	—	99,267		22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,474	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	668,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000		11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....		239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492,000	1,500,000	.....		94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk †.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western †.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386		8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....		....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....		14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No statement furnished.)			—	—	—		—	18,240	7,234	29,173	132,000	61,006	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....		5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....		28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....		52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* †.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	49½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	.....	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150		12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,900,000	4,000,000	40,509		116.0	164,414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....		—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	....	Hartford and New Haven..Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N. H	aven and	Hartford	R. R.)			—	....	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill†.Conn. & R. I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7.000		47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,538	*	.....	.....	150,000	—	.....		5.5	.....	.....	83,892	45,628	15,006	10	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50,000		10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899		119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	6	2	276	Houston and Great Northern.....Texas.	1,439,941	287,061	162,601	86,861	1,970,804	—	5,636		93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central †.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	14	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....		62.5	197,972	52,246	453,182	378,689	87,686	—	50	19
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois	33,610,185	*	.....	1,212,539	23,280,510	5,764,500	16,370		1,110.9	5,710,554	1,286,584	1,831,944	8,401,142	2,732,847	10	100	121½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000		—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517		217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....		—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	72.0	—	8.0	—	—	—	—	—	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486		75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717		72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....		117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....		183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....		13.0	.....	28,882	120,501	92,878	23,198	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	11.0	11,380	—	82,617	34,292	5,558	—	50	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....		121.0	281,640	(8 months.)		357,664	180,164	—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515.294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....		—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....		—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	100	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No returns furnished.)					—	50	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....		58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....		32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.8	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—		35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....		—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905		672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	....
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730		....	(Recently opened.)					—	100	24
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271		80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.6	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....		—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....		—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	84,309	—	.....	138,261	192,510	—	—		—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	363.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N. Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,587,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	94½
Aug. 31, 1872	92.0	—	5.1	—	10	.....	.....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	—	.....	—	(Recently opened.)					—	100	....

Aug. 31, 1871	156.0	—	2.0	—	20	13	7	156	Lake Superior and Mississippi	Minn.	7,081,959	*				5,125,000	7,700,000			211.0				429,225	10,233	—	100	
Dec. 31, 1871	17.4	—		—					Lawrence	Pennsylvania.	633,170				14,682	285,050	4,355,000		8,290	—	(Leased	to Pittsb.,	Ft.W.& C	hicago.)	56,618	7	50	
Dec. 31, 1871	21.5	—	2.2	—	4	6	4		Leavenw'th, Atchison & N. Wtn.	Kansas.	1,100,000					600,000	1,500,000			21.5	(Leased	to Pacific	of Mo.at 4	5 p.c.—m	442,000)	—	100	
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,115,539	587,550	5,790,078	364,207	5,720,000	5,720,000	408,367			177.1	376,806		106,010	84,945	591,210	147,099	—	100	
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley	Pennsylvania.	14,501,805	4,728,925				18,158,800	9,219,000	645,142		236.2	s		867,271	1,573,748	5,290,725	1,828,695	10	50	121
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami	Ohio	5,671,900	*				4,107,900	1,564,000			196.0					1,777,722	517,919	8	100	
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith	Arkansas.		*				6,000,000	8,500,000					(Under	construct	ion.)				100	
Dec. 31, 1871	28.3	3.0	19.3	—					Little Schuylkill	Pennsylvania.	1,416,188					2,646,100	771,500			38.8	(Lea	to Phila. &	Reading.)				7	50	93
Dec. 31, 1871	9.5	—	0.4	—					Littlestown	Pennsylvania.	115,616					34,850	40,000	686		9.5	sed		4,703	16,635	70,546	1,816	—	50	
Mar. 31, 1872	92.0	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,000,000	*				1,500,000	1,500,000				(Recentl	y opened	—No retu	rns.)				100	
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley	Canada.	947,349	80,579	36,323	19,294		442,240	490,405	150,866		24.5	48,419		44,427	23,831	43,002	12,709	—	100	
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island	New York.	5,016,402	*				3,000,000	1,500,000	180,000		158.0					830,661	261,860	3	50	
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River	Mo.	5,735,914					4,198,582	4,300,000					(Leased to	Chicago a	nd Alton	.)			100	
Jnn. 30, 1871	93.5	77.0	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington	Ky.	7,218,782	*	281,966	181,948		2,474,483	3,475,000	1,523,496	289,667	172.7	746,783		446,977	209,187	995,426	254,684	—	100	
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville	Ky.	13,964,388	*	5,424,989	298,979		8,873,580	8,873,590	1,821,357	241,398	392.5	1,859,701		466,427	535,711	3,168,007	1,054,635	7	100	78
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago.	Ind.						3,000,000				288.0			227,340	174,577	787,311	148,171	—	100	
Sept. 30, 1871	12.4	—	2.3	—					Lowell and Lawrence	Massachusetts.	363,500	*		17,342		200,000	66,700	11,164	102,636	12.3		(Leased to	Boston an	d Lowell.	29,688	6	100	
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St.L. Ind. & Ill.		1,057,495	*	115,500	64,593		1,168,153		68 732	703	10.0		(Under	construct	ion.)				100	
Dec. 31, 1871	20.0	—	9.9	—					Lykens Valley	Pennsylvania.	600,000					600,000				20.8	(Leased	to Summit	Branch.)		62,500	11¼	20	
Mar. 31, 1871	78.0	—	3.9	—					Macon and Augusta	Georgia.	2,401,900					1,631,900	770,000			78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.		100	
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*				3,500,000	3,750,000			197.5		(Not repo	rted—Sma	il.)				100	
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western	Georgia.	2,500,000	*				2,500,000	150,000			199.0					674,921	266,849	10	100	
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶	Maine.	11.445,534	*	299,905	224,362		4,227,920	5,958,398	1,237,216	524,267	357.0	934,585		584,507	314,902	1,563,436	441,797	—	100	
Mar. 31, 1871	22.4	3.6	3.2	—					Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72.124	34,736		1,000,000		15,297	91,563	22 4		(Operated	by Concor	d.)	101,392	10	100	130
ept. 30, 1871	23.0	—	1 5	—					Mansfield and Framingham	Mass.	715,162		14,889	444		290,000	300,000	190,916		23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati	Ohio.	23,835,215	*	1,222,738			13,980,080	8,844,447	2,233,426		283.8	2,042,700		369,753	528,395	1,690,968	210,055	—	50	
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg	Ohio.		*				1,235,000	1,500,000			—	(Will be	completed	100 miles	in 1872.)			100	
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶	Md. and Del.	1,500,000	*				500,000	1,000,000			54.0		(No retur	ns obtaine	d.)				100	
Jun 30, 1872	31.4	2.0	2.3	—					Massawippi Valley	Canada.	800,000					400,000	400,000			33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington	Kentucky.		*					700,000			49.5	(Recentl	y opened	—No retu	rns.)				100	
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles. Tenn., Miss. & Ala.		8,753,559	*	1,157,068			5,312,725	4,157,387	469,855		308.0	801,661		313,017		1,417,441	218,435	—	100	25
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarkesv. and Louisv. ¶	Tenn.		(Owned	and oper.	by Loui	sville and	Nashvill	e.)			82.6	352,636				482,571	12,398	—	100	
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	95	Memphis and Little Rock	Arkansas.		*					2,700,000			131.0	(No ret	urns—ope	ned April	12, 1871.)				100	
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶	Tennessee.	3,574,289	*				1,074,289	3,500,000			130.7	497,646		210,189		924,207	205,747	—	100	
Dec. 31, 1871	4.7	—		51.5					Mercer and Somerset	New Jersey.	506,443					265,625		55,000		4.7	(Leased	to United	Companie	s.)				100	
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*				800,000	250,000	424,000		27.0					73,489	25,899	7	100	
Dec. 31, 1871	20.0	—	....	136.0	....	....	....	....	Michigan Air Line (E. D.)	Mich. & Ind.		*					225,000			20.0	(W.Div.	owned by	Michigan	Central.)				100	
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central	Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,187		17,987,048	6,200,293	460,863	899,889	714.8	3,302,478		774,349	1,238,313	5,313,074	1,593,725	10	100	109
Dec. 31, 1871	67.0	—	3.3	—	4	—	2	19	Michigan Lake Shore	Michigan.	1,250,000	*				450,000	800,000			67.0	(Recentl	y opened	—No retu	rns.)			50	
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton	Mass.	114,921	30'084	1,297	6,063		148,075		9,691	24,598	85.4	21,350		351,598	31,786	35,043	6,981	4	100	
Sept. 30, 1871	10.2	—	....	—					Middletown and Crawford	New York.	159,618					121,420	68,500			—	(Leased	to N. Y.&	Oswego M	idland.)			100	
Sept. 30, 1871	13.0	—	5.3	—					Middletown, Union and Water Gap.	N.Y.	350,476					121,730	225,000	64,800		13 0	23,870		29,531	15,550	48,681	18,862	—	100	
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada	Canada.	2,390,476	244,400	143,595	46,654		835,782	1,143,667	224,413	618,233	89.0	278,648		69,406	190,677	273,871	144,182	—	100	
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific	Nebraska.	2,600,000	*				1,500,000	1,100,000			58.0	(Recentl	y opened	—No retu	rns.)				100	
Dec. 31, 1871	12.5	—	2.3	—					Mifflin and Centre County	Penn.	254,115					65,426	118,500			12.5		(Leased to	Pennsylva	nia.)			25	
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul	Wisconsin.	39,700,789	*	1,889,996	1,591,579		22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,684,939		849,631	1,463,155	6,690,695	2,840,341	—	100	63
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern	Wisconsin.	1,320,000	*				510,000	18,000p.m			45.0	(Recentl	y opened	—No retu	rns.)				100	
Oct. 31, 1871	37.5	74.6	21.8	—					Mine Hill and Schuylkill Haven	Penn.	3,814,957					3,850,450				—	(Leased	to Phila.&	Reading.)			8	50	104
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1.520,000	*				1,200,000	320,000			41.0		(No retur	ns furnish	ed.)				100	
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western	Minn.	1,540,000					770,000	1,000,000			38.5	(Oper. b	y Milw. &	St. Paul.)				100	
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central	Miss. & Tenn.		*					4,557,980			237.0					1,263,981	loss.	—	100	
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee	Miss. & Tenn.	2,011,197	185,833				825,407	2,196,547	380,439		100.0	245,025				486,071	227,112	—	100	
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western	Mo.& Io.	1,600,000	*				800,000	800,000			—	(Recentl	y opened	—No retu	rns.)				100	
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska	Mo. & Io.	1,500,000	*				1,500,000				62.0	(Recentl	y opened	—No retu	rns.)				100	
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas	Mo. & Kan.	24,636,000	*				12,045,000	12,491,000			463.0		(No infor	mation.)				100	40
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf.	Kansas.	12,900,000	*				5,950,000	6,950,000			161.0					683,882	258,902	—	100	
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk	Ala.	838,003					250,000	564,393	3,606		—	(Operat	ed by Mob	ile and Oh	io.)				100	
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*	Alabama.	2,109,718	*	14,465	10,556		1,278,377	711,000	126,145		87.0	100,735		48,778		201,935	22,746	—	100	
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery	Alabama.	2,596,500	624,590	66,000	219,340		2,034,800	2,596,500	769,046		164.0					667,539	150,124	—	100	
Dec. 31, 1871	472.0	45.6	42.3	—	116	....	....	....	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341		4,428,036	10,760,674	1,482,116	1,770,536	517.6	1,432,823		385,300	333,638	2,739,448	845,280	—	100	
Sept. 30, 1871	15.8	—	0.4	18.8	1	—	—	3	Monadnack	Mass. & N. Hamp.	362,855	*				197,500	99,825			—	(Recentl	y complet	ed—No re	turns.)				100	
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair	New Jersey.	3,000,000	*				700,000	2,300,000			—	(Leased	to N. Y.&	Oswego M	idland.)				100	
ept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,931					150,315	177,000			10.3		(Leased to	Erie.)		25,000	7	100	
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala	Alabama.		*								80.0		(No infor	mation.)				100	
Sept. 30, 1871	23.8	—	42.6	—					Monticello and Port Jervis	New York.	1,054,956		53,329			418,500	650,000	39,786		23.8	15,207		22,290	11,329	26,807	11,244	—	100	
Dec. 31, 1871	84.0	34.0	88.0	—					Morris and Essex	New Jersey.	25,360,240					13,698,250	11,614,000			118.0					2,987,211	668,914	7	100	91
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell	N. Hamp. & Mass.	741,875	113,406	135,759			800,000		64,325	126,715	43.2	299,980		794,297	246,558	544,613	102,415	10	100	137
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga	Tennessee.	5,196,256	*	1,100,241	226,166		1,896,935	1,964,000	2,062,228		173.0	902,859		202,709	278,761	1,446,133	396,442	—	100	68
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur	Tenn. and Ala.	3,937,619	433,218	555,018	55,936		1,511,807	2,624,000	518,864	237,120	132.5	294,079		98,985	49,428	425,215	144,942	—	100	42
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern	Tenn. & Ky.		(Sold to	Nashvill	e and C	hattanoo	ga.)				172.5	544,211			59,145	444,389	257,542	—	100	
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck	Connecticut.	2,041,451	*	137,513	121,139		1,872,400	112,500	28,913	286,290	61.5	217,452		334,121	163,247	624,762	240,499	10	100	
Dec. 31, 1871	8.0	—	1.0	—					Newark and New York	New Jersey.	2,367,285					977,150	600,000	789,735		—	(Leased	by New J	ersey Cen	Central.)		7	50	
Mar. 31, 1872	44.0	—	2.0	—					Newark, Somerset and Straitsville	Ohio.	1,500,000					700,000	800,000			—	(Leased	to Balt. &	Ohio at 30	p. c.)			100	
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton	Mass.	760,000	*	23,008	71,261		500,000	171,500	30,083	152,686	36.2	128,370		325,136	130,095	258,418	52,559	8	100	
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada	N.Bruns.	2,500,000	*					972,000			128.0			28,005	97,443	144,439	57,128	—	100	
Dec. 31, 1871	8.3	—	0.3	—	1	1	—		New Canaan	Conn.	245,983					163,905	75,756	5,689										100	
Dec. 31, 1871	14.9	—	2.6	—					Newcastle and Beaver Valley	Penn.	730,249					600,000	93,300	2,000		14.9	(Leased	to Pitts.,	Ft. Wayne	and Chic	ago.)		10	50	
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby	Conn.	949,000	*				424,000	525,000			13.3		(Opened	August 18	71.)				100	
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic	Conn.		(Unfini	shed.)			3,000,000	4,500,000			23.0			8,044				—	100	
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.	Conn. & Mass.	3,011,206	553,984	172,563	263,632		2,100,000	1,600,000	249,868	61,537	99.0	340,268		355,023	199,582	546,209	150,515	—	100	
Dec. 31, 1871	83.0	—	41.1	—					New Jersey	New Jersey.	9,458,328	*				7,295,200	400,000			83.0	(Include	d in Unite	d Compan	ies.)			10	100	124
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	6,500,000	*				2,000,000	4,500,000			68.0	(Leased	to N. Y. &	Oswego M	idland.)			7	100	
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern	New Jersey.		*	1,106,000			4,000,000	2,870,000			115.5	257,021		334,921	87,313	403,227	165,005	—	100	26
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern	Conn. and Mass.	1,630,331	*	230,671	4,997		1,003,500	699,000		63,499	115.6	370,953		437,263	222,390	505,335	138 998	8	100	
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North.	L. & M.		*				4,200,000	9,500,000	1,000,000		206.0					1,669,777	404,686	—	100	
Dec. 31, 1871	313.0	—	....	536 0	....	....	....	....	N. O. Mobile and Texas	Ala. & Nash.		*								200.0								100	
Sept 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River	N.Y.	60,413,657	*				89,428,330	15,231,719	1,167		844.5	10,631 797				21,972,105	8,280,816	8	100	104
Sept. 30 1871	180.7	21.2	45.5	—	89	85	36	725	New York and Harlem	New York.	13,305,080	1,592,481	1,678,798			8,500,000	6,717,725			156.9	862,174		1,682,500		2,698,763	1,929,088	8	100	120

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Trucks.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.														M.	M.	Number.	Tons.			pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North. N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,96[illegible]	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac.....New York.	229,110				135,300		74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124 3	10.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	142
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland....N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	.....	262.0	408,252	475,218	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston..C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	Cent.& Har. R.)		60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon .....Ohio.	1,112,868	*	.....	.....	500,000	500,600	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶.....North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶ .....South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas.....La.		(No accounts obtainable.)							72.0		(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania.....Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	100
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada.....Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central ¶.....Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	77½
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire ..New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	112
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Jersey.....N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....				(Leased to	Erie Company.)			8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern Pacific.....Minn., Dak. &c.	(In progress.)		.....	.....	100,000,000	50,000 p.m	.....		278 0		(No accessible returns.)				8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶.Conn. & Mass.	2,846,180	*	1,448,971	217,215	2,823,400	760,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	126
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia.....Nova Scotia.	6,942,765	*	.....	.....	(Government bonds and cash.)				145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain...N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,989	163,412	388,837	1,027,699	347,857	6	100	64½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine.....New Jersey.	452,994	*	.....	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi ....Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	49½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River.....Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	70½
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274	Old Colony and Newport..Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	112½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark.....New Jersey.	808-022	59,000	.....		282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶....Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	—	—	375,000	280,000	25,000		25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	—	—	268,000	612,100	27		28.6	(Leased to Rome, Watertown & Ogdensburg.)					—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse .....New York.	1,269,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville...Kentucky.	(Under construction.)				1,500,000	1,500,000	.....		21.0		(Opened April 17, 1871.)				—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶.....Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....		471.3	.....	669,200	.....	3,597,299	947,801	—	100	59
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf .....Kentucky.	(Under construction.)				2,425,000	1,071,000	.....		63.5		(No returns furnished.)				—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown.....Ohio.	250,000	*	.....	.....	250,000	—	—		—		(Under construction.)			.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama.....New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	—		47.5		(No returns.)				—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur.....Illinois.	1,000,000	—	800,000	.....	600,000	1,200,000	—		34.0		(Construction in progress.)		245,662	5	100	128
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	330,000	—	—	—	330,000	—	—		14.5		(Leased to Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—		12.0	(Leased	to Erie at 35 p. c.)				—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	80,000	—		15.1		(Leased to Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—		67.3	(Leased	to Tol.Wab. and Western.)				—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	—	—	342,150	160,000	36,542		22.0	(Leased	to United Companies.)			6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—		18.0	(Leased	to New Jersey Southern.)				—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular.....Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recently opened	—No returns.)				—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania .....Pennsylvania	27,151,999	7,458,101	39,462,616	16,009,333	41,339,475	34,418,205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	116½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	210
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware.....Penn.	251,098	—	—	—	182,412	700,000	100,000		—		(To be completed in 1872.)				—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	—		46.0	(Leased	to Chicago R. I. & Pacific.)		125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island.....Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned over to Co. and Amboy.)	Dec. 1, 1871.)			—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381		6.5	(Oper.by Camden					—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶.....Virginia	1,719,113	*	.....	63,753	1,342,200	358,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	55,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent. Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	264,944	109,939	271,205	29,788	—	100	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶.....Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	55½
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—		33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	171½
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading..Pennsylvania.	32,166,251	6,510,825	21,187,503	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,984	9,465,572	12,562,843	5,006,940	10	50	114
Dec. 21, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore. Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	111½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley.....Pennsylvania.	468,478	*	.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. and Reading.)				—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Phg, Cin. & St. Louis.Pa. & W. Va. Ohio.	18,030,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley.....Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶.....Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,776		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic...P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	92½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—		—		(Leased to Boston and Albany.)				6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	609,058	101,524	13,131	128,950	83,336	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg.....Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		....		(Not in running order.)				—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester.....Me. & N. H.	1,664,882	*	25,000	49,819	651,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—		51.3	381,257	389,322	.....	628,430	180,561	10	100	129½
May 31, 1872	50.0	—	....	60.0	2	.....	.....	.....	Port Royal.....South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	97
Mar. 21, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway..N. H.	370,000	*	.....	.....	170,000	200,000	.....		....	40,208	53,052	6,110	34,021	5,673	—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern....New York.	1,011,071	*	120,523	—	524,464	380,300	226,830		13.6	43,413	257,332	13,020	86,905	29,609	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611										

Sept. 30, 1871	43.4	—	38.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,706	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	....
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	209,900	.....	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	.....	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,249,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,086	21,089	847,100	319,000	42,248	.....	46.7	86,192	78,996	76,289	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	.....	.....	.....	557,560	.....	5,000	.....	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	236,235	*	.....	.....	250,344	.....	.....	.....	20.0	(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.8	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	216.2	605,163	497,714	309,906	1,239,518	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	.....	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	.....	239.0	(Leased	to Vermont Central.)				—	100	13
Apr. 30, 1872	192.0	—	.....	89.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	112.0	(No returns fuanished.)					—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	.....	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	93
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	.....	.....	.....	2,623,850	2,725,000	.....	.....	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 26,	1871—No	returns.)		—	100	....
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S.Eastern. Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	...	(Completed in	January 1	1872.)			—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute.....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,989	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	250,419	1,968,600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	.....	.....	2,295	243,305	226,000	1,063	.....	—	(Leased	to Boston	and Lowell.)			14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	.....	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,182	.....	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	.....	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	.....	.....	.....	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	334,067	132,071	6	53	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,313	34,321	79,481	23,624	—	100	...
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,629,000	.....	.....	157.0	(No report furnished.)					—	100	....
Dec. 31, 1871	187.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	.....	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	.....	66.0	338,420	611,784	67,077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,480	.....	1,714,732	1,640,000	10,529	.....	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	.....	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	.....	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	228.0	—	11.8	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	.....	....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	0	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	.....	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	348	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	53	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	18	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	216.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,338	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	73
Sept. 30, 1871	84.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	122
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N.Y.	2,815,681	*	.....	.....	2,558,600	.....	.....	.....	89.3	158,800	244,486	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermont Central.)				8	100	60
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	85
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	.....	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	.....	47.5	(Recently opened—No returns.)					—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,409	.....	.....	—	(Leased	to Del., Lacka. and	Western.)			7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley.....New York.	199,162	.....	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	262,707	.....	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,418	.....	.....	681,650	1,197,300	.....	.....	35.5	186,000	737,473	85,273	326,128	141,815	—	53	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,099	2,008,324	3,160,000	814,344	.....	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	306,088	.....	.....	.....	138.0	966,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	.....	.....	.....	1,022,450	1,800,000	907,813	.....	—	(Leased	to Pennsylvania.)				—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.059	284,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	3	171	West Jersey.....New Jersey.	2,241,892	*	1,270,689	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	18,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	.....	63.6	199,868	126,940	173,243	167,792	10,678	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	160,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	207	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	.....	143.5	297,360	70,848	126,639	464,798	110,933	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,576	1,425,400	200,000	.....	137,617	45.7	314,457	356,264	328,372	569,764	181,067	10	100	1334
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	.....	12.5	.....	.....	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97½
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	.....	108.0	.....	.....	1,428,755	113,361	loss.	10	100	117
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	1,045,957	758,351	10	100	.....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	.....	108.0	.....	.....	982,188	578,462	31,078	—	50	77
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	.....	.....	.....	175,120	89,337	9	50	.....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	.....	.....	1,029,287	649,598	58,886	—	50	.....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	661,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	.....	84.0	.....	.....	501,674	144,099	87,303	—	50	.....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	.....	.....	127,287	58,590	[21,824	—	50	.....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	.....	123.0	(Leased	to Pennsylvania.)				—	50	.....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— — @	— —
Gartsherrie		55 — @	— —
Glengarnock		55 — @	— —
Eglinton		52 — @	— —
Pig, American, No. 1		50 — @	— —
Pig, American, No. 2		48 — @	49 —
Pig, American, Forge		44 — @	46 —
Bar, Refined, English and American		110 — @	— —
Bar, Swedes, assorted sizes	(gold)	120 — @	130 —
		Store Prices.	
Bar, Swedes, 1½ x¾ & ¾ 1½ x ¾ to ¾ & ¾ sq. 1¼ to 5x⅝ to ¾ & ⅞ to 2sq. 6 to 12 x ¾ & ½		145 — @	155 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ⅝ to 1 in.		105 — @	— —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in.		110 — @	— —
Bar, Refined, 1 & 1½ by ¼ & 5-16		112 50 @	— —
Large Rounds, 2½ to 2¾ to 3¼ to 4 in.		112 50 @	125 —
Scroll		120 — @	150 —
Ovals and Half-round		130 — @	150 —
Band, 1 to 6 in. by 3-16 to No. 12		— — @	122 50
Horse Shoe		117 50 @	127 50
Rods, ¼@3-16 inch		110 — @	152 50
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		130 — @	172 50
Nail Rod	per lb.	— — @	9
Sheet, Russia, as to assortment	(gold)	16 —@	— 16½
Sheet, Single D. and T. Common		— 6½@	— 7½
Sheet, Doubles and Trebles, Charcoal		— 7½@	— 8½
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	72 — @	74 —
Rails, American, at Works in Penna. c'y.		80 — @	— —
Anvils, (Eagle)	per lb currency.	— 9 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @	— 22
English Spring (2d and 1st quality)		— 9½@	— 10½
English Blister (2d and 1st quality)		— 11½@	— 16
English Machinery		— 11½@	— 14
English German (2d and 1st quality)		— 11½@	— 12
American Blister		— — @	— 11½
American, Cast, Tool		— — @	— 17
American, Spring		— — @	— 11
American Machinery		— — @	— 11½
American German		— 9 @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— — @	5 —
8d. and 9d. "		— — @	5 25
6d. and 7d. "		— — @	5 50
4d. and 5d. "		— — @	5 75
3d. "		— — @	6 50
Cut, 2d and 3d. Fine		— — @	7 25
4d. and 4½d. Sugar Box		— — @	6 —
Cut Spikes, all sizes		— — @	5 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @	— 33
Copper		— — @	— 45
Yellow Metal Sheathing and Slating		— 27 @	— 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— — @	— 36½
Straits	(gold)	— 30½@	— 31
English	(gold)	— — @	— 31½

Plates—Fair to good brands.	Gold.		Currency.	
I. C. Charcoal	per box. 11 — @	11 50	12 75 @	13 25
I. C. Coke	10 — @	10 25	11 75 @	12 —
Coke Terne	8 75 @	9 25	10 25 @	10 75
Charcoal Terne	10 — @	10 37½	12 — @	12 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 9 @	— —	
Crude, 40 @ 47 gravity (in shipping order)	— 15 @	— —	
Refined, Standard White (in ship'g order)	— 21 @	— —	
Refined, S. W. (in jobbing lots)	— 21½ @	— 23	
Refined, S. W. (in tin)	— 27 @	— 28	
Naptha, Refined, (65 @ 73 gravity)	— 14 @	— 14½	
Residuum	per gall.	— 6½@	— 7

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 43	
Copper, Bolts	— — @	— 45	
Copper, Braziers' (over 16 oz.)	— — @	— 45	
Copper, Nails	— — @	— 45	
Copper, Old Sheathing, &c., mixed lots	— 28 @	— 30	
Copper, English Pig	— — @	— 30	
Copper, American Ingot	— — @	— 34	

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 37½@	6 50
German	(gold)	6 37½@	6 50
English	(gold)	6 50 @	7 —
Bar		— — @	9 25
Sheet		— — @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gns	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		— — @	18 —
Liverpool House Cannel		— 22 @	— —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @	6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29
Boston, Hart. & Erie	9½	8½	8½	8½	8½	9
Canton Co.	100½	....	....	....	....	....
Central Pacific 6s	100	100	100	100½	....	....
Central of N. Jersey	103	103½	104	104½	105	105
Chicago & Alton	....	114½	....	....	....	....
" pref.	116	....	....	....	....	....
" 1 M.	....	....	102½	....	102½	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	98	....	....	....
Chicago, Burl. & Q.	116½	....	118½	119	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	83	83½	83½	....	....	83½
" pref.	90½	90	....	90½	90½	91½
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	92½	92½
Chic., Rock Isl. & Pac.	114½	113½	113½	112½	113½	113½
Chi., R. I. & Pa. 7s, 1896	101½	102	102	101½	....	101½
Clev., Col., C. and Ind.	....	....	....	....	91	....
Clev. & Pittsburg guar.	90½	90½	90½	....	90½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	102	....	102	....	....	....
Col., Chi., & Ind. C.	39½	38½	39	39½	40	40½
" 1 M.	89½	89½	....	90	90½	90½
" 2 M.	....	....	75½	76	76½	76½
Del. & Hudson Canal	116	....	....	....	....	....
Del. Lack. & Western	97½	....	99	99½	99½	101
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	63½	65	64½	64½	66½	65½
" pref.	....	....	80½	80½	80½	80
" 1 M. 7s, 1897	....	....	....	....	....	101½
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	99	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	93½	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	87½	....	....	....	88½	....
Hannibal & St. Joseph.	48½	48½	49½	49	....	49½
" pref.	70	....	....	....	70	70
" 8s, conv.	92	....	92½	....	92½	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	121	120	120½	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	95½	95½	95½	95½	95½	....
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	109	109½	109	108½	108½	109
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	102½	104	....	103½	....	104
" 2 M.	99½	....	98½	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	2½	2½	....	2½
Milw. and St. Paul	53½	53½	54½	53½	53½	53½
" pref.	78½	78½	79	78½	79	79
" 1st mort.	91½	91½	92	92	92	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	109	....
" 7 3-10s con.	....	....	....	....	95½	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	93	93	93	93½	....	93½
" H. & St. J. 8s	90	....	....	....	....	....
Morris and Essex	90½	90½	....	....	91	91½
" 1st mort.	104½	....	104½	104	104½	....
" 2d mort.	....	....	....	....	99½	....
N. Y. Cen. & Hud. Riv.	106	105½	106½	105½	105½	104½
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s. S. F. 1883	93	....	....	93½	....	93
" 6s, S. F. 1887	....	....	....	....	....	91½
N. York and Harlem	120½	119½	119	120½	121	120½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	101½	....	....	....
N. York, N. Hav. & Hart.	....	....	....	....	....	142
N. Carolina 6s, old	....	33½	33½	....	....	33½
" new	....	17½	....	....	....	....
Ohio and Miss.	49½	49½	48½	48½	48½	48½
" pref.	73½	74	....	....	....	75
" 2d M.	85½	....	86½	....	....	....
Pacific Mail S. S. Co.	74½	73½	73½	72½	72½	72½
Panama	130	128	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	....	....	....	92½
" 1 M.	....	....	....	....	....	....
" 2 M.	....	97	97	96½	....	....
" 3 M.	95	....	....	95	....	95
Quicksilver Mining Co.	44	43½	....	44	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	100
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	80	80½	80½	81	81½	81½
" new	80	80½	80½	81	81½	....
Tol., Wab. & Western	73½	74	74	74½	73½	73½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	93½
Union Pacific	36½	35½	35½	36½	35½	35½
" 1st mort.	86	85	86½	86	85½	86½
" L. Gt. 7s	77½	77½	77½	76	76	76
" Inc. 10s	75½	75	74½	74½	71½	72½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	....	....	56½	....
" def. certs.	....	14½	15	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	112½	....	....	....	114	....
U. S. 5s, 10-40s, coup.	113½	114½	115½	115½	115½	....
U. S. 5s, 1881, reg.	111½	....	....	113½	....	....
U. S. 5s, 1881, coup.	113½	....	....	115½	....	115½
U. S. 6s, 1881, reg.	115½	116½	116½	116½	....	....
U. S. 6s, 1881, coup.	117½	118½	119	119	119½	....
U. S. 6s, 5-20s, reg. '62.	....	....	....	115½	....	....
U. S. 6s, 5-20s, c. 1862.	114½	114½	115½	....	115½	114½
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	115	115½	....	....	....	....
U. S. 6s, 5-20s, reg. '65.	....	114½	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	116½	116½	115½	116½	116½	....
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	114½	113½
U. S. 6s, 5-20s, c. n '65.	114½	115½	115½	115	115½	115½
U. S. 6s, 5-20s, reg. '67.	115	115½	115½	115½	115½	....
U. S. 6s, 5-20s, c. 1867.	115½	116	116½	116½	116½	116½
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	115½	....	116½	116½	116½	....
U. S. 6s, Pac. RR issue.	....	114½	114½	115½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	W. 22.	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	87	....	87	87	87
" mort. 6s, '89	95	95	....	....	95½	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38½	....	38½	....	....	38½
" 6s, 1884	....	85½	85½	86	86	....
" Gold L.	....	....	....	92½	92½	92½
" R. R. L.	....	....	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59½	59½	59½	59½	60	60½
" 6s new coup.	95	....	....	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	46½	....	....	46½
" 7s.	....	....	....	....	....	....
Minehill	....	52½	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	97½	....	....	....	....
" 7s	....	95½	....	95½	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	38½	....
Oil Creek & Allcg. Riv.	35	35½	35½	35½	35½	....
" 7s.	....	....	....	75½	....	76½
Pennsylvania R. R.	57½	57½	57½	58	58	58
" 1st M.	....	....	98½	....	98½	98½
" 2d M.	....	....	....	93½	....	....
" Gen. mort.	91½	....	....	....	....	....
" " reg.	94½	....	94½	....	....	94½
Penn. State. 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	107
Philadelphia City, 6s	....	....	....	....	96½	....
" new	100½	100½	100½	100½	100½	100½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	57	56½	57½	57½	57½	57
Philadelphia and Erie	....	27½	....	27½	....	27½
" 6s.	....	....	....	....	....	....
" 7s.	....	91½	....	91½	91½	91
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	14½	....	....	....	....	14½
" 6s, 1882	....	....	76½	75½	75½	75½
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	81	....	....	....
United Co. of N. Jersey.	120½	121	121	121	....	122
Hestonville, (Horse)	....	....	....	19	....	19½
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	49
2d and 3d streets	....	....	....	....	58½	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	20	....	19½	19½	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 28.

	W. 22.	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28
Baltimore City 6s, 1875	....	....	....	97½	....	....
" 1886	96½	96½	....	....	....	....
" 1890	97	97	96½	97	97	97
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	166½	....	....
" bonds, 1875	....	....	....	....	97	....
" " 1880	....	....	....	....	....	....
" " 1885. 96	....	....	....	....	....	....
Marietta & Cin. 1st M.	102	102	....	....	....	102
" 2d M.	....	88½	....	....	88½	....
" 3d M. 8s	....	....	81½	....	81½	81½
Northern Central	....	39	....	....	....	39
" bonds, 1885	....	....	....	....	....	92
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	91½	91½	91½	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	56½	....
" Defer. Certif.	....	....	....	....	14½	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 29.

	Th. 23.	F 24.	Sat. 25.	M 27.	Tu. 28.	W. 29
Boston and Albany ...	147	147	146¼	147	147	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....	125¼	126	....	....	127	126⅝
Boston and Providence.	148¾	149	....	149	149	149
Boston, Hartford & Erie	4¼	....	....	....	....	....
" 7s, new	41	41	41	42	....	41¾
Cheshire, pref.....	....	....	....	....	78	....
Chi., Burl. & Quincy...	116¾	117	117	....	120	120
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	105¼	106	....	....	105¼	....
Fitchburg.....	129¾	....	....	....	130	130¼
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central.....	108¾	109¼	108¾	108¼	108¾	109
Northern, N. H.....		112¼	....	112	111¾	112
Ogdens. & Lake Champ	65	....	....	....	64¾	64¼
" pref.....		....	....	....	....	....
Old Colony		....	....	....	112¾	112¾
Ph., Wil. & Baltimore..	55¼	55¼	....	....	55¾	55¾
Portl'd, Saco & Ports.....		....	....	....	....	....
Union Pacific		....	....	....	....	....
" 6s.....		85¼	....	....	85	84¼
" Land Grant 7s	74¼	....	73¼	....	....	....
" Income 10s...	73¼	70	69	....	68	67
Vermont & Canada.....		....	....	....	....	....
Vermont & Mass.....		....	....	....	....	....
South Boston (Horse).....		....	....	....	....	....
Cambridge		....	....	....	....	....
Metropolitan	57¼	57¼	....	....	58	57¾
Middlesex	84¾	....	....	....	....	....
Central Mining Co.....		....	....	....	....	....
Copper Falls	24	24	....	24¼	24	24¼
Franklin	10¼	10¼	....	....	....	10¼
National		....	....	6	....	....
Pewabic	13	13	....	....	....	....
Quincy	50	51	....	....	49¼	50¼

London Stock Exchange.

	—Closing Prices.— Jan. 10.	Jan. 3.
Atlantic & Gt. W. 1st mort., $1,000..	72 — 75	74 — 76
Do. 2d mort., $1,000.....	66 — 68	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	35 — 37	37 — 39
Do. Reorg. Scrip.....	98 —100	98 —100
Do. Leas. Lines, Rental Bonds....	90¼— 91¼	87¼— 88¼
Detroit & Milwaukee 1st mort. Bonds	74 — 77	74 — 77
Do. 2d do.	74 — 77	74 — 77
Erie shares 100 dol. all paid.....	49¾— 50¼	50¾— 51¼
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds..	95 — 97	93 — 95
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid..	99 —101	100¾—101¼
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	97 — 98	97 — 98
Marietta and Cincinnati Rail. Bonds.	85 — 90	83 — 87
Michigan Central 8s 1882, conv.....	85 — 89	90 —100
Panama 2d mort.....	— — —	— — —
Panama General mort.....	93 — 95	92 — 94
Pennsylvania, 2d mort.....	98 —100	98 —100
Do. General mort.....	93¼— 94¼	93¼— 94¼
Do. $50 shares.....	46¼— 47¼	45 — 47
Philadelphia and Erie 1st mort.....	94 — 96	94 — 96
Do. with option to be paid in Phila.	94 — 96	94 — 96

American Railroad Journal.

Saturday, February 1, 1873.

Stock Exchange and Money Market.

Money has been more active during the week. The speculative demand has been more urgent, chiefly for use at the Stock and Gold Boards, and call loans have been quoted at from 7 per cent. currency to the same rate, gold, with, on one or two days, some negotiations reported at a fractional commission added to the legal rate, and also some exceptional advances at figures under the latter quotation. The Government houses though reporting a livelier need of money have had their wants quite promptly met through the week, within a range of 5@7, generally on the basis of 6 per cent. The discount market has been somewhat brisker, with strictly choice to very good grades of business paper in more favor with buyers at from 8@10 per cent. per annum as the ruling rates. The City Banks reported a further important gain in their legal tender reserve, with an addition of over four millions to their deposit line, and an augmentation of their loan and discount averages, of nearly four millions. They lost about ¾ths of a million of specie, and slightly reduced their circulation.

The U. S. Sub-Treasury office last week received $4,252,034 of currency, and $3,279,665 of gold, the latter including $2,374,429 from customs; and disbursed $2,372,337 of currency and $3,234,962 of gold, the latter embracing $1,398,609 of coin interest.

The specie reserve of the city banks according to the latest return is $20,371,700, against $25,228,200 same time last year. The city bank deposits are now $216,670,800 against $221,074,200, week ending Jan. 27, 1873. The legal tender reserve amounts to $45,974,000, against $46,338,300 same time last year. The circulation now stands at $27,529,200 against $28,288,900 same time last year. The loans are now $282,159,100 against $280,881,000 at this date last year.

The coin reserve of the city banks is now about 20⅜ millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is about 46 millions against about 55½ millions on the statement of June 15th; and the deposits are now about 216⅝ millions, against 247¼ millions on the 20th of July.

The cash balances in the Treasury Department at Washington on Tuesday were as follows: Coin, $64,347,242; currency, $4,743,608; Coin certificates are outstanding for $24,801,000.

The city banks, in their latest return, show a gain of $1,553,100 of legal tender notes, with a decrease of $739,100 of specie, and an increase of $4,082,600 in their deposits, an addition of $3,949,500 to their loan and discount averages, and a contraction of $13,600 in their item of circulation. The city bank exchanges, last week, averaged 109¼ millions. The banks now hold $5,295,700 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The clearances of the banks averaged through the week 109¼ millions a day, and amounted in the aggregate, for the whole week, to $655,561,098 as against $706,763,521 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance, over 1⅞ millions and its coin reserve moderately as the result of the week's business.

Government revenues have been on a moderate scale, since our last. The excises yielded within the week about two millions and thus far in the current fiscal year beginning with July 1, 1872, $68,448,582. The customs at theport of New York, for the week, were $2,374,429, and at the outports, about a $800,000 more, in coin or coin certificates.

There has been a much more confident movement in Gold, chiefly on speculative account, with a further rise in the price, though the fluctuations have been frequent, and toward the close, there was less buoyancy apparent, influenced by sales to realize, stimulated by the failure of the market on Saturday to respond to the forced shipment of $2,000,000 Gold Coin. The customs call was moderate, considerably under half a million a day. The range of the price during the week has been from 113¼@114¼, and the closing quotation on Wednesday was 113⅞@114 against 113⅝ of the preceding week. The specie outflow last week, was $2,995,845. The Gold Exchange Bank clearances have averaged about 75 millions per day during the week.

The customs demand for Gold last week, averaged $895,738 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $32,440 and thus far in 1873, $86,049 against $94,052 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $77,262,127 against $80,414,005 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $53,637,251, against $55,359,423 during the same time in 1871-2.

The export drain of specie was $2,955,846 last week, against $550,068 same week preceding year. The shipments since July 1, 1872, have been $41,655,268 against $23,805,860 during the same portion of 1871.

Foreign Exchange has been fairly active, but variable as to price, on more liberal offerings of bills. Bankers' sixty day bills on London closed at 109¼@109½; sight bills on London, at 110¼@110⅜. The weeks exports of Domestic Produce have been to the currency value of $4,856,819.

Government securities have been in unusually active demand, mainly on investment account, and prices have advanced sharply all through the list of national interest bearing obligations, stimulated by the announcement that arrangements has been made for the revival of the Syndicate process of refunding the outstanding six per cent. coin bearing bonds, to the further amount of $300,000,000 into new Five per cent. bonds, of the same general nature and character as the Five per cent. funding issues, already marketed. Of the proceeds of the New Loan, it has been estimated that about five-sixths will go to the holders of coupon 5 20s, held principally in Germany, and now to be called in for redemption. And of the remaining $50,000,000 to be applied to registered 5-20s of 1862 and 1864, held in this country, more than one-half will go to the National Banks, and they will simply purchase and substitute the New Loan in the banking department for the stocks called in for redemption. Nor is the operation of the Syndicate itself deemed so likely to assist the Exchange and Gold markets, as its indirect influence upon American Bonds in Europe. If, as it is hoped, this should lead to larger employment in the next few months of our first-class Railroad and City Bonds in England and on the Continent, the effect would be eminently favorable in the adjustment of current trade balances, which for less than seven months of the Fiscal Year have absorbed over fifty millions Gold and Silver—the shipments from this port alone since July being $41,655,000. Of our Coupon Public Funds, amounting, exclusive of the New Syndicate, to $1,023,724,600, very few now remain on this side available for remittance abroad, at any price.

Government bought in on Wednesday $169,350 Five Twenties, from 113 70@113 74 net out of an aggregate offering of only $208,900 at 113 70 @113 99.

U. S. sixes of 1881 closed on Wednesday of this week at 119⅛@119¼ U. S. Five-Twenties of 1862, 115¼@116½; U. S. Five-Twenties of 1864 at 115¼@115½; U. S. Five-Twenties of 1865, 116¼@116½; U. S. Five-Twenties of 1865 consolidated, 115@115¼; U. S. Five-Twenties of 1867, 116⅝@116¾; U. S. Five-Twenties of 1868, 116@116⅞; U. S. Ten-forties at 115⅜@115⅝; U. S. Fives of

1881 (Funding Loan) 114⅝@115¼; Six per cent. currency Sixes from 115¼@115½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 15.	Jan. 22.	Jan. 29.
Consols	92¼	92⅜	92⅛
U. S. 5-20s, 1865	93¼	93¼	92⅞
" 1867	93⅜	92⅞	93
" 10-40s	89⅞	91	92½
New Fives of 1881	90⅜	89¾	91
Erie	50	50	51¾

State bonds have been in more general request and quoted stronger in price.

There has been a more satisfactory inquiry noted for the better class of Railway Mortgages, and prices have been quoted stronger. Central Pacific Sixes closed firmly at from 101½@101¾, ex the January three per cent. (coin) coupon. Chesapeake and Ohio Sixes have been in good request, at the established price. The Northern Pacific 7-30 Loan has met with a readier sale at par and interest.

Railway and Miscellaneous share property has been decidedly active, on a generally advancing market, though the later dealings showed less firmness, influenced, in part, by speculative manipulations, with a view to the depression of values.

There has been less activity in the Metal line. Copper was rather weaker in price and not as urgently sought after. Iron was firm, but quiet. Lead, Spelter, and Zinc, dull. Tin rather inactive, but held with confidence.

General business has been on a moderate scale, checked to a considerable extent, by the stormy weather and the difficulty of transporting produce and merchandise. There has been a lighter movement in Breadstuffs, Provisions, Wool, Hides, Leather, Petroleum, Hops, and Tobacco. Prices of Breadstuffs and Provisions closed irregularly, Petroleum, and Naval Stores were in more demand mostly for shipment, at firmer rates. Middling upland cotton, left off on Wednesday at 21⅛@21⅞cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,191,475 bales, against 1,872,215 bales same time in the preceding year; exports 1,176,866 bales against 979,960 bales in the previous year; stock at the ports at latest dates, bales 558,000 against 544,724 bales same date 1871.

Foreign merchandise has been in rather more request, yet not freely dealt in, values remaining essentially as before. The week's imports amounted to $10,106,401, including $4,368,596 of dry goods.

Ocean freights have been less active, and berth rates have been quoted weaker. Vessels wanted on charter, chiefly for the Grain, Petroleum, and and Cotton trades.

At the auction sale of Scranton Coal, on Wednesday, prices advanced 20@35cts. per ton, and the entire offering was promptly placed at from $3 87½@5 10, as against $3 58@4 90, in December. At private trade, the market has been active and excited, and prices have been advanced 30@50cs. per ton influenced in part by reports of combinations to control supplies.

At the Live Stock Markets, Beeves have been in reduced supply and fair demand at from 8@14½; cts. Veals at 6@10½ cts.; Sheep active at from 5@8¼ cts.; Swine at 5@5¼ cts. per lb., all live weight. The week's receipts were 7,449 Beeves, 693 Veal Calves, 25,415 Sheep and Lambs, and 24,663 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 87½; Kansas Pacific R. R., 24; Albany and Susq. R. R., 92½; do. 2d mort., 96½; do. 3d mort., 92½; St. Louis and Iron Mt. R. R., 93; do. 1st mort., 99; Burlington, Cedar Rapids and Minnesota 1st mort., 92½; Ohio and Mississippi 7s, consol., 92½; Pacific R. R., of Mo., 59; do. 2d mort., 79½; New Jersey Southern R. R., 26; North Missouri 1st mort., 91; Cedar Falls and Minnesota 1st mort., 82; Toledo, Peoria and Warsaw 1st mort., W. D., 91; Louisville and Nashville 7s, consol., 1898, 92⅝; Milwaukee and St. Paul 7s, Iowa div., 86¾; Delaware, Lackawanna and Western 7s, conv., 100; Western Pacific R. R. bonds, 91; Long Dock bonds, 93¾; Quincy and Toledo 1st mort., 91; Clev., Paines. and Ash. 7s, new, 96; Boston, Hartford and Erie 1st mort., 41⅜; guar., 59; St. Louis, Kansas City and Northern pref., 68¾; Pacific R. R., 7s, guar. by Mo., 98; Pitts. Ft. Wayne and Chicago Equipment 8s, 101; Buffalo, New York and Erie 1st mort., 93½; Dubuque and Sioux City 1st mort., 92; St. Louis, Jacksonville and Chicago 1st mort., 93; Belleville and Southern Ills. 1st mort., 95; Atlantic M. S. S. Co., 6¾; Am. Dock and Imp. 7s, 92½; Western Union Tel., 83⅞; do. 7s, 97½; Consol. Coal of Md., 47¾; New Central Coal, 43⅝; American Coal, 61; Maryland Coal, 22⅜; Mariposa L. and M., 22½; do. pref., 30; U. S. Exp., 78; Wells-Fargo Exp., 86; Adams Exp., 99⅜; Am. Mer. Union Exp., 70¼; South Carolina 6s, new, Jan. and July, 22½; do. Apl. and Oct., 25½; Georgia 7s, end., 83; Alabama 8s, 83; North Carolina 9s, special tax, 14; N. Y. State 7s, B. L. reg., 105; Brooklyn 6s, Park Loan, 93; do. 7s, Park Loan 104; do. 6s, W. L., 94½.

Philadelphia.—Lehigh Valley 7s, new, 105½; Ithaca and Athens 7s, 100; Pennsylvania and New York Canal 7s, 95½; Philadelphia and Reading Gen'l mort. 7s, reg., 102¼; do. coupon, 101; do. 7s, 1893, 104; do. 7s, new, 101¾; Sunbury and Lewiston 7s, 86; Wilmington and Reading 7s, 97½; Pennsylvania Canal 6s, 72½; Allegheny Valley 7 3-10s, 91⅛; Huntingdon and Broad Top Mt. 1st mort., 91; Belvidere Delaware 2d mort., 84; Elmira and Williamsport 5s, 60; West Jersey R. R. 1st mort., 93½; Indianapolis and Vincennes 2d mort., 71: Catawissa R. R., 22; do. new, pref., 33¼; Nesquehoning R. R., 56; Camden and Atlantic R. R., 32; do. pref., 37; West Philadelphia R. R., 90; East Pennsylvania R. R., 40; Germantown Pass. R. R., 35¼; Allegheny County 5s, 76; Pittsburg 5s, 72¼; New Jersey State 6s, exempt, 103. The latest quotations are: City 6s, 96¼@96½; do. free of tax, 100⅜@100½; Pennsylvania State 6s, 1st series, 101@101½; do. 2d series, 104@104¾; do. 3d series, 107@107; Philadelphia and Reading, 57@57⅛; do. Gen'l mort. 7s, coup., 100½@100⅞; do. reg., 102@102½; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 101½@101¾; United New Jersey R.R. and Canal Co., 121¾@122; Camden and Amboy mort. 6s, 1889, 95@95½; do. 1883, do. 92½@94; 1889, 87@87½; Pennsylvania R. R., 58¼@58⅜; do. 1st mort., 98¼@98½; do. 2d mort., 98½@99; do. General mort. coupon, 91½@91½; do. reg., 94½@95; Little Schuylkill R.R., 46⅜@46¾; Morris Canal, 48@50½; do. pref., 120@—; do. 6s, 93@—; Susquehanna Canal, 7@9; do. 6s, 75@77; Schuylkill Nav., 7@7; do. pref., 14@14¼; do. 6s, 1882, 75⅜@75⅝; do. 1872, 80@81; Elmira and Williamsport pref., 38@40; do. 7s, 1873, 93@—; do. 5s, 58@60; Lehigh Coal and Navigation, 38½@38⅝; do. 6s, 1884, 85@86; do. R. R. Loan, 92¼@92¾; do. Gold Loan, 92@92¼; North Pennsylvania, 47½@50; do. 6s, 96@97¾; do., 7s, 95½@95¾; do. Chattle 10s, 110@112; Philadelphia and Erie, 27¾@28; do. 6s, 91½@91½; Minehill, 52½@—; Catawissa, 22@22½; do. pref., 44@44½; do. 7s, 1900, 101@—; Lehigh Valley, 60@60¼; do. 6s, new coupon, 95@95½; do. reg., 95@96; do. 7s, 105½@—; Fifth and Sixth streets, (horse,) 49¾@50; Second and Third, 57⅜@—; Thirteenth and Fifteenth, 19@20; Spruce and Pine, 31@32 Green and Coates, 48¼@49; Chestnut and Walnut, 58@60; Hestonville, 19@19¼; Union, —@73; Germantown, 35@—.

Boston.—Burlington and Missouri R. R. 8s, in Nebraska, 100¾; Atchison, Topeka and Santa Fe R. R., 24¼; do. 1st mort. 7s, 76; Boston and Lowell 7s, 1892, 104⅞; Old Colony R. R. 6s, 1876, 96¾; do. 7s, 102; Central R. R. of Iowa 1st mort. 7s, 80; Michigan Central R. R. 8s, 1890, 106¼; Vermont Central 1st mort., 42; Eastern R. R. 7s, 1882, 99⅞; Vermont and Massachusetts 6s, 1883, 92; Portsmouth, Gt. Falls and Conway R. R., 97; Chicago, Iowa and Nebraska R. R., 109; Connecticut and Passumpsic Rivers R. R. pref., 88½; Rutland pref., 60½; do. scrip, 90¾; Michigan Cen ral scrip, 109; Burlington and Missouri River R. R. in Iowa, 118½; do. Chariton Branch, 113½; Chicago, Burlington and Quincy rights, 23¾; do. 7s, 1896, 95½; Cincinnati, Sandusky and Cleveland R. R., 18¾; do. 7s, 1890, 79⅞; Worcester and Nashua R. R., 133¼; Eastern (N. H.) R. R., 101⅜; Housatonic R. R., pref., 109⅞; Cary Imp., 13⅜; Waverly Land, 4¾; Boston Water Power, 42; Brookline Land, 6½; Maine 6s, 1883@1889, 99; New Hampshire 6s, 98¼; Massachusetts 6s, 1876, gold, 109; do. 5s, 1883, gold, 99½; Bath 6s, 1887@1891, 90; Boston 6s, 1880, currency, 99; do. 5s, 1876, gold, 104¼; do. 1884, gold, ind., 95; Chicago 7s, 98⅛; Charlestown 6s, 1875, 98⅝; Calumet and Hecla, 153¾; Canada, 17c.; Dana, 1; Dawson, 95c.: Humboldt, 2½; Highland, 50c.; Hanover, 1; Hungarian, 35c.; International silver, 2⅛; Madison, 1.05; Mesnard, 2⅛; Petherick, 3¾; Pontiac, 1.10; Rockland, 2⅛; Ridge, 14¾; Shuniah Silver, 2⅜; Star, 97½c.; Toltec, 50c.

Baltimore.—Western Maryland 3d mort. guar., 96; Northern Central 6s, 1900, gold, 92¼; Central Ohio R. R., 87½; do. 1st mort., 86¼; Wilmington, Col. and Augusta 7s, 77; South Side R. R. 2d mort., 72½; Orange and Alexandria 4th mort. 8s, 83; do. 2d mort., 6s, 86⅜; Virginia and Tennessee 2d mort., 77¾; Orange, Alex. and Manasses 7s, 78; Memphis City 6s, 55. The latest quotations are: Wilmington, Columbia and Augusta bonds, 77@78; South Side 2d mort. 6s, 72½@73½; Richmond and Atlanta R. R. 8s, 83@88; Pittsburg and Connellsville 7s, 1898, 92¼@92¾; Baltimore and Ohio, 155@157½; do., 6s, 1875, 97@—; do., 1880, 95@96; do., 1885, 96@97¼; Parkersburg

Branch, 11@—; Northern Central 39@39¼; do. 6s, 1885, 92@92½; do., 1900, 88¼@—; do., 6s, 1900 gold, 92⅛@92½; N. W. Va. 1st mort., 103@105; do., 2d mort.,—@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 101⅞@102; do., 2d mort., 7s, 88¼@88½; do., 3d mort., 8s, 81⅜@82½; Central Ohio, 36½@39½; do., pref., 40@40; do. 1st mort., 86@88; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 95@—; do., 2d mort. guar., 95@—; do. 3d mort., guar., 95⅛@96; do. 2d mort pref., 70@—; do., 2d mort. guar. by Washington Co., 82@84½; Richmond and Danville 1st mort., 76@78; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort. 6s, 86¼@88; do., 3d mort. 8s, 93@95; do., 4th mort. 8s, 83@83½; Orange, Alex. and Manassas 7s, 78@78; Virginia and Tennessee 1st mort. 6s, 99@103; do., 6s, 2d mort., 77@78; do. 8s, 3d mort., 88@89; Baltimore 6s, 1875, 97½@98; do., 1884, 96@96¼; do. 1886, 96¾@97; do., 1890 97¼@97⅜; do., 1893, 96½@97; do. 1893, exempt, 100@100; do., 1900, exempt, 96½@97; do. 1900, new, 96@98; do. 1902, 96½@—; Memphis City 6s, 54@55; Maryland Defense Loan, 1883, 103@103½; Virginia 6s, old, 38@41; do. consol. 6s, 56¼@56⅜; do. reg. 45@—; do. coupon, 75@81; West Virginia, 14½@16; City Passenger R. R., 20¼@22½; George's Creek Coal, 105@120.

Completion of the Chesapeake and Ohio Railroad.

The Richmond journals announce the laying of the last rail on the Chesapeake and Ohio; and henceforward there is a free course for the locomotive from the tidal waters of the James River to the Ohio River at a point close to the north eastern boundary of Kentucky.

The significance of this event can hardly be appreciated without reverting to a leaf of past history. It is not generally known that the route of this road was one of the first highways ever constructed from the seaboard States to the Ohio Valley; nor that General Washington himself was one of its first surveyors: and at a later period, after a highway had been carried over the mountains, into what was then the western wilderness, that he became President of the company which designed to connect the navigation of the coast with that of the western streams. Long before the era of steamboats, or steam road engines, the fertile lands of the Ohio and Upper Mississippi Valleys had attracted the attention of the more adventurous spirits to the regions which now form the great States of Kentucky and Ohio. It had not, however, occurred to the inhabitants of that day that the inhabitants of the Eastern States should be fed and clothed from those west of the mountains. Cattle might indeed be driven from the mountains in summer, but the idea of bringing flour and wheat from the banks of the Mississippi to New York or Philadelphia would have seemed absurd. Washington expressed the conviction in one of his Reports that the produce of the west might by means of improvements in the Kanawha, be brought to the foot of the mountains, and then by means of canal and slackwater navigation be carried over the mountains, so as to reach the sea going vessels on the deep waters of the James River.

That project, after the lapse of nearly a century, is now asking the aid of the Government, on the ground that the surplus of products of the Western States is far beyond the capacity of existing roads and canals to carry off. Farmers who are compelled to raise corn, oats and wheat at low rates, find the cost of transportation very oppressive and are petitioning the Government to relieve them in any practicable way.

The Chesapeake and Ohio Railroad now just opened, traverses the very route laid down so many years ago by General Washington; but instead of the slow and unwieldy canal boats, which were then just introduced on this continent, the transit is now made by the locomotive which was not heard of until some years after Washington's death. The very attributes and excellencies which he pointed out for the canal, served the purposes of the railroad as well or better, and the result is, we now have a railroad crossing the main chain of the Alleghanies by exceedingly low grades, so light and uniform that a locomotive with a hundred cars might pass from the Ohio River, (and when the line is completed that far, from Cincinnati) and travel to the summit of the Alleghenies without encountering a grade in either direction of more than 80 feet to the mile, or less than those in common use on our best roads.

The new line stretches from the capacious ever open Chesapeake navigation, to the centre of the Ohio Valley, and connects the two great systems of internal and seaboard navigation by the shortest portage. After traversing the rich alluvial lands of eastern Virginia, it crosses the rich Piedmont and Valley Region of Central Virginia, where are to be found remarkable deposits of iron ores. Further west the line passes through the limestone valley of the Greenbrier, and following the course of the New and Kanawha rivers, cuts through the great Allegheny coal field, leaving the coal strata high and dry above the track and above the level of the streams. Three varieties of coal are found in abundance and very accessible, suited to the uses of fuel, smelting and gas respectively. An exchange of freights between the ore beds of East Virginia and coal beds of West Virginia will thus be kept up, the iron furnaces clustering along 300 miles of the railway.

The Chesapeake and Ohio Road will have a special advantage in the carriage of through freights to the seaboard in the facts that it taps the cheap navigation of the Mississippi at its easternmost and most reliable point, in the proximity of cheap fuel, and in the fact that it will rarely or never be obstructed by the inclemency of the season.

When we recall the struggles of the Pennsylvania, the Erie, and the Baltimore and Ohio roads in getting to the open country beyond the Alleghenies, the burdens of debt which they successfully carried; and the colossal proportions to which their operations and revenues have attained, it is an encouraging reflection for the future of the road just opened, which begins its through operation with a comparatively light debt, and a solid and easily maintained track and road bed. There is reason to believe that it will rapidly take rank with the most prosperous trunk lines on the continent.

☞ Hon. John H. Clifford, of New Bedford, has been elected President of the Providence, Warren and Bristol Railroad Company.

BANKING-OFFICE OF

FISK & HATCH,

NEW YORK, Jan. 29, 1873.

The Chesapeake and Ohio, the Central and Western Pacific Bonds, all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably, during the coming year, pay off, in gold, another large lot of Five-Twenties, and issue in their place Five Per Cent Bonds.

The Chesapeake and Ohio Six Per Cent Gold Bonds, the total amount of which is only $15,000,000, are secured upon a property worth $35,000,000 to $40,000,000, and are fully equal in intrinsic value to the Central Pacific Bonds. They are issued in denominations of $100, $500, and $1,000, coupon or registered, and at their present market price, 86 and accrued interest, are very desirable.

The Central Pacific Six Per Cent Gold Bonds are too well known to require description or commendation. Their total amount is $25,885,000; they have for a long time ranged in market price near or above par.

The Western Pacific Six Per Cent Gold Bonds amount to $2,735,000. This road is now consolidated with the Central Pacific, and the payment of its bonds, principal and interest, is assumed by the latter. Coupon Bonds, $1,000 each. Their market price to-day is 91@91¼. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of Central Pacifics, being substantially the same in character and value.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

☞ Mr. A. B. Stockwell, president of the Pacific Mail Steamship Company and the Samana Bay Company, recently organized, has been elected president of the Atlantic and Pacific Railroad Company, which company some time since leased the Pacific Railroad Company of Missouri, guarantying the following dividends on the share capital of the latter: 5 per cent. per annum for first three years, 6 per cent. for two succeeding years, and 7 per cent. forever thereafter, or during the remainder of the lease, which was made for 999 years. Mr. Andrew Pierce, formerly president of the company, was elected vice-president and general manager.

☞ The following gentlemen have been elected directors of the Lawrence Railroad Company: G. W. Cass, J. N. McCullough, Thos. D. Messler, and John B. Jackson, of Pittsburg, A. L. Crawford and A. W. Cunningham, of New Castle, and Caleb B. Wick, of Youngstown. At a meeting of the board held subsequently, an organization was effected by the election of Thos. D. Messler President, and F. M. Hutchinson Secretary and Treasurer.

☞ The Monongahela Navigation Company have declared a dividend of one dollar and a half a share upon the capital stock, payable on and after the 25th of January, 1873.

Movements of Produce at Milwaukee.

The following statement shows the aggregate receipts of the leading articles of produce by lake and rail at Milwaukee for the year 1872, as compared with those of 1871:

	1872.	1871.
Flour, barrels	816,184	767,654
Wheat, bushels	13,275,726	14,898,791
Oats, bushels	1,608,048	1,121,950
Corn, bushels	2,041,196	1,151,002
Rye, bushels	410,188	465,547
Barley, bushels	1,447,569	873,754
Beans, bushels	12,532	15,588
Peas, bushels	30,776	42,399
T. Seeds, lbs	620,756	563,079
C. Seeds, lbs	1,066,390	961,798
Eggs, barrels	30,501	15,410
Lard, lbs	193,555	64,283
Tallow, lbs	340,717	330,091
Butter, lbs	4,197,703	4,217,074
Hops, bales	13,034	21,861
Hides, No	186,721	151,979
Wool, lbs	1,680,492	1,889,160
Dressed Hogs, No	163,327	147,847
Live Hogs, No	131,647	126,160
Cattle, No	13,863	9,132
Pork, barrels	4,105	3,685
Lumber, ft	89,639,000	85,391,000
Shingles, M	3,022,400	31,218,000
Lath, ft	4,295,000	6,621,000
Salt, barrels	155,595	217,787
Sugar, barrels	104,070	88,199
Sugar, hhds	1,001	4,470
Coffee, sacks	32,168	34,669
Potatoes, bushels	93,080	63,820
Cranberries, barrels	41,089	19,084
Pig Iron, tons	12,198	11,011
Iron Ore, tons	107,834	101,917
Coal, tons	19,237	167,342
Wood, cords	158,139	30,795

The annexed statement shows the shipments of the undermentioned articles from Milwaukee by lake and rail during the year 1872, as compared with those of 1871:

	1872.	1871.
Flour, barrels	1,233,109	1,211,427
Wheat, bushels	11,468,276	13,419,467
Oats, bushels	1,337,229	772,929
Corn, bushels	1,557,953	418,286
Rye, bushels	209,210	208,811
Barley, bushels	931,047	577,732
Beans, bushels	19,140	12,714
Peas, barrels	20,657	20,201
Potatoes, bushels	29,713	34,351
Hops, bales	8,567	21,520
Eggs, barrels	14,111	8,719
Pork, barrels	85,573	85,233
Pork, tierces	21,046	20,292
Lard, barrels	6,554	4,230
Lard, tierces	26,083	19,071
Beef, barrels	4,794	3,912
Beef, tierces	1,619	1,906
Cut Meats, lbs	4,542,030	4,742,341
Bacon, boxes	39,701	14,638
Butter, lbs	2,679,321	2,900,488
Dressed Hogs, No	5,983	2,518
Live Hogs, No	10,956	4,239
Cattle, No	9,444	6,412
Hides, No	46,524	23,441
Wool, lbs	2,119,170	2,643,459
Feed, lbs	7,391,970	15,697,000
Feed, sacks	.....	23,401
Pig Iron, tons	7,755	8,571
Iron Ore, tons	29,394	28,660

☞ The southern extension of the Wellington, Grey and Bruce Railway was formally opened to the public on the 19th December from Palmerston to Listowell, by the President, Col. McGiverin, and the Directors. It is understood that this company has agreed to build the Clifford and Durham Railway on receipt of a bonus of $80,000 from the municipalities through which it passes. This line will form a link of the chain which will connect with some port on the Georgian Bay and thereby develop this branch into a main link of an important chain.

Journal of Railroad Law.

RAILROAD COMPANIES—RELATION OF CONSIGNOR AND CONSIGNEE WITH COMMON CARRIER.

The facts in the recent case of Nelson *vs.* The Hudson River Railroad Company, (48 N. Y., 498,) are fully and clearly stated in the following opinion by—

HUNT, J.—It is admitted that the defendant was a common carrier at the time of receiving the looking glass for transportation. It is conceded also as a matter of law that a common carrier may limit his liability by express contract. This has been held many times within a few years past. (Redfield on, Carriers § 11, Bissell *vs.* N. Y. C. R. R. Co., 25 N. Y., 442).

An agreement, special and limited in its character was actually made in this instance, and under which the defendant claims exemption from liability. The plaintiff insists that he gave no authority for the making of that contract and that he is not bound by it. This presents the first question in the case. The facts lie in a nutshell. Having purchased of Kimball & Whittemore a gilt mirror and frame for the sum of $195, the plaintiff "directed that the same be well packed in a box by the said Kimball & Whittemore, and delivered in good order to the Hudson River Railroad Company for transportation by them, by railroad to Fulton, New York, but gave the said Kimball & Whittemore no other authority to contract with the carrier or to execute the release of which Schedule A. is a copy," the railroad company refused to receive or transport the mirror, except upon the terms of the special contract. Had Kimball & Whittemore authority as the agent of the plaintiff to enter into the same?

The authority to the agent was verbal and therefore entitled to a more liberal construction than would be given to a formal written instrument. (Story on Agency, §§ 82, 87, 100, 103.)

The object to be attained was, the transportation of the property to Fulton, and no restrictions or limitations were placed upon the means of doing it except that it should be by the railroad of the Hudson River Company.

The authority thus to be construed was to deliver the mirror to the railroad company for transportation. A delivery to a carrier for transportation imports an acceptance by the carrier for that purpose. (Redfield on Carriers, § 95, &c.) The consent of the carrier to receive is as necessary to the completion of a delivery as is the consent of a grantee in a deed tothe delivery of the deed. In neither case can the obligation or the advantage be thrust upon a person without his assent. An authority to deliver for transportation could only be executed by obtaining the consent of the carrier to receive the same. A carrier is not liable for the value of property, until he has received the same for transportation, either in fact or in construction of law. If he arbitrarily and illegally refuses to accept the property, he may be liable in damages for a breach of his duty, but not as a carrier for the value (39 N. Y., 34).

Kimball & Co. were authorized then to carry this mirror to the starting point of the Hudson River Road and to procure its acceptance by that road for the purpose of being transported to Fulton. This authority must be construed to include all the necessary and usual means of carrying it into effect. In Redfield on the law of Railway's it is said: "As a general rule the agent to whom the owner intrusts the goods for delivery must be regarded as having authority to stipulate for the terms of transportation." (Redfield Railways, 22.) This is in accordance with the general principle. Numerous instances of this character are collected in Story on Agency. Thus a general authority to collect, receive and pay debts, will authorize settling accounts, adjusting disputed claims, resisting unjust claims, answering or defending suits, as incident to and included in the primary power. (§ 58.) An authority to collect a debt will authorize the arrest of the debtor. An authority to a broker to effect a policy will authorize him to adjust a loss, and to adopt all necessary means to procure an adjustment. An authority to settle losses on a policy will include a power to refer the matter to arbitration. An authority to sell and convey lands for cash, includes an authority to receive the purchase money, (Id.) An agent who is employed to procure a note to be discounted may, unless expressly restricted, indorse it in the name of his employer or he may indorse it in his own name and claim indemnity of his principal. A servant or agent employed to sell without express restriction to mode, may sell by sample or with warranty (§ 59). Such an authority also includes not only the means necessary and proper, but all the various means which are justified by the usage of trade, thus authorizing a sale upon credit when that mode of sale is justified by the usage of trade (§ 60.) In other words the agent is clothed with full authority to use all the usual and appropriate means to accomplish the end, unless a more restricted authority is established §§ 73, 102, 103).

These principles amply justify the authority to make the contract in question by Kimball & Whittemore on behalf of the plaintiff. They were directed to deliver the mirror to the carrier. This required them to procure an acceptance of the article by the company. They were directed in effect to procure "its transportation to Fulton by the railroad company." This could only be accomplished by entering into a contract that it should be transported on an open carriage, where it was exposed to unusual hazard of injury, and upon specified terms of liability. The mirror must remain uncarried by the Hudson River Company, or this arrangement must be made. The plaintiff's authority was general and was unrestricted. In my judgment the contract made, to wit: that it might be shipped upon an open carriage, and that the carrier should not be responsible for any breakage thereof, was within the agent's authority and is obligatory upon the plaintiff. It is said in further objection to the right of recovery that the agreement was without consideration and for that reason is void. This argument is based upon that section of the statute (§ 36 Laws of 1850, Ch. 140) which makes it the duty of a railroad company to receive and transport property, "on the due payment of the freight or fare legally authorized therefor." They were bound it is said to carry it, and there is nothing to show that the defendant would or could have charged a higher price if the property had been transported

in a covered carriage. This argument is based upon the assumption that the defendant was bound to carry at a rate or price fixed by law, and that the law fixed their liability founded upon that rate or price. I do not understand that either of these assumptions are well founded. The statute fixes no rate of fare either for mirror or non-perishable property; for goods carried in covered cars or in open cars. The whole thing is a matter of contract. The company can fix any reasonable rates they think proper at pleasure. They received the mirror in question for transportation over their road; they were bound so to transport it; if they failed to deliver it uninjured they were liable or not, according as the injury was or was not the result of causes for which they agreed to be liable. The undertaking to carry was the consideration for the agreement of the shipper, as the liability of the shipper to pay the freight, was the consideration for the agreement of the carrier to transport. There was a mutual and sufficient consideration, the same that exists in the ordinary case of shipment of goods with or without a special contract.

Without intending to weaken any other ground of defence by not alluding to it I am content to place my judgment upon the ground stated. The plaintiff recovered the full value of his mirror, notwithstanding the injury to it accrued from a cause for which it was expressly stipulated that the defendant should not be liable. This was error.

There should be a new trial with costs to abide the event.

Judgment reversed.

Northern Pacific Railroad.

By reference to the statement of this company on the first page of this week's issue, it will be seen that regular daily trains are now running over 321 miles of road, and that a distance of nearly 200 miles more is constructed; that the recently completed 65 miles on the Pacific Coast at once commands a profitable business between Puget Sound and the Columbia River; and that, on the opening of Spring, with more than 500 miles of road in regular operation, the company will control the extensive and productive trade of the Upper Missouri, much of Montana and the Northwest.

For the purpose of completing its line of road, the company is now selling its First Mortgage Bonds, bearing interest at the rate of 7-30 per cent, gold, secured by a first mortgage on the road, its right of way, telegraph line, equipments and franchises, and a first lien on its net earnings. There is also pledged for the payment of the principal and interest a land grant of 12,800 acres per mile of road through the States, and 25,600 through the territories. Nearly 10,000,000 of acres have already accrued to the company in connection with the completed portion of the road. About 2,000,000 acres are now in the market. The average price thus far obtained from the sale of these lands is $5.66 per acre. The bonds are received at 1.10 in payment and exchange for the lands.

It is stated that arrangements for pushing construction vigorously the coming year are progressing satisfactorily.

☞ George F. Gage has been appointed Superintendent of the Huntingdon and Broad Top Mountain Railroad, vice John McKillips resigned.

☞ The Vera Cruz and Mexico Railroad has been finished. The festivities attending the inauguration, which commenced on the 1st ult., lasted a week, and were participated in by the president, members of the cabinet, congressmen, and the principal citizens.

☞ Attention is invited to the thirty-ninth semi-annual statement of the Home Insurance Company, showing assets amounting to $4,446,859. The company has a cash capital of $2,500,000.

☞ At a late meeting of the directors of the Mobile and Ohio Railroad, the board considered the question of increasing the capital stock of the road from $4,000,000 to $8,000,000, by making a call or assessment on present stockholders of twenty-five per cent. on the amount of stock they now hold.

☞ A bill has passed both houses of the Virginia Legislature authorizing the Virginia and North Carolina Railroad Company to resume the name of the Washington City, Alexandria, Lynchburg and North Carolina Railroad.

☞ Mr. F. N. Finney has been appointed Superintendent of the Canada Southern Railway, J. H. Sheldon Assistant Superintendent, and C. E. Benton, Master Mechanic.

HOME
INSURANCE COMPANY
OF
NEW YORK.
OFFICE, NO. 135 BROADWAY.

Cash Capital - - - -	$2,500,000.00
Assets Jan. 1, 1873 - - -	4,446,858.78
Liabilities - - - -	590,914.19

CHAS. J. MARTIN, Pres't.
J. H. WASHBURN, Sec'y.

☞ OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, 80 BROADWAY, ROOM 38, NEW YORK, January 30, 1873.—The Coupons due February 1st, on First Mortgage Bonds of the Toledo, Peoria and Warsaw Railway Company (Western Division), will be paid on and after that date at the office of the Company.
JAMES F. SECOR, President.

John J. Roberts,
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VICE-PRESIDENT'S OFFICE,
(P. O. Box 839.) New York, January 9, 1873.

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Yours, &c.,
A. S. DIVEN,
Vice-President.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 6, 1873.
A DIVIDEND OF FIVE PER CENT. HAS been declared by this Company, payable on the 1st day of February next, to the holders of full paid shares, registered at the close of the 16th day of January instant, after which and until the 5th day of February next, the transfer-books will be closed.
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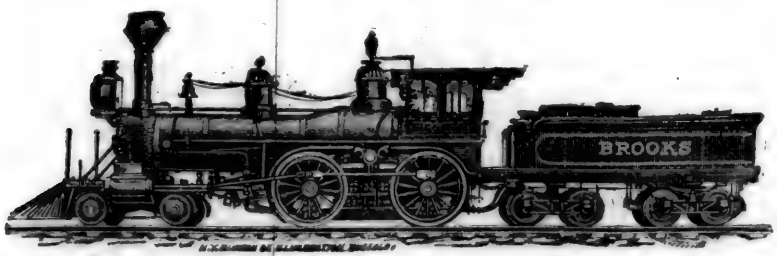
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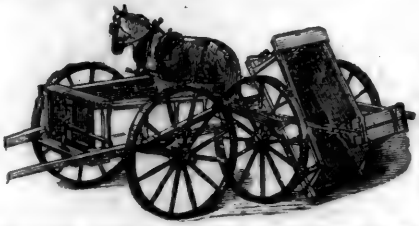
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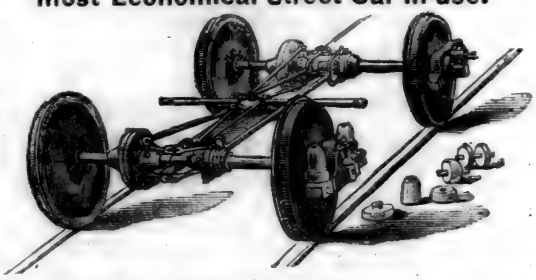
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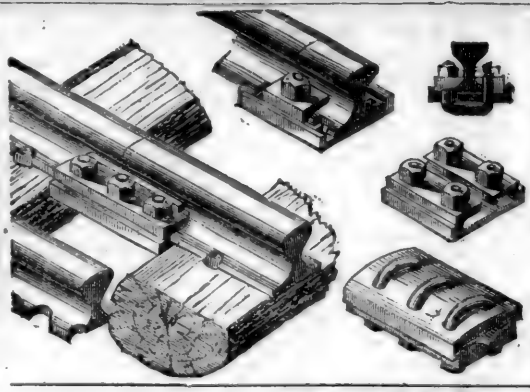
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That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

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SECOND QUARTO SERIES, VOL. XXIX., No. 6.] SATURDAY, FEBRUARY 8, 1873. [WHOLE No. 1,920, VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, February 8, 1873.

Boston, Barre and Gardner Railroad.

This road at present extends only from Worcester to Gardner, about twenty five miles. From the annual report of the company just issued we learn that the earnings for the year 1872 were $74,990, of which $46,818 was from passengers, and $28,049 from freight; total expenses, $69,671; leaving a net income for the year of $5,319. The total cost of the road and equipment, etc., to January 1, 1873 has been $902,237, the road having been in operation about a year and a half, the last year running four trains each way daily. The extension of the road from Gardner to Winchendon, about ten miles, was authorized by the Legislature of last year, and a contract to construct it was made last November with B. N. Farren of Greenfield, who began operations at once, and has gone on with the work to the present time, with such vigor, that it now looks as if it might be finished some months prior to the time of the expiration of the contract in January next. The contract price for constructing the extension is $25,000 per mile, and the engineering, land damage and other expenses, will increase this cost to something like $280,000. The directors estimate that at the end of the present year, 1873, the road, with its equipment and appliances, will have cost about $1,200,000; $900,000 of which will be represented by stock, and $300,000 in bonds. By this calculation, the thirty-six miles of road from Worcester to Winchendon will cost on an average about $40,000 per mile.

TO INVESTORS.

To those who wish to REINVEST COUPONS or DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency, yielding an income more than one-third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the postoffice address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

Texas Central Railroad.

We had the pleasure of an hour's conversation yesterday with that energetic railroad man, Paul Bremond, and were glad to learn that the completion of the main line of the Central road was so nearly accomplished, and that as soon as connection is made at Red River with the Missouri, Kansas and Texas road, that all the energies of the Central will be concentrated on branch lines. The trunk road to Red River will be finished early in January, after which if proper inducements are offered, or assistance afforded, the Central will construct a branch road from some point in Navarro, through Kaufman, Hunt, and intervening counties, to a point on Red river, probably crossing opposite old Fort Townson, in the Choctaw District, thence on to Fort Smith, connecting with a branch of the Atlantic and Pacific road, opening up one of the finest countries on the globe and shortening the route between Galveston and St. Louis one hundred and twenty-five miles. The Central Railroad Company are achieving a reputation for energy and financial ability second to no other company in the State.—*Galveston News.*

Through Transportation.

At the Iowa Industrial Convention yesterday, in Des Moines, ex-Lieut.-Gov. Bross delivered an able speech on the great question of through transportation. The main points on which the gentleman dwelt was the surplus of grain already compelling Western farmers to burn corn for fuel; the certainty that this surplus would be constantly augmented by the increase of population; the disproportion between means of transportation, the increase of the surplus, and the growth of population; and the condition to which the farming population of the West will inevitably be reduced by the low prices, high rates of transportation, and lack of facilities for getting grain to the only adequate market, the seaboard.

In the States of Illinois, Iowa, Kansas, Minnesota, Nebraska, Wisconsin, the ratio of increase of population for the ten years between 1860 and 1870, is sixty-four per cent. The same ratio would give these States, in 1890, 30,500,000 people. In the year 1872, there were built in these States half as many miles of railway as during the previous ten years; but this increase has only added to the perplexities of the situation by augmenting facilities for settlement, while means of getting the product thereof to market remain the same. Despite the enormous increase in population, and the swelling of the quantity of grain seeking shipment, only one through road between the West and the seaboard has been built since 1855.

The governor sees but two expedients for relief, a war in Europe, increasing prices, and the enlargement of the Canadian canals. The cost of the Huron and Ontario Ship canal, from the Georgian Bay to Toronto, lies between $24,000,000 and $40,000,000, according to American and European estimates. He believed that six cents a bushel saved on freights for ten years would pay the bill, and the same sum saved on grain imported into great Britain would pay for it in five years.—*Chicago Post, Jan. 28.*

☞ The Portland and Ogdensburg Railroad Company have decided on a new line between Conway and the Twin Mountain House on the west side of the Notch (in the White Mountains). The distance is eight miles, and the grade will be about 116 feet to the mile. The work on the grading has begun.

☞ At the election of the Little Miami Railroad managers at Cincinnati recently, the old board was re-elected. H. J. Jewett was chosen President, C. P. Cassilly Secretary, and Joseph C. Butler Treasurer.

Boston and Albany Railroad.

The receipts and expenditures of this road for the financial years which terminated September 30, 1871 and 1872, have been as follows:

Receipts:	1871.	1872.
From passengers	$2,776,405 46	$2,880,883 85
" freight	4,747,180 21	5,846,768 11
" mails, etc	438,756 73	531,946 85
	$7,962,342 40	$9,259,598 81
Expenses:		
Repairs of roadway	$973,964 57	$1,458,315 22
Repairs of engines	565,675 20	601,605 04
Repairs of passenger and freight cars	845,656 56	995,000 00
Repairs of buildings, ferry, etc	269,929 54	237,531 28
Transportation exp	3,077,967 76	3,487,060 74
General expenses	74,165 81	117,471 84
	$5,807,359 44	$6,896,984 12
Net income	$2,154,982 96	$2,362,614 69
From this deduct—		
Interest on loans and exchanges	$115,154 61	
Ten per cent. dividends, including Government tax, May 15, 1872	1,977,469 35	
Dividends on Pittsfield and North Adams R. R., six per cent	27,000 00	
		2,119,623 96
Surplus not divided		$242,990 73
Add surplus at commencement of year		3,009,205 84
		$3,252,196 07
Less U. S. tax on insurance fund	$3,000 00	
Exchange to Baring Bros. & Co.	8,888 89	
		11,888 89
Total surplus		$3,240,307 18

The auditor reports the amount of uncollected bills for the year ending September 30, 1872, as follows: at East Boston, $86,897 95; at Boston, $43,293 39: at other stations, $29,489 78—total, $159,681 12; most of which was for freight on hand at that time in the elevators and freight houses of the company, and is all good, with the exception of bills amounting to $12,690 82, probably worthless. The president in his report says:

Having now completed the first semi-decade in our history since the consolidation of the Western and Boston and Worcester Roads, it may not be out of place to look back and call attention briefly to the rapid growth of business, and to some of the more important changes and improvements that have been going on during that period.

In 1867, the joint total receipts of the two roads were $6,017,245 55, as compared with $9,259,598 81 the past year. The amount of service given to the public in return for this money has increased in a much greater ratio. Thus, the total tonnage in 1867 was 106,510,449 tons moved a mile, while the past year we have moved 290,064,965 tons a mile, showing an increase of 172 per cent. in the work done and a decrease of 34 per cent. in the price received for said work.

The rate per ton per mile in 1867 averaged 3 62-1000 cts., while in 1872 it was 2 16-1000 cts. The passengers carried a mile in 1867 were 87,214,050, as compared with 113,047,331 the past year. For passengers the rate per mile in 1867 was 2 646-1000 cts., against 2 548-1000 cts. in 1872. The through tonnage from Albany to Boston in 1867 was 162,638, while in 1872 it had advanced to 556,202, showing an increase of 393,564 tons. The number of tons from Boston to Albany was 61,630 in 1867, against 112,071 in 1872, showing an increase of 50,441 tons, the increase in the through tonnage in both directions being 444,005, or 197 per cent.

Prior to the date of consolidation, no separate account of the grain business to Boston was kept. In comparing, however, the amount of that business in 1868, the first year after consolidation, with that of last year, we find that while in the former year we carried 794,930 bushels to Boston, in 1872 we brought 6,915,895 bushels—an increase of 6,120,965 bushels, or about 770 per cent. in four years.

This increase in the amount of work done, however, could not have been realized, had there not been a correspondingly large outlay of money in creating the means and facilities for its accomplishment.

As the growth of the through traffic to and from Boston and the West is especially noticeable, so will the labor and money expended in enlarging and developing our terminal facilities in Boston challenge comparison with those of any other line terminating on the sea-board.

Previous to the period of which we are speaking, the approach to our freight and passenger depots in Boston was a narrow, dark and insufficiently drained passage-way, in which a single track in either direction was burdened with the entire business to the sea-board.

Early in 1868 purchases of real estate were begun with a view to widening our location, and today we have an approach with double the number of tracks, well lighted and drained, and spanned by new and substantial iron bridges.

Besides widening our location, we have enlarged the territory upon which the freight business was done by extensive purchases of land, having now in the city of Boston, between Tremont and Beach streets, 3¾ acres of land more than was owned at the date of consolidation.

We have also added 37,500 square feet to our freight and storage accommodations, built a new engine house, and an elevator with a capacity of 500,000 bushels, and have laid two and a quarter miles of additional track east of the Providence crossing.

These outlays, it will be understood, are all in and about our Boston yard, and were only designed as affording relief for the immediate business.

With a view to the future, a tract of Back Bay land, consisting of 1,307,154 square feet, has been purchased, about half of which is already filled, and upon it two and one half miles of additional track are laid and in constant use. With fifty acres of the South Boston Flats, we believe that we are fortified against any contingency which the future may bring forth.

Besides the direct enlargement of our territory by these outlays within the city proper, we are experiencing great relief from our operations elsewhere. At Allston a large tract of land has been purchased, and upon it the extensive shops of the company erected, thus relieving the Boston yard of what was there in a much more limited way carried on before consolidation. For the purpose of connecting their track with their East Boston property, the Boston and Worcester Railroad had, at the time of union, located upon and taken possession of the Grand Junction Railroad, though no settlement of damages had been effected, and nothing done to make the property contribute to our business purposes. After settling with the original proprietors of that road, and clearing away the many legal questions with which it had been embarrassed, we at once relaid the tracts and established a direct connection with deep water at East Boston.

At this point we have added 127,534 square feet to our freight storage accommodations, have built a coal-pocket which holds 800 tons of coal, and a grain elevator with a capacity of 350,000 bushels, to which we are now erecting an addition which will increase its capacity to 1,000,000 bushels; 4 11-100 miles of additional tracks have also been laid within the enclosed yard, the docks have been dredged, wharves rebuilt, and warehouses thoroughly repaired. From these outlays we are now reaping an ample harvest, and our anticipations in reference to this business, expressed in last year's report, are fully realized. With our present facilities, we are now in condition to load still another weekly line of steamers to Europe.

Next in importance to the outlays at Boston, have been the additions and improvements at Albany, our western terminus. We have here enlarged our territory by the purchase of the northerly portion of what is known as Van Rensselaer Island, a tract of land containing about thirty acres, with a valuable water frontage of about 1,800 feet. Upon this territory an engine house, of the largest capacity, has been erected, and new machine shops are now in process of building and nearly completed. We are also adding largely to our freight yards, giving them more than double their former capacity, rendering our facilities for handling canal and river freights sufficient for all future time.

The new bridge over the Hudson River has, during the past year, been completed, to which we have contributed our proportion.

Although, from the necessities of the case, more extensive outlays have been made at our termini than elsewhere, we have not been unmindful of the wants of the road at other points.

At Brighton a tract of land, containing 1,118,782 square feet, has been purchased, to accommodate the wants of the increasing live stock traffic.

New and commodious passenger stations have been erected at Pittsfield and Hudson; a new engine house at Springfield; and at all these places large additions have been made to our real estate, with a view to the future needs of the road.

The work of completing the iron bridge and the enlargement of depot accommodations at Springfield, have been delayed by the failure to unite upon a plan satisfactory at once to the city authorities and the various railroads centering there. The County Commissioners of Hampden County are now considering the question of altering the grade crossing at Main Street, upon which must depend, in some measure, the nature and extent of the improvements in our passenger depot, and the grade of the bridge across the Connecticut River.

The Legislature has removed many of the embarrassments which were encountered in reference to the depot at Worcester, and a plan for a Union Station at that place is now in the hands of the Railroad Commissioners.

The rolling stock of the road has fully kept pace with its increasing business, and our tracks have had unremitting care and attention.

We have now in use and under contract steel rails sufficient to lay two hundred miles of single track, and it is the purpose of the Board to substitute steel for iron as fast as the latter rails need renewal.

After a careful retrospect of the first five years of our existence as a consolidated road from Boston to Albany, the board feel warranted in congratulating you upon the success which has followed upon that union and upon the general prosperity which still attends us.

The company have 57 passenger and 149 freight locomotives; 157 passenger, 38 baggage and postal, 3,927 merchandise, and 372 other cars. Also, 98-234ths of 51 passenger, 4 express, 5 post office, and 8 baggage cars of the New York and Boston Express Line, and 2-5ths of 2 passenger and 2 baggage cars on Steamboat Train.

The number of miles run by locomotives with passenger trains, was 1,218,412; with freight trains, 3,563,636; with gravel trains, etc., 106,023—total, 4,888,071.

The number of through passengers carried, was 70,868; way do. 5,176,708—total, 5,247,576. Number of passengers carried one mile, 113,047,331.

The total number of tons moved was 2,732,907,

of which 741,914 went west, and 1,990,993 east The through tonnage westward amounted to 112,071; do eastward, 556,202. All other tonnage westward, 629,843; do. eastward, 1,434,791. Equivalent number of tons carried one mile, 290,064,965—equal to 1,450,325 tons carried over the whole road.

An aggregate of 403,112,296 passengers or tons of freight carried one mile in 1872, against 325,815,122 passengers or tons of freight carried one mile in 1871.

The cost of transportation of each passenger and each ton of freight one mile this year has been 1.711 cents, against 1.778 cents in 1871.

BALANCE SHEET, SEPTEMBER 30, 1872.

Cost of road and equipment		$24,301,751 46
Cost of South Boston Flats		442,722 78
Hudson River Bridges		384,000 00
Notes receivable		32,456 65
Materials		1,226,012 40
Cash		448,652 94
Real estate and lands		113,519 84
Ledger balances due from individuals and corporations		404,315 89
Trustees of Albany sinking fund		123,404 42
West Stockbridge R. R. Stock		13,000 00
		$27,484,835 88
Capital stock, 196,611 shares		$19,664,100 00
Albany bonds	$106,000	
Dollar bonds	667,000	
Seven per cent. bonds	2,264,000	
		3,037 000 00
Unclaimed dividends and interest.		16,163 65
Notes payable		530,560 00
Accumulated sinking fund profits	$1,658,431 86	
Contingent or surplus fund	1,581,875 82	
		3,240,307 18
Dividend No. 10, due Nov. 15, '72,		983,205 00
Pittsfield and North Adams R. R. dividend, due Jan. 1st, 1878		13,500 00
		$27,484,835 88

President.—C. W. CHAPIN, Springfield.

Vice President.—D. WALDO LINCOLN, Boston.

Directors.—C. W. Chapin, Ignatius Sargent, Moses Kimball, Ginery Twichell, Avery Plumer, D. Waldo Lincoln, Henry Colt, George O. Crocker, James M. Beebe, Edward B. Gillett, Isaac N. Ross, J. H. Chadwick, W. H. Murray.

Gen'l Manager.—Wm. BLISS, Boston.

Gen'l Sup't.—C. O. RUSSELL, Springfield.

Ass't Sup't.—WALTER H. BARNES, Boston.

Ass't Sup't.—J. B. CHAPIN, Albany.

Treasurer.—C. E. STEVENS, Boston.

Southern Maryland Railroad.

The Southern Maryland Railroad Company, of which Colonel S. S. Smoot is the president, and the Washington City and Point Lookout Railroad Company, Mr. S. T. Suit, President, have recently entered into an arrangement by which the construction of one road from this city to Point Lookout is supposed to be assured. The agreement is that Colonel Suit will abandon all operations below Brandywine (the point at which the Pope's Creek line of the Baltimore and Potomac Railroad is crossed), and will not construct a road or aid in the construction of a road below that point. The Southern Maryland engages that Mr. Suit shall construct that portion of the road from Brandywine to this city, and on its completion the two companies shall enter into an arrangement by which the Southern Maryland shall become the purchaser or lessee of the line this side of the Brandywine. It is also stipulated that the Washington City and Point Lookout Railroad Company will drop their present corporate name and adopt a new one. The Southern Maryland has already finished grading from Brandywine down thirty miles, and as soon as the weather permits the laying of the ties and rails will be commenced. The prospect is now held out that the people of Charles and the whole of St. Mary's counties will be able to make the journey to this city by rail by taking the Baltimore and Potomac trains at Brandywine, and from thence by Bowie (Huntington) to this city. Mr. Suit has arranged to actively prosecute his part of the work on the opening of the weather with the expectation of having this part ready for the cars within eighteen months at farthest.—*Washington Evening Star.*

Bridges over the Ohio River.

The following is a copy of an act passed by Congress, authorizing the construction of bridges across the Ohio river, and to prescribe the dimensions of the same:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any persons or corporation, having lawful authority therefor, may hereafter erect bridges across the Ohio river, for railroad or other uses, upon compliance with the provisions and requirements of this act.

Section 2. That every bridge hereafter erected across the Ohio river, above the mouth of the Big Sandy, shall have at least one span of a height of not less than ninety feet above low water, and of not less than forty feet above local highest water, measured to the bottom chord of the bridge; that every bridge hereafter erected across the Ohio river below the mouth of the Big Sandy, shall have at least one span of a height of not less than one hundred feet above low water, and of not less than forty feet above highest water measured to the bottom chord of the bridge; that this high span shall give a clear opening of at least four hundred feet between the piers, measured at right angles to the current at every stage, and that it shall be placed over the main channel of the river used by boats during ordinary stages of water: *Provided*, That any one company, lawfully authorized by the States of West Virginia and Ohio, is hereby authorized to construct a bridge across the Ohio river, from the city of Wheeling in the State of West Virginia, to the opposite side of said river in the State of Ohio, with a span over the main channel of not less than three hundred and fifty feet in length, and in all other respects conformable and subject to the provisions of this act, so far as the same are applicable to bridges about the mouth of the Big Sandy; *And Provided*, That in case this high span is not over the low-water channel, suitable arrangements be made elsewhere to permit the passage of single boats under the bridge at low water; that all bridges over the Ohio river, below the Covington and Cincinnati suspension bridge, shall have, in addition to the span prescribed above a pivot draw, giving two clear openings of one hundred and sixty feet each, measuring at right angles to the current at the average stage of water in the river, and located in a part of the bridge that can be safely and conveniently reached at that stage; and that said draw shall be opened promptly, upon reasonable signal, for the passage of boats whose construction shall not be such as to admit of their passage under the stationary spans of said bridge, except when trains are passing over the same; but in no case shall unnecessary delay occur in opening the said draw before or after the passage of trains.

Section 3. That the piers of the high span and the piers of the draw shall be built parallel with the current at that stage of the river which is most important for navigation; and that no ripraps or other outside protection for imperfect foundation will be permitted in the channel way of the high span, or of the draw openings.

Section 4. That any person, company or corporation authorized to construct a bridge across the Ohio river shall give notice, by publication for one week in newspapers having a wide circulation, in not less than two newspapers in the cities of Pittsburg, Cincinnati and Louisville, for bridges, above the mouth of the Big Sandy, and in the cities of Pittsburg, Cincinnati, Louisville, Saint Louis, Memphis, and New Orleans, for bridges below the mouth of the Big Sandy, and shall submit to the Secretary of War, for his examination, a design and drawings of the bridge and piers, and a map of the location, giving, for the space of at least one mile above and one mile below the proposed location, the topography of the banks of the river, the shore-lines at high and low water, the direction of the current at all stages, and the soundings accurately showing the bed of the stream, the location of any other bridge or bridges, and shall furnish such other information as may may be required for a full and satisfactory understanding of the subject by the Secretary of War; and if the Secretary of War is satisfied that the provisions of the law have been complied with in regard to location, the building of the piers may be at once commenced; but if it shall appear that the conditions prescribed by this act cannot be complied with at the location where it is desired to construct the bridge, the Secretary of war shall, after considering any remonstrances filed against the building of said bridge, and furnishing copies of such remonstrances to the board of engineers provided for in this act, detail a board composed of three experienced officers of the corps of engineers, to examine the case, and may, on their recommendation, authorize such modifications in the requirements of this act, as to location and piers, as will permit the construction of the bridge; not, however, diminishing the width of the spans contemplated by this act: *Provided*, That the free navigation of the river be not materially injured thereby.

Section 5. That all parties owning, occupying, or operating bridges over the Ohio river shall maintain, at their own expense, from sunset to sunrise throughout the year, such lights on their bridges as may be required by the Light House Board for the security of navigation; and all persons owning, occupying, or operating any bridge over the Ohio river shall, in any event maintain all lights on the bridge that may be necessary for the security of navigation.

Section 6. That any bridge constructed under this act, and according to its limitations, shall be a lawful structure, and shall be recognized and known as a post-route, upon which, also, no higher charge shall be made for the transmission over the same of the mails, the troops and munitions of war of the United States than the rate per mile paid for the transportation over the railroads or public highways leading to said bridge; and the United States shall have the right of way for postal-telegraph purposes across any such bridge; and in case of any litigation arising from any obstruction to the navigation of said river, created by the construction of any bridge under this act, the cause or question arising may be tried before the district court of the United States of any State in which any portion of said obstruction or bridge touches.

Section 7. That the right to alter or amend this act, so as to prevent or remove all material obstructions to the navigation of said river by the future construction of bridges, is hereby expressly reserved, without any liability of the government for damages on account of the alteration or amendment of this act, or on account of the prevention or requiring the removal of any such obstructions; and if any change be made in the plan of construction of any bridge constructed under this act, during the progress of the work thereon or before the completion of such bridge, such change shall be subject to the approval of the Secretary of War; and any change in the construction, or any alteration of any such bridge that may be directed at any time by Congress, shall be made at the cost and expense of the owners thereof.

Section 8. That joint resolution number ten, approved April seventh, eighteen hundred and sixty-nine, authorizing the construction of a bridge over the Ohio river at Paducah, be, and the same hereby is, repealed.

Section 9. That the provisions of an act entitled "An act to provide for the better security of life on vessels propelled in whole or in part by steam,"

&c., approved February twenty-eight, eighteen hundred and seventy-one, so far as they relate to the limitation of steamboats used exclusively for towing and carrying freight on the Mississippi river and its tributaries, are hereby so far modified as to substitute for such boats one hundred and fifty pounds of steam pressure in place of one hundred and ten pounds, as provided in said act for the standard pressure upon standard boilers of forty-two inches diameter, and of plates of one quarter of an inch in thickness; and such boats may, on the written permit of the supervising inspector of the district in which such boats shall carry on their business for a period of twelve months from and after the passage of this act, be permitted to carry steam above the standard pressure of one hundred and ten pounds, but not exceeding the standard pressure of one hundred and fifty pounds to the square inch.

Approved, December 17, 1872.

Commerce of New York.

We give below, from the *New York Journal of Commerce*, a statement of the Commerce of New York for 1872, in comparison with that for the five preceding years. The following is a compaartive table showing the relative totals imported at New York in each year since 1850:

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.	$119,592,264	$9,719,771	$2,049,543	$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,984	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	128,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,708,732	2,816,421	245,165,516
1860.	201,401,683	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,625	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2,265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1867.	238,297,955	11,044,181	3,306,339	252,648,475
1868.	232,344,418	11,764,027	7,085,389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673
1870.	289,618,878	13,716,500	11,864,644	315,200,022
1871.	349,636,398	28,878,294	6,348,608	384,862,300
1872.	369,083,458	57,429,020	5,594,208	432,106,686

In the above table, under the head of dutiable, are included the goods entered directly for consumption which are subjected to duty, and also those entered in bond for warehousing. These, with the free goods and the specie, make the total landed at the port. The free list, which was contracted during the war, has been once more enlarged, but the greatest change, which included tea and coffee, took effect during the latter half of the last year. The foreign specie brought here was designed for reshipment, and most of it will appear again in the exports, with a much larger amount of domestic production.

The following table will show the classification of imports at New York for the years—

	1870.	1871.	1872.
Dry goods.	$109,498,528	$182,480,777	$186,831,612
Gen. mdze.	193,886,855	246,082,915	289,680,866
Specie ...	11,864,644	6,848,608	5,594,208
Total.....	$315,200,022	$384,862,300	$432,106,686

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1870.	1871.	1872.
1st.....	$40,776,407	$59,716,950	$53,896,192
2d.....	47,514,407	55,344,997	58,062,291
3d.....	46,241,837	58,248,492	60,209,529
4th	61,418,082	61,360,798	70,191,285
Total....	$195,945,733	$234,666,237	$288,859,297

Foreign imports entered at New York during the years 1867, 1868, 1869, 1870, 1871 and 1872:

ENTERED FOR CONSUMPTION.

	1867.	1868.	1869.	1870.	1871.	1872.
January	$11,046,856	$7,855,830	$11,698,755	$11,970,771	$14,169,556	$17,940,512
February	13,364,912	10,386,053	14,205,473	13,739,351	16,995,041	21,033,566
March	11,373,974	11,999,520	17,890,058	14,447,775	22,639,471	20,779,299
April	10,800,747	9,652,649	13,836,593	14,423,458	18,516,940	22,963,493
May	9,438,747	10,244,318	12,514,151	13,027,399	16,544,919	16,368,458
June	8,947,379	8,786 471	10,510,444	12,267,273	14,778,135	9,769,316
July	11,036,960	12,193,589	12,560,232	13,579,723	16,410,318	9,885,624
August	13,547,834	14,005,112	15,895,735	18,722,322	23,609,684	23,353,773
September	13,149,846	14,152,546	12,938,666	17,745,075	21,432,482	17,298,016
October	10,224,405	11,294,439	10,288,541	14,087,056	17,432,743	15,342,844
November	8,193,013	9,707,521	11,015,790	14,004,294	13,123,708	10,395,475
December	6,416,343	7,458,965	9,080,463	12,716,266	11,643,251	11,929,042
Total	$127,541,016	$127,737,013	$152,434,901	$170,730,863	$207,287,248	$196,959,418

ENTERED WAREHOUSE.

January	$9,087,702	$6,647,871	$9,378,719	$10,122,477	$11,058,118	$14,904,602
February	11,211,014	9,297,632	8,548,655	9,334,667	13,046,484	14,570,487
March	9,069,756	12,391,956	13,428,973	11,826,891	13,271,955	15,585,953
April	13,327,839	10,780,668	16,497,691	13,137,232	12,023,501	20,310,346
May	10,896,675	10,541,079	12,876,131	10,474,170	14,842,869	23,002,975
June	10,478,305	10,063,867	12,380,145	10,484,645	13,382,176	17,913,638
July	11,226,514	10,573,083	10,705,702	10,042,048	12,468,220	20,318,307
August	9,340,292	8,280,600	10,008,548	9,965,682	12,389,981	12,239,624
September	6,676,707	6,804,640	8,840,059	7,748,840	8,869,861	9,143,531
October	7,096,411	6,850,498	5,841,349	7,163,067	10,315,541	8,446,254
November	6,414,609	7,050,229	6,913,527	9,886,963	9,371,091	7,679,647
December.	5,931,115	5,325,282	7,925,576	8,701,333	11,308,353	8,008,676
Total.	$110,756,939	$104,607,405	$123,345,075	$118,888,015	$142,348,150	$172,124,040

FREE GOODS.

January	$717,810	$778,296	$1,243,777	$1,108,271	$3,355,702	$2,729,060
February	918,364	718,777	1,190,397	757,538	2,951,198	2,434,389
March	923,377	821,682	1,702,591	979,288	2,577,244	2,561,827
April	1,232,997	964,488	1,202,080	1,006,584	2,094,332	3,206,479
May	1,140,103	887,657	1,256,112	1,115,039	2,758,231	3,111,784
June	1,043,040	783,149	1,277,514	1,475,026	2,066,100	3,926,874
July	766,786	1,094,543	1,214,472	988,444	1,985,993	5,890,400
August	844,664	828,188	1,322,924	1,141,295	2,067,145	7,298,732
September	854,987	1,421,652	1,200,764	1,409,353	2,708,233	7,849,413
October	754,881	1,294,991	879,329	1,193,348	2,300,611	6,867,654
November.	1,082,066	1,323,254	1,151,880	1,491,906	1,609,142	5,574,918
December	765,106	847,350	1,147,395	1,060,409	2,364,363	6,987,490
Total	$11,044,181	$11,764,027	$14,789,235	$13,716,500	$28,878,294	$57,429,020

SPECIE.

January	$126,719	$136,574	$221,278	$1,523,856	$208,686	$105,322
February	136,491	415,875	1,882,755	1,536,442	2,498,601	177,701
March	145,867	1,299,776	1,771,668	2,441,679	207,394	291,189
April	271,710	871,079	4,818,287	805,025	332,888	63,619
May	376,725	477,485	403,267	667,807	142,477	96,023
June	499,184	838,111	914,005	188,150	1,352,006	43,724
July	56,606	126,442	202,487	194,990	176,640	2,041,904
August	540,244	846,821	159,927	430,726	336,395	94,956
September	345,669	906,558	1,364,904	592,496	331,679	2,088,045
October	362,789	554,862	3,580,817	417,860	605,862	262,946
November	181,319	220,316	156,286	2,734,075	33,779	155,483
December	263,016	891,490	312,731	331,538	122,201	173,297
Total.	$3,306,339	$7,085,389	$15,788,462	$11,864,644	$6,348,608	$5,594,208

TOTAL IMPORTS.

	1867.	1868.	1869.	1870.	1871.	1872.
January	$20,979,087	$15,418,571	$22,542,529	$24,725,375	$28,792,062	$35,679,496
February	25,630,781	20,818,337	25,827,280	25,367,998	35,491,324	38,206,143
March	21,512,974	26,512,934	34,793,290	29,696,633	38,696,064	39,218,268
April	25,633,293	22,268,884	36,354,651	29,372,299	32,967,661	46,443,937
May	21,852,250	22,150,539	27,049,661	25,284,415	34,288,496	42,579,240
June	20,967,908	20,471,598	25,082,108	24,415,094	31,598,417	30,653,552
July	23,086,866	23,987,657	24,682,893	24,805,205	31,041,171	38,136,235
August	24,273,034	23,960,721	27,387,134	30,260,025	38,403,205	42,987,085
September	21,027,209	23,286,396	24,344,393	27,495,764	33,342,255	36,379,005
October	18,438,486	19,994,790	20,590,036	22,861,331	30,645,557	30,919,698
November	15,871,007	18,301,320	19,237,483	28,117,237	24,137,720	23,806,522
December	13,375,580	14,023,087	18,466,215	22,799,646	25,458,168	27,098,505
Total	$251,193,834	$306,357,673	$315,200,022	$384,862,300	$306,613,184	$432,106,686

WITHDRAWN FROM WAREHOUSE.

January	$9,380,484	$6,731,624	$8,506,630	$8,674,238	$13,006,264	$12,399,012
February	11,794,156	9,049,339	9,880,388	9,981,615	9,685,252	11,734,891
March	13,318,411	10,296,124	9,661,447	9,985,981	11,695,478	10,998,300
April	8,838,610	10,140,834	8,954,512	12,822,634	10,029,482	11,136,287
May	9,245,943	9,045,351	8,379,918	10,615,377	10,070,612	10,199,829
June	6,910,287	6,658,943	7,604,330	8,354,527	8,711,237	7,584,971
July	7,560,396	6,829,796	8,151,534	8,463,853	9,940,489	25,779,161
August	10,490,050	9,676,657	11,706,296	11,305,475	12,596,633	22,874,347
September	9,928,471	10,935,659	11,121,143	10,732,135	12,889,575	15,156,664
October	7,728,761	8,892,665	10,704,762	8,802,688	10,862,097	11,699,337
November	6,378,248	6,104,542	7,818,234	6,325,530	9,005,491	8,374,865
December	5,202,239	5,675,429	5,509,480	5,596,030	7,168,756	6,146,201
Total.	$106,776,056	$100,036,963	$107,998,664	$111,659,938	$125,661,366	$154,083,905

RECEIPTS OF CUSTOMS AT NEW YORK.

	1868.	1869.	1870.	1871.	1872.
January	$7,133,428 42	$9,615,894 43	$9,840,502 99	$12,010,020 67	$13,317,086 82
February	9,699,752 39	11,996,628 46	11,750,424 06	12,258,147 69	14,710,928 06
March	11,195,861 33	13,027,672 02	11,977,323 42	15,305,799 14	14,095,994 24
April	10,023,029 37	10,727,099 86	12,799,598 49	12,535,090 06	13,948,999 00
May	9,723,476 45	9,698,820 34	11,473,412 25	11,490,140 42	10,806,468 92
June	7,678,200 69	8,411,294 83	9,740,549 89	10,092,909 95	6,943,232 70
July	9 237,920 50	10,045,078 14	10,592,841 37	11,934,957 33	7,251,160 35
August	11,995,596 18	13,845,030 69	15,078,512 90	16,932,839 65	19,335,156 81
September	12,916,782 29	11,975,804 75	14,182,516 12	15,733,891 86	13,274,126 81
October	10,059,277 34	10,554,660 92	11,161,364 60	12,066,671 28	10,655,390 80
November	7,309,0?6 88	8,540,788 60	9,017,823 32	9,365,044 55	7,274,100 46
December	6,327,300 78	6,590,945 65	7,696,126 44	8,044,777 08	6,603,157 70
Total	$113,296,712 62	$125,019,718 69	$135,310,995 85	$147,770,289 68	$138,215,802 69

Exports from New York to foreign ports during the years 1867, 1868, 1869, 1870, 1871, and 1872:

DOMESTIC PRODUCE.

	1867.	1868.	1869.	1870.	1871.	1872.
January	$12,911,689	$13,766,496	$12,672,824	$11,833,151	$18,370,758	$18,179,488
February	14,615,040	13,543,674	10,507,041	11,180,695	18,259,723	16,746,878
March	19,679,955	12,882,808	11,942,672	14,965,213	21,211,713	15,602,687
April	16,979,383	13,976,761	14,671,026	13,741,650	17,923,694	16,118,266
May	12,615,022	14,297,029	15,443,499	14,167,414	17,066,928	14,746,837
June	14,346,769	10,634,544	16,555,107	16,811,500	17,432,767	19,048,152
July	13,666,098	10,538,848	18,450,323	15,965,557	17,147,740	19,140,248
August	12,116,096	12,750,918	17,975,524	12,599,436	18,800,769	19,567,529
September	11,102,100	11,316,492	16,510,324	15,157,390	20,100,569	18,950,574
October	16,679,540	13,954,602	18,419,645	16,018,569	21,755,792	24,374,195
November	20,056,540	13,881,126	16,836,617	24,125,836	18,603,795	22,462,482
December	13,442,177	14,523,280	17,828,174	19,173,650	18,778,999	20,536,351
Total	$178,210,409	$156,075,578	$187,812,776	$185,740,061	$223,553,247	$225,475,687

FOREIGN FREE.

January	$114,207	$12,680	$7,965	$63,623	$43,412	$86,642
February	36,803	36,387	4,941	46,162	29,805	272,341
March	31,133	24,761	31,102	50,590	121,098	120,905
April	38,389	113,489	4,600	45,157	97,823	64,958
May	23,492	183,986	49,261	29,879	169,250	36,977
June	43,214	32,946	59,001	38,395	71,712	97,264
July	20,168	37,975	27,020	24,522	121,536	61,806
August	24,096	18,192	54,356	23,116	148,519	325,153
September	9,498	80,593	16,960	11,451	193,707	81,297
October	4,446	10,822	71,862	1,905	15,092	108,660
November	8,515	9,763	44,159	1,963	64,464	180,202
December	82,694	39,330	37,433	15,721	56,845	161,805
Total	$436,655	$600,924	$408,660	$352,034	$1,133,263	$1,598,010

FOREIGN DUTIABLE.

January	$422,751	$669,151	$472,228	$996,392	$423,706	$684,874
February	800,663	441,528	312,830	713,289	450,214	895,950
March	764,138	655,881	615,121	927,292	806,521	806,427
April	845,824	648,960	733,461	911,018	908,557	906,560
May	665,031	852,544	583,846	918,306	783,607	1,097,133
June	713,137	641,409	605,608	851,088	890,659	946,144
July	382,695	444,735	604,923	727,794	600,377	858,934
August	717,161	558,078	594,339	608,944	461,249	569,061
September	890,851	803,255	699,680	923,627	569,026	652,927
October	797,235	740,477	577,748	638,930	585,343	641,894
November	610,460	517,907	512,226	785,553	564,328	982,532
December	533,115	415,675	693,260	651,405	936,140	743,164
Total	$8,142,961	$7,389,600	$7,005,270	$9,853,638	$7,979,727	$9,785,600

SPECIE AND BULLION.

January	$2,551,351	$7,349,825	$3,214,380	$2,683,392	$2,149,211	$1,540,362
February	2,124,461	4,203,825	3,232,083	2,194,256	4,022,066	972,657
March	1,891,141	3,694,912	2,389,968	1,521,601	7,569,880	2,713,604
April	2,261,283	6,095,179	1,767,601	1,698,616	9,593,029	4,499,518
May	9,043,154	15,936,231	2,512,330	4,485,373	9,615,698	14,850,556
June	6,724,272	11,823,628	2,335,531	4,257,362	8,604,738	12,538,202
July	13,519,894	10,584,558	6,474,624	16,922,451	11,233,695	17,248,688
August	1,714,594	4,690,989	3,027,940	10,548,076	2,701,287	2,586,148
September	2,201,958	1,954,723	1,763,171	4,616,856	2,130,320	1,432,635
October	1,182,031	1,608,739	2,531,076	2,416,356	2,086,891	4,729,143
November	1,733,261	1,181,085	1,126,845	4,896,257	2,124,539	4,863,953
December	6,854,548	1,717,905	1,732,899	1,950,879	2,034,192	3,983,576
Total	$51,801,948	$70,841,599	$32,108,448	$58,191,475	$63,855,546	$71,959,042

TOTAL EXPORTS.

January	$15,999,998	$21,798,152	$16,367,397	$15,576,558	$20,987,087	$20,491,366
February	17,576,967	18,225,414	14,056,895	14,134,402	22,761,808	18,887,826
March	22,366,367	17,258,362	14,978,863	17,464,696	29,709,212	19,243,623
April	20,124,879	20,834,389	17,176,688	16,396,441	28,523,103	21,589,302
May	22,346,699	31,269,790	18,588,936	19,600,972	27,635,483	30,731,503
June	21,827,392	23,132,527	19,555,247	21,958,345	26,999,876	32,629,762
July	27,588,755	21,606,116	25,556,890	33,640,324	29,103,348	37,309,676
August	14,571,947	18,018,177	21,652,159	23,979,572	22,211,824	23,049,891
September	14,204,407	14,155,063	18,990,135	20,709,324	22,993,622	21,117,433
October	18,663,252	16,314,640	21,600,331	19,075,760	24,443,118	29,853,892
November	22,408,776	15,589,881	18,519,847	29,809,609	21,357,126	28,489,169
December	20,912,534	16,705,190	20,291,766	21,791,205	21,806,176	25,424,896
Total	$283,591,973	$234,907,701	$227,335,154	$254,137,208	$298,531,783	$308,818,339

Cumberland Coal Trade.

The following statistics of the production of coal in the Cumberland (Md.) region during 1872, are compiled from official sources by Mr. C. SLACK, of Mt. Savage, Md.:

	To B. & O. R. R. Tons.	To C. & O. Canal. Tons.	Local. Tons.	Total. Tons.
American	99,159	127,766	.....	226,925
Atl. & George's Creek	55,280	.....	.....	55,280
Borden Mining	90,689	114,644	2,947	207,280
Consolidation	214,445	238,880	32,137	485,462
Franklin	103,600	.....	.....	103,600
George's Creek C. & I.	192,128	41,232	.....	233,369
George's Creek Min'g	47,827	.....	.....	47,827
Hamp. & Balt. (Md.)	5,055	2,968	107	184,586
" (Nat'l M.)	2,985	52,066	46	
" (Va. M.)	121,364	.....	.....	
Lincoln	17,827	.....	.....	17,827
Maryland	118,155	80,180	108	198,443
Midlothian C. & I.	10,374	.....	.....	10,374
New Central	125,690	147,349	137	273,176
Piedmont C. & I.	78,375	.....	.....	78,375
Potomac	72,637	.....	.....	72,637
Spruce Hill	.....	11,023	325	11,348
Swanton	41,559	.....	.....	41,559
Virginia C. & I.	85,441	.....	.....	85,441
	1,482,540	816,108	84,807	2,383,450
Total to Pennsylvania Railroad				22,021
				2,355,471
Total for 1871				2,345,153
Increase for 1872				10,318

RECAPITULATION.

	Tons.
By Cumberland and Pennsylvania Railroad to Baltimore and Ohio Railroad	1,252,858
By Cumberland and Pennsylvania Railroad to Chesapeake and Ohio Canal	612,537
By Cumberland and Pennsylvania Railroad to Pennsylvania Railroad	22,021
By Cumberland and Pennsylvania Railroad to Local	31,098
	1,918,514
By Cumberland Branch Road to Baltimore and Ohio Railroad	22,877
By Cumberland Branch Road to Chesapeake and Ohio Canal	203,566
By Cumberland Branch Road to Local	3,709
	230,152
By Hampshire and Balt. Co. (Va. Mines) to Baltimore and Ohio Railroad	121,364
By Virginia Coal and Iron Co.	85,441
Total tons in 1872	2,355,471

1,531 tons of Gas Coal were shipped during the year by Canal.

The following table shows the aggregate production of the mines from 1842 to 1872, inclusive—thirty-one years:

	C. & P. R. R. Tons.	C. C. & I. Co.'s R. R. Tons.	G. C. R. R. Tons.	Hamp. R. R. Tons.	Aggregate. Tons.
1842	757	951	.....	.....	1,708
1843	3,661	6,421	.....	.....	10,082
1844	5,156	9,734	.....	.....	14,890
1845	13,738	10,915	.....	.....	24,653
1846	11,240	18,555	.....	.....	29,795
1847	20,615	32,325	.....	.....	52,940
1848	36,571	43,000	.....	.....	79,571
1849	63,676	78,773	.....	.....	142,449
1850	76,950	119,898	.....	.....	196,848
1851	122 351	135,318	.....	.....	257,679
1852	174,891	159,287	.....	.....	334,178
1853	234,441	225,813	73,775	.....	533,979
1854	212,684	265,694	181,303	.....	659,681
1855	171,056	198,401	227,245	65,570	662,272
1856	167,381	227,094	269,210	42,765	706,450
1857	135,917	142,573	252,368	51,628	582,486
1858	214,730	153,548	218,318	63,060	649,656
1859	260,054	158,626	257,740	47,934	724,354
1860	302,947	144,100	289,298	52,564	788,909
1861	92,181	55,279	85,554	36,660	269,674
1862	146,951	64,574	69,482	36,627	317,634
1863	291,065	154,610	266,430	36,240	748,345
1864	481,246	132,198	.....	44,552	657,996
1865	669,592	162,558	.....	71,345	903,495
1866	883,957	104,410	.....	90,964	1,079,331
1867	1,008,280	113,010	.....	72,532	1,193,822
1868	1,083,521	158,264	.....	88,658	1,330,443
1869	1,590,020	208,925	.....	83,724	1,882,669
1870	1,429,707	198,345	28,035	60,988	1,717,075
1871	1,903,364	264,118	81,218	96,453	2,345,153
1872	1,918,514	230,162	85,441	121,364	2,355,471
	13,727,194	3,977,496	2,385,857	1,163,628	21,253,685

☞ Mr. Pullman, who went over to Great Britain a few weeks ago, is reported to have arranged for putting his famous palace and sleeping cars upon the Great Midland railway of England.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold).	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,658
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,306	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,386	467,559	5,670,882
1870	413,104	394,176	488,332	633,758	765,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,996,116
1871	536,490	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	1,332,220	1,376,425	1,299,900	1,007,125	12,900,126
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	436,196	503,746	409,569	361 701	4,508,643
1869	348,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,605	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	478,227	455.607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	486,192	482,987	572,331	496,062	543,518	454,915	361,171	5,164,897
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	436,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	764,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	766,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,405
1871	658,428	602,182	774,994	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	198,960	203,696	218,347	271,425	287,451	293,296	262,795	230,061	2,918,342
1869	204,112	180,840	259,522	247,661	241,456	259,408	253,367	341,788	320,025	298,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	276,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,627	354,766	366,960	378,493	326,434	330,970	404,286	419,489	428,598	386,514	337,404	4,380,129
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,498,494	1,720,078	1,861,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,333,994	1,294,976	1,460,178	1,448,812	1,729,218	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,390,605
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,498	525,242	709,927	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,418	696,677	8,823,482
1870	623,383	661,789	601,820	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	549,617	563,598	620,223	713,162	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	863,746	681,332	.....	.....
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,869	1,369,948	1,402,597	1,345,816	1,235,286	14,797,975
1872	1,276,160	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,824,882	1,526,812	1,433,931	17,322,614
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	96,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,218	111,117	111,127	118,407	132,998	153,581	144,023	141,376	1,418,860
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,855	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,199	2,029,927
1873	170,023	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,960	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,801	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,685	486,980	470,703	480,547	427,096	422,015	529,990	628,660	582,802	547,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,806	580,906	667,849	785,388	616,024	576,783	6,988,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,206	401,900	369,356	365,412	350,565	751,788	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,206	333,503	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630 834	678,923	586,531	525,547	724,782	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	606,434	661,020	808,318	908,813	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	440,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 828	513,787	6,957,789
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,378	321,669	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,606
1872	254,319	238,823	308,594	305,755	289,560	304,512	265,406	315,699	338,497	384,196	337,920	360,404	3,678,682
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	560,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,393	889,924	8,735,063
1869	479,236	525,490	755,433	904,834	899,463	630,680	1,232,908	1,464,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	893,966	617,058	869,697	1,119,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,062	1,510,088	1,213,308	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
1872	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	158,162	171,736	156,066	172,933	220,788	219,160	230,340	206,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,967	204,597	196,910	210,473	174,500	168,696	1,936,753
1869	132,625	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,833	130,145	161,496	177,085	201,648	178,169	155,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,378	144,533	125,212	117,664	114,786	118,016	131,484	141,166	175,792	154,427	169,607	1,545,763
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,460	189,204	213,325	226,503	207,967	2,270,840
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,358
1868	278,712	265,137	257,800	286,825	260,529	293,344	288,833	484,209	450,208	429,898	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,294	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	506,045	451,294	425,557	516,618	4,454,464
1871	365,175	328,791	393,455	443,611	463,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,940	460,646	447,311	510,792	462,809	434,405	614,175	565,611	621,351	489,341	466,081	5,944,570
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1866	.....	.....	.....	.....	797,945	705,603	25,560	617,585	758,467	999,655	887,285	716,829	5,709,133
1870	528,529	550,129	599,268	706,008	802,586	746,450	643,058	664,251	728,521	719,698	570,168	505,053	7,664,094
1871	479,573	373,925	499,809	584,540	724,466	728,174	673,698	681,866	800,402	777,362	708,142	842,908	7,874,940
1872	578,996	564,115	565,861	609 420	690,442	635,469	743,382	789,567	866,754	980,706	915,727	.....	.....
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	167,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	....	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.62	—	—	Boston and Chelsea.....Mass	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	....	....	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	300,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,058	2,100,000	1,600,000	13,558	775,190	235,916	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	90,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	104,787	34,200	—	100	100	....
Sept. 30,'71	19.88	....	....	B'klyn. City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	89,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	9.33	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,503	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	117	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,580,134	1,000,000	208,000	36,000	702,672	154,462	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,064,679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Sept. 30,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	198	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,587	44,868	26.7	50	16	49
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,884	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	....	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,580	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	84,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,600	101,291	222,408	42,125	3	100	100	84½
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	200,000	200,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	123,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	....	North Woburn (Boston)..Mass.	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,806	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,283	118,500	158,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,196	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Lease	ed)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32½
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.38	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	168,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.35	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Lease	ed)	10.0	50	5	....
Sept. 30,'71	18.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,600	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	660	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58½
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.).Pa.	186,402	160,000	15,000	166,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	3.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	725,980	100,100	12.5	100	100	130
Sept. 30,'71	4.08	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	280	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.63	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	343	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	26,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	43,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,401	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,315	250,000	76,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,896	400,000	100,000	—	415,796	106,301	10	50	50	90
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	160,000	—	—	28,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	23,000	18,000	26,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage	681,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,000,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	7	J.& J.	1881	....
Bk'lyn City & Pros. Park: 1st Mortgage	300,000	7	M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	7	F.& A	1882	....
2d Mortgage	200,000	7	M.& N	1890	....
Citizens' (Pbg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	M.&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	1891	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	215,000	7	A.&O.	1873	....
Frankford and Southwark: 1st Mortgage	175,500	7	J.& J.	1877	....
2d Mortgage	51,500	7	M.&N	1891	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage	100,000	7	J.& J.	1878	90
Harl. Br.,Morris's & Fordh.: 1st Mortgage	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1888	....
Marginal Freight: 1st Mortgage	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1894	....
2d Mortgage	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	'80'1	....
2d Mortgage	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage	183,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M.&N	1867	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3d Mortgage	154,000	7	A.&O	1885	....
Conv. bonds	315,000	7	M.&N	1888	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1876	....
2d Mortgage	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& J.	1880	....
South Brooklyn and Park: 1st Mortgage	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1890	....
Ren. estate	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage	75,000	7	M.&N	1888	....
Union (Boston): 1st Mortgage (R. E.)	75,000	6	J.& J.	1879	....
Union (Phila.): 1st Mortgage	300,000	6	J.& J.	1885	....
General Mortgage	100,000	7	J.& J.	1891	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage	125,000	7	A.&O.	1880	....
Worcester: 1st Mortgage	28,000	7	.....	.....	....
2d Mortgage	5,000	6	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3 280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept. '72 2
" " new 1870.100	1,503,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref.. 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A J.& O	Jan. '73 1½
Blossburg & Corning.*.. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar..100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Aug. '72 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,300	J A J.O.	Jan. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	915,577	J. & J.	Jan.'72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,350,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey..100	15,000,000	J.AJ&O	Jan. '73 2½
Central Ohio*..... 50	2,426,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref..100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,489,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Chicago & Dayton*....100	3,600,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	2,980,550	— & —	Apl. '72 10s
Cin., Sand. and Clev.*.. 50	429,046	M. & N.	Nov. '72 3
" " pref.. 50	4,666,800	J. & J	Jan. '73 5
Clev., Col., Cin. & Ind..100	13,944,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	11,250,854	F.M.A.N	Nov. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val..100	848,984	F. & A	Aug. '72 5
Concord 50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Feb. '73 3
Connecticut River..... 00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Oct. '72 4
Danbury and Norwalk .. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,220,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	13,568,350	J.A. J.O.	Oct. '72 0
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,462,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Aug. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '72 5
Harlem Extension 50	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	49,446,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '71 5
Lawrence*..... 50	200,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Jan. '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.A.N	Nov. '72 2½
Macon and Western 100	2,500,000	J. & J.	Jan. '73 5
Maine Central 100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,755	J. & D.	Jan. '69 3
Michigan Central 100	17,989 548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	823,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " prof.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J	Jan. '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J. A. O. J.	Jan. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,160,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,347	— & —	.....
" " pref.100	4,024,474	J. & D.	June '72 4
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb '72 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. '73 —
Panama..... 100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '72 3
Philadelphia & Reading 50	30,014,775	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Jan. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	.....
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt.. 100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct.' 72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Potts v.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,280	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*..160	274,400	J. & D.	Dec. '71 3½
Utica and Black River..100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	Nov.'72 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 4s
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'72 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	303,000	J. & J.	July '71 3½
Cambridge..... 100	737,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,(00,000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... .100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	197,820	— & —	.....
Orange and Newark 100	282,556	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,778	J. & J.	Jan. '73 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 6
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Jan. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 4
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson...100	15 000 000	F. & A	Feb. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,838,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,350	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Dec. '72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec'69 35c
Canton..... 16	731,350	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... .100	3,663,400	— & —	.....
" certif..... .100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'72 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Feb. 1, 1873.					
Loan of June 14, 1858 ..... registered	$8,045,000	5	Jan. & July.	1874	109¼
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,752,000	6	Jan. & July.	1880	117¼
.. .. coupon	4,663,000	6	" "	1880	118¾
Oregon War Bonds of March 2, 1861....coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,503,350	6	Jan. & July	1881	117¼
.. ..coupon	62,818,000	6	" "	1881	118¾
Loan of Feb. 25, 1862 (5-20s).....registered	31,938,050	6	May & Nov.	1882	114
(5-20s).....coupon	234,948,000	6	" "	1882	114¼
Loan of March 3, 1863.....registered	53,479,450	6	Jan. & July.	1881	117¼
.. ..coupon	21,520,550	6	" "	1881	118¾
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	113
Loan of June 30, 1864 (5-20s).....registered	32,967,050	6	May & Nov.	1884	113
(5-20s).....coupon	35,902,300	6	" "	1884	114¼
.. .. .. (5-20s).....coupon	36,413,800	6	May & Nov.	1885	114¼
Loan of March 3, 1865 (5-20s).....registered	119,648,750	6	" "	1885	113¾
.. .. 2d series (5-20s).....registered	58,720,650	6	Jan. & July.	1885	115
.. .. .. (5-20s).....coupon	150,420,950	6	" "	1885	114¼
.. .. 3d series (5-20s).....registered	90,674,550	6	Jan. & July.	1887	115
.. .. .. (5-20s).....coupon	225,197,450	6	" "	1887	116¾
.. .. 4th series (5-20s).....registered	14,007,500	6	Jan. & July.	1888	115
.. .. .. (5-20s).....coupon	24 630 300	6	" "	1888	116¼
Loan of March 3, 1864, (10-40s)....registered	139,931,350	5	Mar. & Sept.	1904	114
.. .. .. (10-40s).....coupon	54,665,950	5	" "	1904	112
Consols of July 14, '70 & Jan. 20, '71..registered	128,086,000	5	F. M. A. & N.	1881	115
.. .. coupon	71,914,000	5	" "	1881	113¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68..(cur.)	1,980,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115¼
U. S. Notes and Fractional Currency.....	404,155,833	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 9,800,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'80-'00	43
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	6	April & Oct.	1868	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,509):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'80	....
.. Bonds of Act of March 12, 1860.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	....
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	85
Illinois—($2,158,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '48.....	160,000	5	Mar. & Sept.	1878	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	53
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1880	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,986,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	....
.. Bounty War Bonds, 1868.....	511,255	6	J. A. J. & O.	1885	109½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98¾
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,832,293):					
.. Canal Bonds, 1859	81,600	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1866.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	98¼
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($360,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'86	98¼
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	101
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	6	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	please.	....
.. General Fund Stock	1,189,780	6	" "	please.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	....
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,758,000	6	Jan. & July.	72-'92	34
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	18½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, stg f'd.....	1,495,300	6	" "	1881	....
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2),272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	8,786,650	6	" "	'72-'77	101¾
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	107
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,097,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,040,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	828,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66..	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	25½
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	22
.. Funding Stocks and Bonds	899,000	7	" "	1886	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,311,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,962,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	82¼
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	82
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	857,000	10	Mar. & Sept.	1876	77
Vermont—($922,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,681,202	6	Jan. & July.	'86-'00	40½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon.....	1,365,000	6	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	8,093,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1880	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated 285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,968	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N. Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1860-'80	579,500	6	" "	"	1880	96
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	82
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	42½
1st Mortgage, (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	58½
Mass. L. (see'd by $4,800,000 Bds.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	300,000	6	April & Oct.	Boston.	1879	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,680,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92½
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	93
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110½
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	3,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1858	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1908	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	250,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ia. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	84½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	80½
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'96-'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (int. by State) gold	1,500,000	7*	" "	" "	1885	110½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	5,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1890	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1878	....
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'90	85½
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1886	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	.....	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1886	97
Appleton Ext. (23 m. & 76,000 ac.)	152,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	92½
Equipm't (Eng. & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '60, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $5,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1991	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,500,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70–'96	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	799,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	84
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	10½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	7½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Rrv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	98½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4,	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowaneseque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1893	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1894	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1860	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	600,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	....
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1891	97½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	101½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,736	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	95
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	93½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	8	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 809,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	388,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	91½
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	93½
Loan of 1872-'82	1,500,000	7	.....	"	1882	99½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	96
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	93½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1862	....
2d Mortgage	116,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1884	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)t.r.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,500,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1862	101
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,600,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	90
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	95
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	94
1st Mort. (Q. & Palm.R.R. 15 m)	240,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	100
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	6,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&I'M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100½
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000m)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1890	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	87½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B's.&Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,800,000	7	April & Oct.	New York.	1879	101
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,334,800	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1890	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
2d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	98
1st Mort. (Junc.R.R.)Dec.1, 1862	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. Oct 31, 1857 "	2,695,000	7	" "	" "	1877	98½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	95
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al.& Gr.R.)	840,000	8	" "	" "	1868	....
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1805	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1809	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	6,000,000	10	Jan. & July.	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,646,000	6	June & Dec.	"	1898	95
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	6,000,000	7	April & Oct.	" "	1900	35
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	94
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol. M. for $6,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	95
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1886	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	638,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.)	300,000	7	Jan. & July	Boston.	1880	80½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	96½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	88½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	91½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1906	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1862	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000..	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1870	99
1st Mort.(Kal.&So.Hav.)t. f guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar..	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	92
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du Chien)	1,315.000	7.3	" "	" "	1898	95½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.).	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1889	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	6*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	6	" "	Mobile.	1877	....
Interest bonds	371,800	6	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)..	943,121	6	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	9	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	96½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,999,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds..	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	73½
1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1886	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd.	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La..	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	93½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F....	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000....	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible ...	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000....	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m..	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1896	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869.....	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	95½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	96
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd.	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage skg fd.	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	92½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,800	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	66
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	56
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	80½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	76½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	488,000	6	April & Oct.	"	1875	97
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	78½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	87½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	80
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducan and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,809,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	98½
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	98½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	62½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 86½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	200,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	80
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	119,000	6	" "	"	1886	....
Mort. Loans of 1845-44-43 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	132,400	5*	Jan. & July.	London.	1886	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1886	....
Mortgage Loan of 1836 stg	110,490	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	1,462,000	7	" "	"	1911	103
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	109
Loan of 1862	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	80½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& Ce'v'l 30m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	93½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1896	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1/70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	800,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	76½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	180,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	176,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	91½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,169,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	91
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferr. d bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'86	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	86
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	92½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	88½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	80
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	...
Troy & Bennington (T. &)						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1883	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	100
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	97
1st Mort. (Quincy & Tol. 54 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	93½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	77
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	97
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	....
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	91
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	87
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	95½
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	41½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	70
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	70
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York,	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All.R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	80½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York,	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1890	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	95
2d Mort. " "	300,000	6	" "	"	1890	95
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	72½
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	91
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	77½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	87
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered: 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	86½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	94½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	94
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	90½
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	72
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,980	7	" "	"	1872	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	85
Boat and Car Loan	756,650	6	" "	"	1888	85
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,184	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	86.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	92½
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg †.....Va.	.....	.....	.....	.....	.....	980,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	22	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.8	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to Cheshire.)				7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	24½
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	458,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since Juno 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf †.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* †.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov.30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	—	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio †.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	156½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	147½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie †..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	8½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	132
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	126
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	403,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased and operated by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983,932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	16	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	118½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000.00.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,00 0.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	[94 m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	.....	.....	376,594	150,000	.....	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,281	.....	487,452	654,328	202,575	—	50	45
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)					—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)			1,379,540	493,449	2½	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	630.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	105½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	36½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California*†..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,611,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	—	.....	.....	635,355	400,000	60,484	—	22.8	.....	(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	282,189	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	.....	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	.....	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	.....	1,050,000	1,871,000	.....	.....	100.0	200,152	100,969	59,611	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....	.....	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	.....	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,911	*	.....	.....	283,745	.....	99,267	.....	22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,800,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	668,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2					Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	3,000,000	.....	.....	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,277.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	.....	.....	.....	200,000	.....	120,386	.....	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	.....	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	.....	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	.....	(No statement furnished.)			.....	.....	.....	.....	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	319,600	.....	.....	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	47½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	.....	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	.....	222,150	.....	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	.....	116.0	184,414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	760,000	.....	.....	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85.0	....	....	....	....	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N. Haven and Hartford R. R.)								
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.4	518,637	1,149,889	263,447	939,344	1,191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	.....	.....	.....	703,000	.....	7,000	.....	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,338	*	.....	.....	180,000	.....	.....	.....	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	.....	.....	.....	200,000	200,000	50,000	.....	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	.....	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,061	162,601	86,861	1,970,804	.....	5,636	.....	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	.....	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	.....	62.5	197,972	52,246	453,182	378,689	87,686	—	50	19
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	.....	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	120
Dec. 31, 1871	66.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640,000	*	.....	.....	1,000,000	500,000	100,000	.....	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western...Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	.....	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	.....	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	.....	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	75.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	203,757	11.0	11,380	.....	82,617	84,292	4,558	—	50	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	(Leased to Erie.) 515,294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	.....	.....	.....	185,250	800,000	.....	.....	4.6	21,489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	.....	990,000	.....	.....	.....	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	.....	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	.....	....		(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,078	625,000	.....	.....	1,335,000	2,225,000	202,271	.....	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,800,000	.....	.....	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	.....	.....	117,073	666,000	.....	.....	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	.....	.....	138,261	192,510	.....	.....	.....	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,966	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	94½
Aug. 31, 1872	92.0	—	5.1	—	10	.....	.....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000 000	.....	.....	—		(Recently opened.)				—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,96[illegible]	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	229,110	*	.....	.....	135,300	—	74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	142
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	320,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	3,210,616	—	.....	.....	1,900,000	—	.....	.....	—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	1,112,858	*	.....	.....	500,000	500,000	127,420	.....	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	4,947,746	*	326,372	354,566	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	(No accounts obtainable.)								72.0		(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	100
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	66	38	4,268	Northern Central ¶	11,484,745	3,949,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	77[illegible]
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	3,068,400	—	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	112[illegible]
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	527,451	*	875,000	.....	1,000,000	400,000	.....		—		(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	.0.	.....	.....	.....	Northern Pacific	(In progress.)	*	.....	.....	100,000,000	50,000p.m.	.....		278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	125[illegible]
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,989	153,412	388,837	1,027,699	347,857	6	100	64[illegible]
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	452,994	*	.....	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	48[illegible]
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	68
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,382,700	395,157	1,671,478	599,236	6	100	112[illegible]
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	808'022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	600,000	—	.....	.....	375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	950,953	—	.....	.....	268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	1,389,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	(Under	construc	tion.)		1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	58[illegible]
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	48	Paducah and Gulf	(Under	construc	tion.)		2,425,000	1,071,000	.....		63.5		(No return	s furnished	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	250,000	*	.....	.....	250,000	—	.....		—		(Under	construct	on.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No	returns.)			—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	1,000,000	—	800,000	.....	600,000	1,200,000	.....		34.0		(Construc	tion in pro	gress.)	245,662	5	100	125
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	330,000	—	.....	.....	330,000	—	.....		14.5		(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	1,000,000	—	.....	.....	500,000	500,000	.....		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	350,000	—	.....	.....	248,000	80,000	.....		15.1		(Leased t	o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	2,488,250	—	-87,758	.....	1,500,000	1,076,000	.....		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	538,692	—	.....	.....	342,150	160,000	36,542		22.0	(Leased	to United	Companies	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	875,000	—	.....	.....	500,000	375,000	.....		18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	117
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	210
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	231,098	—	.....	.....	132,412	700,000	100,000		—	(To be co	mpleted in	1872.)			—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	4,829,887	401,999	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	1,800,000	—	.....	.....	1,200,000	600,000	.....		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co.	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	214,581	—	.....	.....	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	1,719,113	*	.....	63,753	1,342,200	358,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,617	Philadelphia and Erie	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	55[illegible]
Nov. 30, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	1,146,528	368,262	.....	.....	2,231,900	—	.....		33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	171[illegible]
Dec. 31, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,548,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	114[illegible]
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,869,943	8	50	111[illegible]
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	468,478	—	.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	18,030,444	*	.....	.....	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8,639	.....	.....	14,159	Loss.	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	5,912	Pittsburg, Ft. W. and Chic.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....		369.3	6,508,726	1,986,732	2,047,114	8,393,974	4,040,644	7	100	93[illegible]
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	443,678	—	.....	.....	450,000	—	.....		—	(Leas	ed to Bost	on and Al	bany.)		6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	609,058	101,524	13,131	128,950	83,336	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	1,664,882	*	.....	.....	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	1,359,836	*	585,069	79,576	1,500,000	—	—		51.3	331,257	389,322	.....	628,430	180,561	10	100	129[illegible]
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....		—		(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	370,000	*	.....	.....	170,000	200,000	.....		26.0	.....	.....	97,204	33,511	.....	—	100	96[illegible]
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	1,011,071	*	120,523	.....	524,464	380,300	226,830		....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	642,009	63,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	4.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	.....	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,166	220,583	61,576	.....	507,268	1,000,000	1,033,742	.....	48.0	211,872	122,525	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	628,731	457,454	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,216	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	.....	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	.....	.....	.....	557,560	.....	5,000	.....	.....	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis...Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....,	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	....
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	.....	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	.....	239.0	(Leased	to Vermont	Central.)	.....	.....	—	100	13
Apr. 30, 1872	192.0	—	....	89.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	112.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	86,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	.....	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	93
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,623,850	2,725,000	.....	.....	.....	(Leased	to Chicago	and Alton.)	.....	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 26,	1871—No	returns.)	.....	—	100	....
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S.Eastern..Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	...	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,989	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	.....	.....	2,295	243,305	226,000	1,063	.....	.....	(Leased	to Boston	and Lowell.)	.....	17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	6	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	.....	116.3	622,303	141,508	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	.....	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	...	...	...	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	.....	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	.....	.....	.....	869,450	700,000	.....	.....	28.0	206.545	41,009	750,445	534,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,600	*	.....	.....	2,667,600	1,629,000	.....	.....	157.0	(No report	furnished.)				—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	.....	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	.....	66.0	338,420	611,784	67,077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,830	*	27,430	.....	1,714,732	1,640,000	10,529	.....	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	.....	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,333	468,895	3,693	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	.....	66.0	.....	.....	.....	491,466	.....	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	.....	....	(Recently	opened	—No returns.)			—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	3	0	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	.....	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	236,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	84.0	216,232	100,042	345,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	73½
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,613	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12a	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,888	18,900,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	121½
Sept. 30, 1871	74.7	—	5.9	11.0	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	.....	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	(Leased	to Vermont	Central.)				8	100	64
May 61, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	86½
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	.....	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	.....	47.5	(Recently	opened	—No returns.)			—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,409	.....	.....	.....	(Leased	to Del., L	acka. and	Western.)		7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	.....	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	.....	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,418	.....	.....	681,650	1,197,300	.....	.....	35.5	186,000	737,473	85,273	326,128	141,818	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	.....	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	138.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgi	a.)	.....	306,088	.....	.....	138.0	966,889	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	.....	.....	.....	1,022,450	1,800,000	907,813	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	63	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,910	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	18,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading.....Pennsylvania.	2,439,837	240,628	82,892	.....	757,729	1,973,600	118,704	.....	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	88,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	.....	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,617	45.7	314,457	356,264	328,372	569,764	181,067	10	100	132
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,602,316	—	258,679	151,967	2,031,988	2,039,150	1,825	.....	12.5	.....	.....	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97½
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	.....	108.0	.....	.....	1,428,755	113,361	lons.	10	100	120½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	.....	108.0	.....	.....	982,188	578,462	31,078	—	50	76½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	.....	.....	.....	175,129	89,337	9	50	....
Feb. 28, 1872	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	.....	.....	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	651,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	.....	84.0	.....	.....	501,674	144,099	87,309	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	.....	.....	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,729	—	.....	.....	1,100,000	748,000	100,728	.....	123.0	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	—	— @ — —
Gartsherrie		57	— @ — —
Glengarnock		55	— @ 56 —
Eglinton		54	— @ 55 —
Pig, American, No. 1		50	— @ — —
Pig, American, No. 2		48	50 @ 49 —
Pig, American, Forge		42	— @ — —
Bar, Refined, English and American		110	— @ — —
Bar, Swedes, assorted sizes	(gold)	120	— @130 —

—STORE PRICES.—

Bar, Swedes, 1¼ x⅜ & ½ 1½ x ⅜ to ⅝ & ¾ sq. 1¼ to 5x⅜ to ⅝ & ¾ to 2 sq. 6 to 12 x ⅜ & ¼	per lb.	145	— @155 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in.		105	— @ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.		110	— @ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		112	50 @ — —
Large Rounds, 2¼ to 2¾ to 3¾ to 4 in.		112	50 @125 —
Scroll		120	— @150 —
Ovals and Half-round		130	— @150 —
Band, 1 to 6 in. by 3-16 to No. 12		—	— @122 50
Horse Shoe		117	50 @127 50
Rods, ⅜@3-16 inch		110	— @152 50
Hoop, ⅜ by No. 22 to 1 & 1¼ by 13 & 14		130	— @172 50
Nail Rod	per lb.	—	@ — 9
Sheet, Russia, as to assortment	(gold)	16	—@ — 16½
Sheet, Single D. and T. Common		—	6½@ — 7½
Sheet, Doubles and Trebles, Charcoal		—	7½@ — 8½
Sheet, Galvanized	List. 15 per ct.disc.		
Rails, English	(gold) per ton.	70	— @ 74 —
Rails, American, at Works in Penna. c'y.		78	— @ 81 —
Anvils, (Eagle)	per lb currency.	—	9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	—	18 @ — 22
English Spring (2d and 1st quality)		—	9½@ — 10½
English Blister (2d and 1st quality)		—	11½@ — 16
English Machinery		—	11½@ — 14
English German (2d and 1st quality)		—	11½@ — 12
American Blister		—	— @ — 11½
American, Cast, Tool		—	— @ — 17
American, Spring		—	— @ — 11
American Machinery		—	— @ — 11½
American German		—	9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	—	— @ 5 —
8d. and 9d. "		—	— @ 5 25
6d. and 7d. "		—	— @ 5 50
4d. and 5d. "		—	— @ 5 75
3d. "		—	— @ 6 50
Cut, 2d and 3d. Fine		—	— @ 7 25
4d. and 4½d. Sugar Box		—	— @ 6 —
Cut Spikes, all sizes		—	— @ 5 25
Horse Shoe, Forged (No. 10 to 5)	per lb.	—	21 @ — 33
Copper		—	— @ — 45
Yellow Metal Sheathing and Slating		—	27 @ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	—	— @ — 36½
Straits	(gold).	—	30½@ — 31
English	(gold).	—	— @ — 31

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box.— — @11 - 12	75 @ 13 —
I. C. Coke	9 87½@10 —	11 50 @ 11 75
Coke Terne	8 75 @ 9 25	10 25 @ 10 75
Charcoal Terne	10 — @10 25	11 75 @ 12 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	—	8½@ — 9	
Crude, 40 @ 47 gravity (in shipping order)	—	14½@ — 15	
Refined, Standard White (in ship'g order)	—	20 @ — 20½	
Refined, S. W. (in jobbing lots)	—	20½@ — 21	
Refined, S. W. (in tin)	—	26½@ — 27½	
Naptha, Refined, (65 @ 73 gravity)	—	13½@ — 14	
Residuum	per gall.	—	6½@ — 7

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	—	— @— 43
Copper, Bolts		—	— @— 45
Copper, Braziers' (over 16 oz.)		—	— @— 45
Copper, Nails		—	— @— 45
Copper, Old Sheathing, &c., mixed lots		—	28 @— 30
Copper, English Pig		—	— @— 30½
Copper, American Ingot		—	34½@— 34½

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p.ct.

Spanish	(gold) per 100 lb.	6	37½@ 6 50
German	(gold)	6	37½@ 6 50
English	(gold)	6	50 @ 7 —
Bar		—	— @ 9 25
Sheet		—	— @10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		—	— @18 —
Liverpool House Cannel		—	22 @— —
Anthracite (by cargo)	per ton of 2,000 lb.	5	25 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
Boston, Hart. & Erie	9⅛	10	9½	9½	8½	
Canton Co	....	....	....	....	....	....
Central Pacific 6s	102	101½	101½	102½	103	103⅜
Central of N. Jersey	105	105	105½	105½	106	105⅞
Chicago & Alton	114⅜	115	115½	115⅝	115½	115⅜
" pref	....	....	118	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	119½	....	119½	119½	119⅝	120
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	82½	....	....	84	84½	84½
" pref	91⅝	91½	91½	93½	92½	92½
" 1st M	....	....	....	97⅛	97	....
" S. F.	....	....	102½	....	....	....
" Consol.	92½	....	91⅝	....	91½	92½
Chic., Rock Isl. & Pac.	113⅜	113⅜	113⅝	113⅝	113½	113½
Chi., R. I. & Pa. 7s, 1896	101⅛	....	102	....	101⅝	....
Clev., Col., C. and Ind.	90⅜	91	91	91½	92	....
Clev. & Pittsburg guar.	....	90½	92⅜	91	91	....
" 2 M	....	....	....	....	....	....
" 3 M	....	97½	....	....	....	....
" 4 M	....	....	....	....	84	84
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	40⅜	40½	40½	40⅝	40⅝	40⅝
" 1 M	90	90	....	....	90	90½
" 2 M	76½	....	73½	73½	73½	73⅝
Del. & Hudson Canal	117	118	118½	....	120	120⅜
Del. Lack. & Western	101½	101	102	102⅞	102⅜	102½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	97½	....	....	....	....	....
Erie Railway	65⅜	66½	67⅝	69½	68½	66⅜
" pref	79½	....	80	80½	81½	80
" 1 M. 7s, 1897	....	101½	....	101½	....	101⅜
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	98	98½	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	88½	89	....
Hannibal & St. Joseph.	48⅛	48½	47⅞	47½	48	47⅛
" pref	70	....	....	....	....	....
" 8s, conv.	92⅛	....	92⅞	93	....	94
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	104	104	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	121½	....	....	....	120½	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	94⅛	94½	94½	96½	95⅜	94½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	109	109	109	110	111	110⅜
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	103	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	2½	....	2	....	2	....
Milw. and St. Paul	53⅛	53⅜	53½	54½	54½	53⅝
" pref	78⅛	78½	78⅝	79½	79½	....
" 1st mort	92	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	93⅛	....	93½	93⅜	93⅞	94
" H. & St. J. 8s	....	....	....	....	....	90½
Morris and Essex	91	91½	91½	91½	91½	91½
" 1st mort	104½	....	105	....	....	105
" 2d mort	....	....	....	96½	....	....
N. Y. Cen. & Hud. Riv.	104½	104⅝	104⅝	106⅛	105⅜	105½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	93	93	....	93½	93½	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	120½	120½	120	120	120½	119
" pref	....	....	....	102	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart	....	142½	....	....	....	142
N. Carolina 6s. old	34⅛	34	....	....	34	....
" new	....	....	....	18½	....	....
Ohio and Miss.	48	48⅛	48⅜	49½	48½	48⅜
" pref	....	75	75	75	....	....
" 2d M	86⅛	86½	....	86	....	....
Pacific Mail S. S. Co	72⅛	73⅛	72⅞	72⅞	72⅝	72
Panama	....	....	....	125	....	....
Pitts., Ft. W. & Chi. gtd.	93⅛	....	93½	....	93½	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	97½	98	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	46	45½	45½	....	....	44½
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	87
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	82	81⅛	....	83½	82½	82⅝
" new	81⅞	82½	....	83½	82	82
Tol., Wab. & Western	73⅛	73⅝	73⅜	74⅛	73⅝	73⅛
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	93⅛	....	....	....	....	93
" Equipment. 8s	....	....	....	....	....	....
" St. Lou. Div.	93⅛	92½	....	....	....	....
Union Pacific	35⅝	36⅛	36	36⅝	35⅞	36⅛
" 1st mort	86	86⅞	87⅛	88⅛	89	88⅛
" L. Gt. 7s	76½	77⅝	77½	78⅛	78⅛	77⅛
" Inc. 10s	72⅛	76	76½	79	79	77
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	56	55½	56	....	....	....
" def. cert	14	14	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	112½	....	112	....
U. S. 5s, 10-40s, coup	....	....	115½	115	114½	115
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	115½	....	....	....	113½	....
U. S. 6s, 1881, reg	....	....	....	116½	116⅞	117⅛
U. S. 6s, 1881, coup	119½	....	....	118½	118½	118⅜
U. S. 6s, 5-20s, reg. '62	....	....	....	114	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	114½	....	114⅛
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115	....	....	....	114½	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116½	115½	....	115½	....	113⅜
U. S. 6s, 5-20s, r. n. '65	114½	....	....	115	....	....
U. S. 6s, 5-20s, c. n '65	115	....	114½	....	....	114½
U. S. 6s, 5-20s, reg. '67	115	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	116½	116½	116½	116½	116½	116⅜
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	116½	....	116½	116½	116½	....
U. S. 6s, Pac. RR issue	115½	115½	115½	115½	115½	115½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Catawissa preferred	44⅞	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	92½	....	....	....	90	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	....	96
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	40	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38⅛	38⅛	....	....	....	....
" 6s, 1884	85	86	....	85⅞	....	86½
" Gold L	93	93	91½	....	91⅞	91½
" R. R. L	....	....	....	....	....	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R.	60⅛	60⅛	....	60½	60½	60⅛
" 6s new coup	....	....	....	....	95	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	46⅛	46½	46⅛	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52⅛	52⅛	....	52⅛	....	52⅜
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	96⅜	....	....	....
" 7s	95⅛	....	95½	95⅜	....	96
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	34⅛	35	34½	34	33⅞	34
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	58⅛	58½	59½	58⅝	58⅜	58⅛
" 1st M	98⅜	....	....	....	....	99
" 2d M	98⅛	....	....	....	....	....
" Gen. mort	91	....	....	....	91⅛	....
" " reg	95	....	95	....	....	....
Penn. State. 6s. 1st series	....	....	....	....	101½	101⅛
" 6s, 2d series	104⅛	....	....	....	105	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	96½	....
" new	100⅜	100½	100⅜	100½	100½	100⅛
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	57	56⅞	57⅛	57	57⅛	57⅛
Philadelphia and Erie	28	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	91⅛	91½	....	91½	91⅛	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	14	....
" 6s, 1882	76⅛	75½	....	....	75½	75⅛
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	....	121½	121½	121⅝	121⅝	121½
Hestonville, (Horse)	19½	....	19½	20	20	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	58½	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875	97⅛	....	....	97⅛	98⅛	98
" 1886	97	97⅛	....	....	....	....
" 1890	97	97⅛	....	97⅛	97⅛	98
" 1884	....	....	....	....	....	....
" 1900	....	....	....	96½	....	....
Balt and Ohio	....	156⅛	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880.	96	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	101⅛	....	102	....	98⅛	98⅛
" 2d M	88⅛	88⅛	....	....	88⅛	88⅛
" 3d M. 8s	....	....	81½	....	81⅛	81⅛
Northern Central	39⅛	....	....	....	39⅛	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	92⅛	92½	93½	....	93⅛	93⅛
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	56⅛	....	56	....	55⅛	....
" Defer. Certif	14	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 5.

	Th.30.	F 31.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Albany ...	146¾	146¾	....	....	....	147½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....	126½	126	126½	126½	126	....
Boston and Providence.....	149	149	149	....	....	....
Boston, Hartford & Erie....	....	....	....	5½	....	....
" 7s, new	41¾	41¾	42½	41¾	42½	41¾
Cheshire, pref.....	....	....	....	....	....	78
Chi., Burl. & Quincy...	119¾	120	120	....	119¾	120
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	106	106	106	106	106	106
Fitchburg.....	130½	130	130½	....	130½	....
Manchester & Lawr'ce....	....	....	....	....	....	....
Michigan Central.....	109½	109½	110¾	110	110¾	110¾
Northern, N. H.....	112¾	....	....	....	....	....
Ogdens. & Lake Champ....	....	....	....	....	....	....
" pref.....	....	....	....	102	....	....
Old Colony	112½	112½	....	....	....	....
Ph., Wil. & Baltimore..	55¾	55¾	56	55⅞	56	55⅞
Portl'd, Saco & Ports.....	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.....	....	....	....	....	87¾	....
" Land Grant 7s....	....	....	....	....	....	76
" Income 10s...	71½	72	....	72⅝	75½	75
Vermont & Canada....	63	63	....	64	....	....
Vermont & Mass.....	86	86	86½	....	86½	86½
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	57½	57½	....	57½
Middlesex	....	....	....	....	....	....
Central Mining Co.....	40	....	40	....	....	....
Copper Falls	24⅞	24¾	25½	25	25½	26½
Franklin	....	10¾	....	11	10¾	....
National	....	....	....	....	5¾	....
Pewabic	13	....	13½	13½	....	....
Quincy	50½	50½	50	50	50	49¾

London Stock Exchange.

	—Closing Prices.— Jan. 10.	Jan. 17.
Atlantic & Gt. W. 1st mort., $1,000..	72 — 75	73½— 74½
Do. 2d mort., $1,000.....	66 — 68	66½— 67½
Do. Con. mort. B'nds Bisch's Cert.	35 — 37	35 — 37
Do. Reorg. Scrip.....	98 —100	98 —100
Do. Leas. Lines, Rental Bonds....	90½— 91½	90 — 91
Detroit & Milwaukee 1st mort. Bonds	74 — 77	74 — 77
Do. 2d do.	74 — 77	74 — 77
Erie shares 100 dol. all paid.....	49½— 50½	48½— 49
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds..	95 — 97	95 — 96
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid..	99 —101	96 — 98
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	97 — 98	97 — 98
Marietta and Cincinnati Rail. Bonds.	85 — 90	85 — 90
Michigan Central 8s 1882, conv.....	85 — 89	85 — 89
Panama 2d mort.....	— —	— —
Panama General mort.....	93 — 95	93 — 95
Pennsylvania, 2d mort.....	98 —100	98 —100
Do. General mort.....	93½— 94½	94 — 95
Do. $50 shares.....	46½— 47½	46½— 47½
Philadelphia and Erie 1st mort.....	94 — 96	95 — 97
Do. with option to be paid in Phila.	94 — 96	95 — 97

American Railroad Journal.

Saturday, February 8, 1873.

Stock Exchange and Money Market.

Money has been generally quoted firm as to price, on the basis of 6@7 per cent, currency and coin, as the governing rates on call, through the week, with an active inquiry for aid, from speculative sources, chiefly for Stock Exchange purposes. The discount business has been comparatively moderate, and the prime grades of commercial paper were saleable at 8@10 per cent per annum. The city banks reported reduced averages in the specie and legal tender lines, with a limited increase in the deposit item, and an enlargement of their loans and discounts to the extent of nearly 4¾ millions. The U. S. Sub-Treasury added 1⅝ millions to its coin reserve. The aggregate receipts of the office from all sources in January were $60,573,635, including $11,037,491 in coin from customs, and the aggregate disbursements, on all accounts, same time, were $67,808,765, including $9,175,222 of coin interest, and $263,259 of currency interest.

The Syndicate opened the subscription books for the new funding $300,000,000 Five per cent Loan, on Tuesday both here and in London, and the prompt response in the form of proposals indicated a decisive and encouraging measure of success for the negotiation.

The city banks, in their latest return, show a falling off of $171,900 of legal tender notes, with a decrease of $1,759,500 of specie, and an increase of $497,700 in their deposits, an addition of $4,720,500 to their loan and discount averages, and a contraction of $28,200 in their item of circulation. The city bank exchanges, last week, averaged 110¼ millions. The banks now hold $3,246,925 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The clearances of the banks averaged through the week 110¼ millions a day, and amounted in the aggregate, for the whole week, to $661,411,941 as against $655,561,098 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance about 1⅝ millions, and its coin reserve moderately as the result of the week's business.

The specie reserve of the city banks according to the latest return is $18,612,200, against $23,986,100 same time last year. The city bank deposits are now $217,168,500 against $220,906,700, week ending Feb. 3, 1873. The legal tender reserve amounts to $45,802,100, against $46,565,800 same time last year. The circulation now stands at $27,501,100 against $28,218,700 same time last year. The loans are now $286,879,600 against $282,610,400 at this date last year.

The coin reserve of the city banks is now about 18⅝ millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is about 45⅞ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 217⅛ millions, against 247½ millions on the 20th of July.

Government revenues have been on a restricted scale, since our last. The excises yielded within the week about two millions and thus far in the current fiscal year beginning with July 1, 1872, $70,437,307. The customs at theport of New York, for the week, were $2,082,608, and at the outports, about $700,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $3,877,479 of currency, and $3,287,724 of gold, the latter including $2,158,900 from customs; and disbursed $2,304,586 of currency and $3,100,138 of gold, the latter embracing $1,039,697 of coin interest.

Gold has been less confidently dealt in, since our last, the speculative element evincing less spirit, and buoyancy, in view of the prospective success of the Syndicate operations, in promptly marketing the new Five per cent. funding loan. The Customs call has been quite moderate and the export drain, insignificant. The later dealings indicated a much firmer market. The range of the price during the week has been from 112⅞ @114, and the closing quotation on Wednesday was 113¾ against 113⅞ of the preceding week. The specie outflow last week, was $591,579. The Gold Exchange Bank clearances have averaged about 40 millions per day during the week.

The customs demand for Gold last week, averaged $359,666 a day. The arrivals of specie from Europe, Havana and other foreign ports have been thus far in 1873, $86,049 against $94,052 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $78,620,789 against $93,044,095 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $54,676,948, against $56,298,378 during the same time in 1871-2.

The export drain of specie was $591,579 last week, against $500,000 same week preceding year. The shipments since July 1, 1872, have been $42,246,847 against $24,305,860 during the same portion of 1871.

Foreign Exchange has been in less demand and somewhat irregular as to price, closing weak. Bankers' sixty day bills on London closed at 109¼@109½; sight bills on London, at 110¼ @110⅜. The weeks exports of Domestic Produce have been to the currency value of $5,611,700.

Government proposes, under the Treasury programme for February, to sell, during the month, through the local office here, at least six millions of gold, as follows: Thursday, February 6—$1,500,000. Thursday, February 13—$1,500,000. Thursday, February 20—$1,500,000. Thursday, February 27—$1,500,000, And to buy in at least four millions of Five Twenties, as follows. Wednesday, February 5—$1,000,000. Wednesday, February 12—$1,000,000. Wednesday, February 19—$1,000,000. Wednesday, Febuary 26—$1,000,000.

Government securities have been in very good request and quoted rather firmer though variable, with comparatively small offerings of bonds of all issues reported. The last public debt exhibit shows a further increase in the national indebtedness of $406,243 in January. The Legal Tender circulation outstanding at the end of January is reported as $358,013,836, against $358,642,294 50 at the close of December; a reduction toward their authorized limit amounting to $629,458 for the month. The Treasury Balances, according to the Debt Statement, are $7,500,000 Currency, and $62,250,000 Gold, and of the Gold $24,250,000 is held against Coin Certificates in the hands of the public. The reason of the increase of the public debt in January is stated at the Treasury Department to be payments during the past month of the interest on the Pacific Railroad bonds over the amount retained from pay for services rendered of $1,826 274. There were also disbursed from the Treasury during January, in addition to the ordinary expenses, $1,240,000 to the Board of Public Works in Washington, and $1,000,000 on account of deficiencies in the postal service, making the total amount of extraordinary expenditures during January $4,066,294.

The Secretary of the Treasury calls in $660,000 in three per cent. certificates dated from January 25 to April 14, 1869, $5,000 each, numbered from 6 to 5,651 inclusive, and $10,000 each from 7 to 5,563. Interest will cease March 31, 1873. Only $715,000 of three per cents. remain uncalled.

Government bought in on Wednesday $518,250 Five Twenties, from 113 21@113 37 net out of an aggregate offering of $052,950 at 113 21 @113 37.

U. S. sixes of 1881 closed on Wednesday of this week at 118¾@119 U. S. Five-Twenties of 1862, 114¾@115¼; U. S. Five-Twenties of 1864 at 114¾@115¼; U. S. Five-Twenties of 1865, 115⅛@115⅜; U. S. Five-Twenties of 1865 consolidated

114⅜@114¾; U. S. Five-Twenties of 1867, 116⅝@116⅞; U. S. Five-Twenties of 1868, 116½@116¾; U. S. Ten-forties at 115@115¼; U. S. Fives of 1881 (Funding Loan) 113¼@113¾; ex February coupon Six per cent. currency Sixes from 115@115⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 22.	Jan. 29.	Feb. 5.
Consols	92⅜	92⅛	92⅜
U. S. 5-20s, 1865	93¼	92⅞	92⅞
" 1867	92⅞	93	94¼
" 10-40s	91	92⅛	92⅛
New Fives of 1881	89¾	91	91@91⅛
Erie	50	51¾	52¼

State bonds have been in fair request at firmer rates in most instances, though Southern State bonds fluctuated widely.

A livelier inqury noted chiefly on investment account for the better class of Railway Mortgages, and prices have been on the advance. Central Pacific Sixes closed buoyantly at from 103⅛@104, ex the January three per cent. (coin) coupon, with small offerings of the bonds noted, and an active investment call for them. Chesapeake and Ohio Sixes have been in more request, at the higher rate of 86½ and interest. Western Pacific Sixes have been of ready sale, and quoted up to 92¼92¾. The Northern Pacific 7-30 Loan has been in good demand at par and interest.

Railway and Miscellaneous share property has been quite active, but variable as to values, influenced mainly by speculative manipulations of the favorite stock at the board dealings. The general market closed rather buoyantly.

The Metal trade has been active in only a few lines. There has been a brisk trade noted in Copper, largely for forward delivery, at firmer prices; sales, 1,000,000 lbs. Ingot at 34c.@34½c. cash, and 35c. for March deliveries; also, 200 tons English, to arrive and here at 30c.@30½c. Scotch Pig-iron, scarce, and held above the views of buyers; American firm; no important dealings reported. Lead dull and nominally unchanged. Spelter has been quoted stronger and more active; sales, 200 tons at 7c.@7¼c., gold. Of Regulus Antimony, 10 casks sold at 14¼c. Pig-Tin dull with Straits quoted at 31c., and English at 31¼c., gold. Of Tin Plates, sales were made of 1,000 I. C. Charcoal a $11@$11 12½, and 800 boxes Charcoal Terne at $10 12½, gold, per box; market somewhat irregular.

General business has been on a moderate scale, in most kinds of produce. Breadstuffs, closed firmly, Cotton, easier, Provisions irregular, Spirits of Turpentine higher, Petroleum, and Rosin, cheaper. Middling upland cotton, left off on Wednesday at 21⅛@22 cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,132,849 bales, against 1,963,609 bales same time in the preceding year; exports 1,265,070 bales against 1,016,551 bales in the previous year; stock at the ports at latest dates, 568,950 bales against 573,800 bales same date 1871.

Foreign goods have been comparatively slow of sale as yet, though quoted steady as a rule. The week's imports amounted to $9,661,598 including $3,411,220 of dry goods.

Ocean freights have been less active, and rates have been quoted irregular. Room has been very scarce, both on berth and charter.

At the Live Stock Markets, Beeves have been in fair supply and less demand at from 7⅛@14⅛; cts. Veals in good request at 6@11 cts.; Sheep active at from 4½@8 cts.; Swine at 5¼@5⅝ cts. per lb., all live weight. The week's receipts were 7,926 Beeves, 687 Veal Calves, 26,188 Sheep and Lambs, and 29,018 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Clev., Col., Cin. and Ind 1st mort., 102; Albany and Susq. 2d mort., 96¾; Pacific R. R., 7s, guar. by Mo., 98½; Cedar Falls and Minnesota 1st mort., 82¾; Burlington, Cedar Rapids and Minnesota 1st mort., 92; Galena and Chicago 1st mort., 101; Chicago and Northwestern Interest bonds, 97½; Buffalo, N. Y. and Erie 1st mort., 92½; North Missouri 1st mort., 91¼; Boston, Hartford and Erie 1st mort., 42⅛; do. guar., 58½; Toledo, Peoria and Warsaw 1st mort., W. D., 91½; do. W. D., 88½; Milwaukee and St. Paul 7s, Iowa div., 88; do. La. C. div., 92; St. Louis and Iron Mt. R. R., 92; do., 1st mort., 96; Clev., Paines. and Ash. 7s, new, 96; do. old, 98: Long Dock bonds, 94; Central of New Jersey 1st mort. new 102¼; Ohio and Mississippi 7s, consol., 92½; Quincy and Toledo 1st mort., 91; Delaware, Lackawanna and Western 7s. conv., 101½; Detroit, Monroe and Toledo 1st mort., 95; Louisville and Nashville 7s, consol., 1898, 95; Am. Dock and Imp. 7s, 96; Pacific R. R., of Mo. 58¾; do. 2d mort., 80; Atlantic and Pacific pref., 36⅛; St. Louis, Kansas City and Northern pref., 67¼; New Jersey Southern R. R., 27; Missouri, Kansas and Texas R. R. 40½; Western Union Tel., 93¾; Atlantic M. S. S. Co., 6⅝; Mariposa L. and M., 21½; New Central Coal, 44⅞; Consol. Coal of Md., 48; American Coal, 57; Maryland Coal, 23¾; Cumberland C. and I., 70; Adams Exp., 98½; Am. Mer. Union Exp., 69; U. S. Exp., 78⅛; Quicksilver pref. 56; South Carolina 6s, new, Jan. and July, 22; Georgia 7s, end., 85; North Carolina 6s, special tax, 15.

Philadelphia.—Huntingdon and Broad Top Mt. R. R., 11; do. 1st mort., 105; do. 2d mort., 90; do. 7s, consol., 61; Oil Creek R. R. 7s, 1896, 83; West Chester and Philadelphia R. R. 7s 103; Philadelphia and Reading 7s, new conv., 102; do. Gen'l mort. 7s, coupon, 101¼; do. reg., 108; Ithaca and Athens 7s, 101½; Delaware Division Canal Bonds, 90; Wilmington and Reading 7s, 98; Allegheny Valley 7 3-10s, 91½; Lehigh Valley pref., 65; do. 7s, new, 106; Elmira and Williamsport 5s, 60; Schuylkill Nav. 7s, B. L. 85; do. Imp. Loan, 85; Pennsylvania Canal 6s, 72; Pennsylvania and New York 7s, 96; Morris Canal 2d mort., 90⅛; Nesquehoning R. R., 56; West Philadelphia R. R., 90; Catawissa R. R., 22½; East Pennsylvania R. R., 40. The latest quotations are: City 6s, 96¼@96½; do. free of tax, 100⅜@100½; Pennsylvania State 6s, 1st series, 101¾@102; do.2d series, 105@105; do. 3d series, 106@107; Philadelphia and Reading, 57⅛@57⅜; do. Gen'l mort. 7s, coup., 100⅛@100¾; do. reg., 102@108; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 101¾@102; United New Jersey R.R. and Canal Co., 121¼@121½; Camden and Amboy mort. 6s, 1889, 95½@96; do. 1883, do. 89⅛@91; 1889, 87@87½; Pennsylvania R. R., 58⅛@58½; do. 1st mort., 98¾@99; do. 2d mort., 98@99¼; do. General mort. coupon, 91½@92; do. reg., 94¾@95; Little Schuylkill R. R., 46⅛@47; Morris Canal, 48@50; do. pref., 120@125; do. 6s, 93@94; Susquehanna Canal, 7@9; do. 6s, 75@77; Schuylkill Nav., 7@7; do. pref., 14@14¼; do.6s, 1882, 75¼@75¾; do. 1872, 80@80; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 59@62; do. 5s, 37⅞; Lehigh Coal and Navigation, —@37⅞; do. 6s, 1884, 86@87; do. R. R. Loan, 93@94; do. Gold Loan, 92¼@94¾; North Pennsylvania, 46⅛@49; do. 6s, 96@97½; do., 7s, 95¾@96; do. Chattle 10s, 110@112; Philadelphia and Erie, 27¼@27¾; do. 6s, 91@91; Minehill, 52¾@53¼; Catawissa, 22@22½; do. pref., 44¼@44¾; do.7s, 1900, 101@105; Lehigh Valley, 60¼@60½; do. 6s, new coupon, 94¾@95¼; do. reg., 96@97; do. 7s, 105@106¼; Fifth and Sixth streets, (horse,) 50@50; Second and Third, 58@58; Thirteenth and Fifteenth, 19½@20; Spruce and Pine, 32@32 Green and Coates, 50@—; Chestnut and Walnut, 58@60; Hestonville, 19¾@20; Union, —@73; Germantown, 34@—.

Boston.—Chicago, Burlington and Quincy 7s, 95⅛; do. rights, 2⅜; Chicago, Dubuque and Minnesota 6s, 1896, 78¼; Central R. R. of Iowa 7s, gold, 80¾; Little Rock and Ft. Smith 1st mort. 7s, L. G., 35; Atchison, Topeka and Santa Fe 1st mort. 7s, 76; Old Colony 6s, 1875, 97; Vermont Central 1st mort., 41½; Chicago, Iowa and Nebraska R. R., 108¾; Connecticut and Passumpsic Rivers pref., 88½; Portsmouth, Gt. Falls and Conway R. R., 96¼; Worcester and Nashua R. R., 132; Rutland pref., 57; do. scrip, 90; Burlington and Missouri R.R. in Iowa, 118¼; do. in Nebraska, 68½; do. rights, 20c.; do. 8s, 100¾; Boston and Lowell scrip, 115; Cincinnati, Sandusky and Cleveland R. R., 18¼; Norwich and Worcester R. R., 125¾; Providence and Worcester R. R., 142⅞; Eastern (N. H.) R. R., 102; Atchison, Topeka and Santa Fe R. R., 24¼; Highland Horse R. R., 100; Boston Water Power, 40⅛; do. scrip, 70; Michigan Central scrip, 110⅝; Cary Imp., 13⅜; Waverly Land, 4⅛; Maine 6s, 1889, 99½; do. 1887, 99; Massachusetts 6s, 1874, gold, 111; Haverhill 6s, 1884, 96; Chelsea 6s, 1892, 95; Cincinnati 7 3-10s, 1898, 103½; Bath 6s, 1891, 89⅛; Boston 6s, 1880, currency, 99¼; do. 5s, 1878, gold, 101¾; do. 1875, 103¼; do. 1884, 94; Chicago 7s, 98; Springfield, Ills., 10s, 101¾; Allouez Mining Co., 20½; Albany and Boston, 50c.; Calumet and Hecla, 153; Dana, 1⅛; Dawson, 62½c.; Humboldt, 1¾; Hungarian, 50c.; Hanover, 1; International silver, 1⅞; Manhattan, 75c.; Madison, 1; Mesnard, 2¼; Native, 25c.; New England, 20c.; Pontiac, 1⅜; Petherick, 4⅜; Ridge, 15¾; Superior, 75c.; St. Clair, 3⅝; Shuniah Silver, 2; Tremont, 1¼; Toltec, 80c.

Baltimore.—Northern Central 6s, 1900, gold, 92¼; Virginia and Tennessee 8s, 88½; Orange, Alex. and Manasses 7s, 78½; Central Ohio 1st mort., 87; Orange and Alexandria 4th mort., 83; Wilmington, Columbia and Augusta 7s, 77½; Western Maryland 3d mort. guar., 96; Memphis City 6s, 55; Atlantic Coal, 2.10. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78½@79; Pittsburg and Connellsville 7s, 1898, 93½@94; Baltimore and Ohio, 155@160; do., 6s, 1875, 94@—; do., 1880, 96@96; do., 1885, 96¾@97¼; Parkersburg Branch, 11@—; Northern Central 39½@39¾; do. 6s, 1885, 92@92½;

do., 1900, 87¼@—; do., 6s, 1900 gold, 92⅛@92¼; N. W. Va. 1st mort., 103@105; do., 2d mort., —@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98@98½; do., 2d mort., 7s, 88½@89; do., 3d mort., 8s, 81⅜@81½; Central Ohio, 37@40; do., pref., 40@40; do. 1st mort., 87@87¼; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 95@—; do., 2d mort. guar., 95@—; do. 3d mort., guar., 95@96; do. 2d mort pref., 70@—; do., 2d mort. guar. by Washington Co., 82@84½; Richmond and Danville 1st mort., 76@77½; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort. 6s, 86½@87; do., 3d mort. 8s, 94@96; do., 4th mort. 8s, 83@83½; Orange, Alex. and Manassas 7s, 78@78¼; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77⅜@78; do. 8s, 3d mort., 88¼@89; Baltimore 6s, 1875, 98@99; do., 1884, 97½@—; do. 1886, 97@97; do., 1890, 98@98½; do., 1893, 97@97; do. 1893, exempt, 100¾@101; do., 1900, exempt, 97@97; do. 1900, new, 96@98; do. 1902, 97@—; Memphis City 6s, 56@58; Maryland Defense Loan, 1883, 104@104; Virginia 6s, old, 35@40; do. consol. 6s, 55⅝@55¾; do. reg. 51@53; do. coupon, 75@81; West Virginia, 13¾@16; City Passenger R. R., 20½@22½; George's Creek Coal, 105@120.

Jones' Falls Improvement.

The commissioners of Jones' falls are engaged in preparing plans and specifications for the construction of the eleven bridges required to span the stream of Jones' falls when the improved line shall have been completed. In response to published invitations for "plans for the bridges" there were offers from five prominent builders of patent bridges, which have been examined, and in order to reap the benefit of competition as between them in cost of construction, proposals will now be asked from each, based upon specifications now preparing by the engineer of the commission.—*Baltimore Sun.*

☞ A despatch from Toronto, dated February 1, says: "The *Mail*, a government organ, this morning announces that arrangements have been completed for the construction of the Canada Pacific Railroad. The formal charter will be issued on the return of the Governor-General to Ottawa. Ten millions of stock are ready to be subscribed, and stock books are to be opened in each of the provinces."

☞ The Hamilton and Lake Erie Railway has been finished to Caledonia, and the section from Coledonia to Jarvis will, it is expected, be completed by the 1st July, 1873. The Great Western cars now run from Hamilton to the Buffalo and Lake Huron at Caledonia.

☞ The following gentlemen have been elected directors of the Baltimore and Ohio Railroad Company on the part of the city; John F. Wiley, Wm. H. Cole, Robert T. Banks, John S. Bullock, John G. Medinger, Simon J. Kemp and James Webb.

☞ The Cayuga Lake Railroad, extending from Cayuga Bridge to Ithaca, 40 miles, has been completed. It is to be extended to Port Byron, where the valleys of the Central road and the Cayuga meet.

☞ The Central Mining Company of Lake Superior have declared an annual dividend of $8 per share, payable February 12 to holders February 1.

☞ A dispatch from Cincinnati says that the report of the committee favoring the construction of the Kentucky and Great Eastern Railroad has been adopted by the chamber of commerce. The road is to run from Newport, Ky., to a point on the boundary line between Kentucky and Virginia near Big Sandy river, 146 miles, at which point connection can be had with the Chesapeake and Ohio Railroad, thus completing a line from Richmond and Norfolk, in Virginia, to Cincinnati, Ohio.

☞ The first train eastward over the Chesapeake and Ohio Railroad through from the Ohio river arrived at Richmond, Va., on the 1st inst., bringing about fifty passengers, mostly West Virginians, and four loads of cannel coal, the first of the kind ever received in Richmond.

Statement of the Public Debt of the United States February 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$83,333 33
6 per cent. 1881 bonds, 1861	18,415,000 00	92,075 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861	189,321,350 00	916,606 75
6 per cent. 5-20 bonds, 1862	266,886,050 00	4,003,290 75
6 per cent. 1881 bonds, 1863	75,000,000 00	375,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	4,053,485 41
6 per cent. 5-20 bonds, 1864	2,298,000 00	34,470 00
6 per cent. 5-20 bonds, 1864	68,869,350 00	1,033,040 25
6 per cent. 5-20 bonds, 1865	156,062,550 00	2,340,938 25
6 per cent. consols, 1865	209,141,600 00	1,045,708 00
6 per cent. consols, 1867	315,872,000 00	1,579,360 00
6 per cent. consols, 1868	38,637,800 00	193,189 00
5 per cent. funded loan of 1881	200,000,000 00	2,500,000 00
Aggregate of debt bearing coin interest	$1,756,016,000 00	$18,285,221 74
Interest due and unpaid		8,725,038 92

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$1,930,000 00	$39,059 84
3 per cent. navy pension fund, 1868	14,000,000 00	35,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	11,300 00
Aggregate of debt bearing interest in lawful money	$16,608,000 00	$85,359 84
Interest due and unpaid		40 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	172 00
6 per cent. bounty land scrip, 1847	3,900 00	238 97
5 per cent. Texas indemnity bonds, 1850	174,000 00	11,300 00
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	1,087,900 00	104,729 31
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,450 00	1,481 01
5 per cent. 1 year notes, 1863	92,545 00	4,639 35
5 per cent. 2 year notes, 1863	61,750 00	4,414 10
6 per cent. compound interest notes, 1863-64	520,770 00	103,565 28
7-3-10 per cent. 3 years' treasury notes, 1864-65	299,450 00	26,743 77
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	1,025,000 00	3,374 93
Aggregate of debt on which interest has ceased since maturity	$3,533,420 26	$336,621 31

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$84,302 50	
Legal tender notes, 1862-63	358,013,836 00	
Certificates of deposit	28,935,000 00	
Fractional currency, 1862-3-4	46,057,694 28	
Coin certificates, 1863	24,246,500 00	
Unclaimed interest		16,604 84
Aggregate of debt bearing no interest	$457,337,332 78	$16,604 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,341,448,700 00	
Bonds at 5 per cent	414,567,300 00	
	$1,756,016,000 00	$27,010,260 66
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	1,930,000 00	
	$16,608,000 00	85,399 84
Debt on which interest has ceased since maturity	3,533,420 26	336,621 31
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	358,098,138 50	
Certificates of deposit	28,935,000 00	
Fractional currency	46,057,694 28	
Coin Certificates	24,246,500 00	
	$457,337,332 78	
Unclaimed interest		16,604 84
	$2,233,494,753 04	$27,448,886 65
Total debt, principal and interest, to date, including interest due and unpaid		$2,260,943,639 69

AMOUNT IN TREASURY.

Coin	$62,342,604 38
Currency	7,007,454 01
Special deposit held for redemption of certificates of deposit as provided by law	28,935,000 00
	$98,285,058 39
Debt, less amount in Treasury, Feb. 1, 1873	$2,162,658,581 30
Debt, less amount in Treasury, on the 1st ult.	2,162,252 338 12
Decrease of debt (interest account) during the past month	$406,243 18
Decrease of debt since March 1, 1872	63,154,916 68
Decrease from March 1, '69 to March 1, '72	299,649,762 03

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	8,141 60
Totals	$64,623,512 00	$323,117 56

Interest paid by United States, $18,509,280 90; interest repaid by transportation of mails, &c., $4,118,432 75; balance of interest paid by United States, $14,390,848 15.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Jan. 31, 1873.

GEO. S. BOUTWELL,
Secretary of the Treasury.

☞ The proprietors of the Trenton (N. J.) Vise and Tool Works have, within a year, added another branch of manufacture to the business, and are now building F. C. Lowthorp's Iron Bridges, of which they have furnished several for the Newark and N. Y. R. R. The tools made here are mostly picks, sledges, vises, &c. They give employment to 85 men, under the superintendence of Mr. J. Howard Murray.

☞ Messrs. Fisher & Norris, of Trenton, N. J. manufacture the "Double Screw Paralleled" Vises, that possess a powerful grip, and never get jammed. Eleven and one-half tons pressure applied at the lever screw of the largest size was required to break its jaw. Fisher & Norris, also manufacture the "Eagle" Anvils and Vises, and own the patent process for welding cast iron to the finest tool steel.

☞ The Pittsburg, Virginia and Charleston Railroad is now open and running daily trains from Pittsburg to Dravosburg, a distance of seventeen miles.

☞ Geo. H. French has been elected President, W. O. Barnes Vice President, and J. S. Connor Secretary and Treasurer of the Davenport and St. Paul Railroad Company.

Journal of Railroad Law.

RAILROAD COMPANIES—EXCEPTIONS TO LIABILITY OF COMMON CARRIERS—BURDEN OF PROOF—MEASURE OF DAMAGES.

The recent case of Winne *vs.* The Illinois Central Railroad Company, (31 Iowa, 583,) was an action to recover damages to 400 barrels of flour, alleged to have been sustained while the same was being transported from Waverly, Iowa, to Chicago, Illinois, on defendant's railroad.

The following is the opinion of the court delivered by—

MILLER, J.—I. Before the commencement of the trial below, the defendant filed a motion to strike out certain depositions taken by the plaintiff. The motion was overruled, and the defendant assigns such ruling as error. The objections to the testimony of the witnesses, as stated in the motion, are immateriality and irrelevancy, and it is urged in argument that as their testimony shows that they could not state the condition of all the flour when it was examined in Chicago; that as they saw only a part of it examined, their evidence should have been excluded.

The statements of the witnesses, that they saw a portion of the flour in controversy examined in Chicago, after it had been delivered by the defendant to the consignee, and that it was damaged by having got wet, was certainly relevant testimony, tending to show that the flour had not been delivered in good order, which was an essential part of the plaintiff's case; and that these witnesses did not see all of the 400 barrels examined, and could not therefore testify as to the condition of them all, did not affect the competency of their evidence in respect to the condition of the flour which they did see examined.

That these witnesses did not see all the flour examined afforded proper ground for argument to the jury upon the extent of plaintiff's right of recovery, but was no objection to the relevancy or competency of the evidence.

The other considerations urged by counsel for appellant in respect to the incompetency of portions of the testimony contained in plaintiff's depositions will be considered hereafter in connection with instructions relating to the proper measure of damages.

II. The second error urged in argument is, that there was error in the third and fifth paragraphs of the charge of the court, which were as follows:

3d. "If you find that plaintiff delivered flour to defendant, to be transported by defendant to Chicago, Ill., as claimed by plaintiff, it was the duty of the defendant to transport the flour to its destination, and deliver it to plaintiff's consignee or agent in as good a condition as it was when delivered to defendant for transportation, and the defendant will be liable for any damage resulting to the flour while in the custody or control of defendant."

5th. "If from the evidence you believe that plaintiff delivered the flour to defendant as claimed by plaintiff, and that such flour was damaged while in the custody and control of defendant, you will find a verdict for plaintiff."

The appellants insist that these instructions were erroneous, for the reason that "neither of them contain the exceptions to defendant's responsibility as a carrier—the acts of God and the public enemy." Whatever force there would be in this objection is destroyed by the fact these exceptions are embraced in the third and fourth instructions given at the request of the plaintiff. It is further objected by appellant, however, that these objections contained in these last instructions cast the burden of proving the exceptions upon the defendant.

Ordinarily the plaintiff makes out a *prima facie* case by showing that he delivered his goods to the carrier in good order, and that when the carrier delivered them to the consignee they were in bad order or in a damaged condition. The carrier may then show that the injury to the goods was caused by the act of God or the public enemy, and thus be exonerated from liability. It has been the settled law of England for ages, and of America since its first settlement, that a common carrier is responsible for all losses except those occasioned by the act of God or the public enemy, and that the loss of, or damage done to, property in his possession to be carried, is of itself sufficient *prima facie* proof of negligence. Angell on Common Carriers § 67, 148, 149; 2 Kent's Com. 597. And in all cases of loss or injury to property intrusted to a common carrier for transportation, the burden of proof is upon him, to show that the loss was occasioned by the act of God or by public enemies. 2 Greenleaf Ev., § 219, and cases cited in note 8; Angle *vs.* The M. & M. R. R. Co., 18 Iowa 555 and cases there cited.

If, however, the plaintiff's evidence should show the circumstance which excused the defendant from liability, the plaintiff would not be entitled to a verdict, although the defendant offered no evidence; such, however, was not the fact in this case; and there was, therefore, no error in the instructions under consideration.

III. The court below, in the ninth paragraph of the charge, directed the jury that, "if the plaintiff's consignee or agent received the flour in a damaged and unsaleable condition, and necessarily had to go to expense to put the flour in a saleable condition, plaintiff will be entitled to recover any reasonable expense thus incurred." The giving of this instruction is assigned as error, and appellants counsel urge that the true rule or measure of damages is the difference between the fair market value of the flour as delivered to the consignee, and what would have been its fair market value if it had not been injured while in the carrier's possession, at the date of delivery.

The rule contended for is undoubtedly the general rule. Its application, however, is not always just and proper. It might have operated in this case very severely and unjustly on the defendant, for there is evidence tending to show that when the flour came from the hands of the carrier to the consignee it was unsaleable; and it had no market value because it could not be sold at all in the market, whereas, by a trifling expense the flour was rendered saleable. Nor is this instruction in conflict with the rule contended for by appellant; for by means of the expense incurred in cleaning the flour and rendering it marketable the amount of such expense was added to the value of the flour in its damaged condition. If the flour in the condition it was delivered by the defendant to the consignee, was unsaleable, and it could be made saleable by incurring a reasonable and necessary expense for that purpose, such expense was for the benefit of the defendant.

Had the court given the broad general rule contended for by the counsel for defendant without qualification, and the jury been convinced that the flour when and as it was delivered by the defendant was unsaleable in the market, was of no value therein, they would have been warranted in assessing the damages at the full market value thereof in good condition, resulting in a verdict against the defendant of thousands instead of hundreds of dollars. By the trifling expense of 25 cents per barrel, the flour, before unsaleable, was rendered fit for market; and the evidence tends to show that this expense was necessarily the result of the injury to the flour, which the plaintiff had to incur in order that the flour be at all marketable. That such expenses under such circumstances may be given by the jury as damages we have no doubt. See Angell on Com. Carr. § 490 *a*; Pierces Railroad Law, 465.

IV. The appellant requested the court to instruct the jury that, unless plaintiff has proved to you that the defendant was a common carrier, and received or was to receive pay or pecuniary consideration for such carrying, he must prove that the flour was damaged while in defendant's custody and through gross neglect of defendant; or he must prove that the defendant did not use as great care and diligence in taking care of the same as a man of ordinary prudence takes of his own property of the same character under like circumstances." The refusal to give this instruction is assigned as error, and it is urged by appellant's counsel that, "unless the defendant was paid or offered compensation, it (defendant) was a gratuitous bailee and not an insurer, and hence not required to exercise more than ordinary care." The evidence sufficiently shows that the defendant is a common carrier, that the flour was delivered to it and transported in the usual course of business; and without any agreement for the price of conveyance, the carrier became entitled to the same, and if not paid might recover on the *quantum meruit*. When goods are delivered to a common carrier to be transported, a promise to pay freights will be implied, and it is not necessary to prove payment or tender of the charges in order to hold the carrier liable in his capacity as a common carrier. The law will not presume, without proof, that the bailment was gratuitous, and if the carrier claims exemption from liability on that ground, the burden of the proof is upon him. When the defendant is shown to be a common carrier, the law itself supplies the proof of the contract so far as regards the extent or degree of his liability, and if he would exonerate himself or modify his liability, the burden is upon him. The entire weight of the responsibility, rigorously imposed by law upon a common carrier, falls upon him contemporaneously with a complete delivery of the goods to him to be forwarded, if accepted, with or without a special agreement as to reward. As before remarked, the evidence shows that the plaintiff delivered the flour to the defendant; that it was accepted and forwarded in defendant's cars to the consignee, and the evidence is silent as to whether there was an express contract to pay freight or not, or whether the freight was paid or not. Under such circumstances it must be presumed that the property of

the plaintiff was carried for the usual and customary rates, which the plaintiff has either paid or is liable to pay the defendant.

V. Appellant assigns error on the overruling of his motion for a new trial on the ground that the verdict was not sustained by the evidence. We are of opinion that the verdict is sustained by sufficient evidence, and that the defendant's motion for a new trial was properly overruled.

The judgment of the circuit court must be affirmed.

Arkansas Railroads.

We have before us Mr. Auditor Berry's report to the Governor, extending over a period of two years, commencing October 1, 1870, and ending September 30, 1872.

We find by this report the number of railroad and levee bonds issued, up to the 1st of October last, to the different railroads, as follows:

L. R., P. B. & N. O. Railroad—		
State aid bonds	$1,200,000 00	
Levee bonds	233,573 36	
		$1,433,573 36
M., O. & R. R. Railroad state aid bonds		600,000 00
Arkansas Central Railroad—		
State aid bonds	$1,050,000 00	
Levee bonds	290,077 04	
		1,340,077 04
M. & L. R. Railroad state aid		1,200,000 00
L. R. & F. S. Railroad state aid		900,000 00

The above does not include over $200,000 levee bonds issued to the White River Valley Railroad.

The Commissioner of Public Works and Internal Improvements (Hon. Benj. Thomas) reports 186¼ miles levees built with the $3,000,000 appropriation by the last legislature. Out of this railroad companies received $610,922 93, divided principally between the Arkansas Central, and Little Rock, Pine Bluff and New Orleans Railroads.

The Commissioner reports the total amount of railroads graded in the state at 634½ miles; tied, 622½ miles; completed, 477 miles—showing an increase since 1870 of 311½ miles graded, 324½ miles tied, and 279 miles completed, as follows:

	Graded.	Tied.	Comp.
Mem. and Little Rock	131	131	131
L. R., P. B. & N. O.	72½	72½	36
M., O. & R. R.	110	110	32
Rittle R. & F. Smith	64	64	61
Arkansas Central	85	85	57
Cairo and Fulton	160	160	160

The Commissioner makes the following estimate of railroads certain to be finished within the next ten years:

	Miles.
Cairo and Fulton	300
Hot Springs Branch	40
Little Rock and Fort Smith	155
Little Rock, Pine Bluff and New Orleans	160
Mississippi, Ouachita and Red River	170
Arkansas Central	150
Memphis and Little Rock	120
White River Valley and Texas	135
Memphis and Shreveport	200
Total	1,430

☞ Gov. Walker has issued his proclamation notifying the holders of Virginia bonds that a conference between the creditors of the State and a special committee of the General Assembly will be held in Richmond on the 15th of February, to arrange if possible, some mode of settling the public debt question.

Michigan Central Railroad.

Mr. Isaac Livermore, Treasurer of the Michigan Central Railroad, in his semi-annual report shows the condition of the company, on the 1st of December, as follows:

The balance of the income account, this day, is $774,325 28. The net receipts of the road for the six months ending the 1st inst., after deducting operating and interest accounts, were $774,325 28. The gross receipts show an increase over those of the corresponding six months of 1871, of $238,295 16, but the net receipts show an increase only of $91,769 08. The bonded debt now amounts to $17,262,100, including the first mortgage sinking fund loan, due in 1882, $2,204,000; first mortgage loan, due in 1882, $558,000; and the 7 per cent. loan, due in 1902; $4,500,000. The capital stock amounts to $17,989,548. The sum invested in the sinking funds amounts to $1,595,198 65, which, deducted from the amount of sinking fund bonds outstanding, $2,204,000, leaves $608,801 94, and a net bonded debt of $5,666,801 34 upon the main line. The construction account has been increased $3,518,276 10, and now amounts to $22,623,875 61.

☞ The following statements are made in the report of the Boston and Lowell Railroad Comf pany in regard to certain Railroad leases:

The Peterborough Railroad is an extension o the Wilton road, and is now being constructed from Wilton, ten miles, to the town of Greenfield. The Nashua and Lowell Railroad leases this extension for joint account of the Boston and Lowell and Nashua and Lowell roads, for a period of twenty years, at six per cent. upon its cost, over and above certain gratuities to be paid in by towns in New Hampshire benefitted by its construction.

The Middlesex Central Railroad is an extension of Lexington branch, and is now being constructed from Lexington, eight miles, to Concord. It is to be leased by this Company for account of the Boston and Lowell and Nashua and Lowell Railroads, for thirty years, at six per cent. upon an agreed cost, and to be bought at that cost within the life of the lease.

☞ The Staunton (Va.) *Spectator* states that the Valley Railroad Company has executed a mortgage for $3,000,000 to complete the entire line. The bonds will be seven per cent. currency bonds, payable in thirty years. These bonds will be a first lien on the entire line of the road, running 113 miles through a part of the Valley of Virginia, and crossing two great east and west lines, the Chesapeake and Ohio at Staunton, and the Atlantic, Mississippi and Ohio at Salem. By the sale of these bonds, secured by this mortgage, the requisite amount of money (with the subscriptions amounting to $3,200,000 heretofore made) will be obtained to complete the road from Harrisonburg to Salem.

☞ The Ridge Copper Co. have declared a dividend of $2 50 per share, payable Feb. 24th.

For Sale—New Locomotives.

Soft coal burner, 4 ft. 8½ in. gauge, Cylinders 15x22, four 4½ ft. Drivers. Rogers Locomotive and Machine Works, Builders. Has swing truck, and all latest improvements. Been run three months only, and in perfect order. Address

A. W. GREIG, Sup't,
Litchfield, Conn.

Jan 6th, 1873.

RAILROAD IRON.

1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,000 Tons STOCKTON RAILS.
Now in Yard and for sale by

WM. H. PETIT,
72 Wall-st., New York.

ERIE RAILWAY COMPANY.

VICE-PRESIDENT'S OFFICE,

(P. O. Box 839.) New York, January 9, 1873.

To Bridge Builders.

THE ERIE RAILWAY COMPANY PROPOSE, as they renew the bridges upon their Road, to substitute iron for wood. They have a large number of bridges in spans varying from 20 to 200 feet.

With a view to determining the best plan to adopt, they invite you to make a proposal, based upon plans and specifications, to be furnished by you for bridges of various spans from 20 feet upward, with your price for the same.

Let your price be predicated upon the fixed price of iron and steel, to be varied as those materials may advance or decline in price.

Yours, &c.,
A. S. DIVEN,
Vice-President.

John J. Roberts,
IRON & STEEL RAILS,
Supplies and Metals Generally,
72 Wall Street,
NEW YORK.
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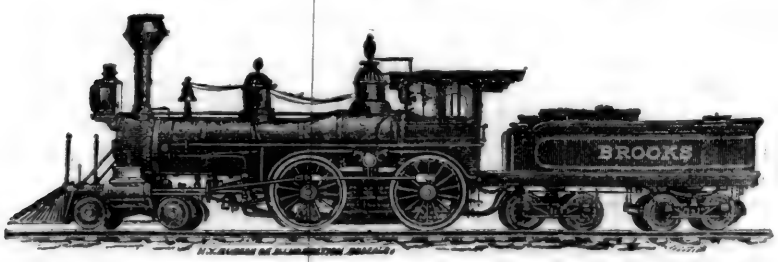
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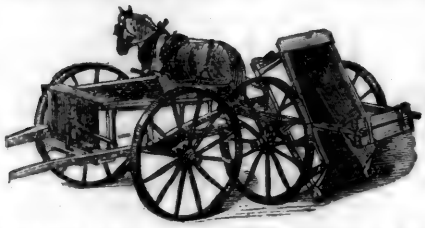
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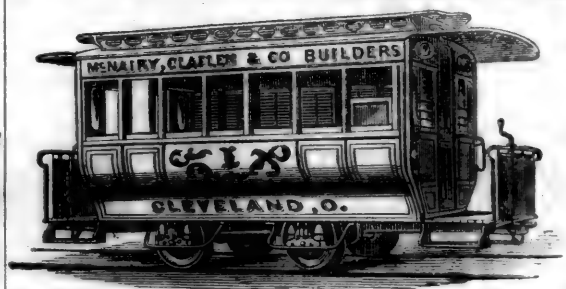
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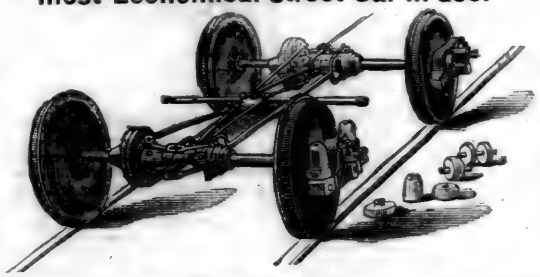
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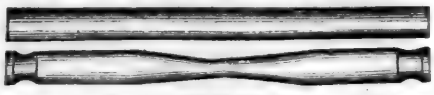
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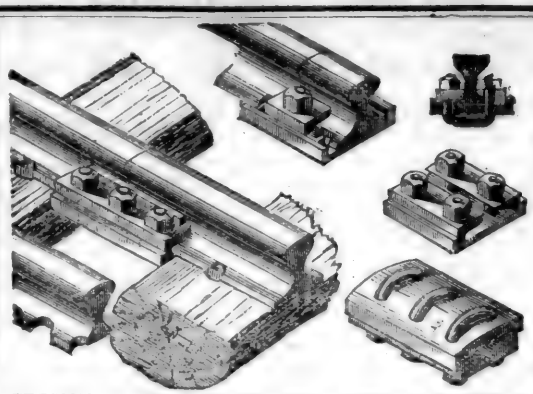
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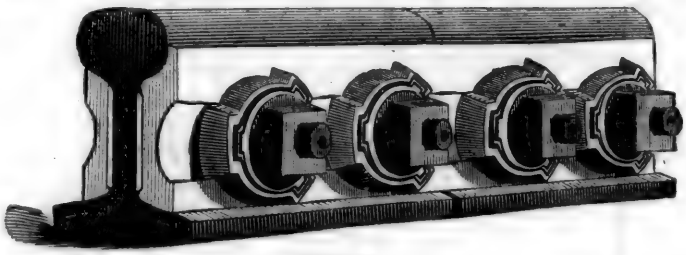
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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SECOND QUARTO SERIES, VOL. XXIX., No. 7.] SATURDAY, FEBRUARY 15, 1873. [WHOLE No. 1,921, VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, February 15, 1873.

Amount Paid the Union Pacific Railroad for Transportation.

In response to the House resolution calling for a statement of the amounts paid to the Union Pacific Railroad Company for army transportation, and an estimate of what said transportation would have cost if the railroad had not been constructed, the Secretary of War transmitted the report of the Quartermaster General, showing that the government has paid the Union Pacific Railroad Company for such transportation the following amounts, nanely:—

During the year ending June 30, 1867...	$111,401
During the year ending June 30, 1868...	969,286
During the year ending June 30, 1869...	478,535
During the year ending June 30, 1870...	487,288
During the year ending June 30, 1871...	701,246
During the year ending June 30, 1872...	481,930
During the year which will close June 30, 1873.....	121,354
Making a total of.....	$3,351,040

Of which one-half was paid in cash and one-half in credits on account of railroad bond indebtedness to the government. The Quartermaster General estimates that the cost of moving the same troops and supplies by stage and wagon would have been $8,950,185, showing an estimated saving to the government by the railroad transportation of $6,507,283, or about sixty per cent.

TO INVESTORS.

To those who wish to REINVEST COUPONS or DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency, yielding an income more than one third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the postoffice address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington.

Novel Lubricant for Journals.

Mr. ALBERT BRIDGES, of New York, the well known Railway Supply Manufacturer, has recently patented a Powder Lubricant for Car Journals and other bearings which is found upon trial to possess invaluable qualities for counterbalancing friction and preventing hot bearings. It is a fine white powder made from a mineral of talcose magnesian character, and free from grit. It is mixed with oil into a paste, is easily applied to shafting or car journals. New car journals packed with this paste can be put into immediate use, without fear of heating. The patentee states that many delays can be prevented by carrying the paste on the train *ready for immediate use*; as soon as a hot journal is discovered, apply the paste to the journal as directed, and there will be no necessity for delaying the train to cool off and repack the journal. If the journal is very hot it may burn out the oil with which the lubricant is mixed, but it will not destroy in the least the anti-friction properties of the *lubricant* which is perfectly *incombustible*. On steamer journals and other heavy bearings, this lubricant has been found very efficient in preventing the heating of the surfaces where everything else has failed. Those who have trouble with hot journals had better make application to Mr. Bridges, who will supply the article, and full directions for use. Read the following testimonials:

ERIE RAILWAY CAR SHOP,
ELMIRA, N. Y., Feb. 1, 1873.

A. BRIDGES, Esq.,
46 Courtlandt St., New York.

DEAR SIR: For several months past your Lubricant has been used on the Erie Railway, and by what our several day and night car inspectors say, and what I know by personal observation, I can safely recommend it in every respect. I assure you it is a sure remedy for hot boxes. Our car inspectors now use no water to cool off journals—only your valuable remedy. It saves much labor for our men, and great detention of trains, as well as liners and axles detroyed. Besides the men on the trains, having the article with them, cure the hot boxes themselves, and we are not obliged to send men out on the road to fix cars half as much as we formerly did before using your Lubricant, as the conductors are not obliged to switch cars—which has been so common an occurrence. I never saw anything to compare with this material, although I have been in charge of the inspecting, oiling, etc., for the Erie Railway Company constantly for the last fifteen years, and have in that time used various kinds of lubricators for the prevention of hot journals; but this one of yours is far superior to them all. I can safely recommend it to every railroad to be a sure cure for hot boxes, making a saving of time and money. I have seen many instances, that are too numerous to mention, of blazing red hot boxes cooled by your Lubricant after running a short distance. The above statement will be confirmed by all our train men who have used it.

Yours respectfully,
WILLIAM MOFFET,
Foreman and Genl, Car Inspector, Elmira Car Shop, E. Ry.

I fully concur with the foregoing, and would say that I do not give out more than half the quantity of oil and waste since using your Lubricant that I did before.

WILLIAM WATTS,
Store Keeper in charge of Supplies of Car Depart. Susqua. Division and Jefferson Branch,
Elmira Car Shop, E. Ry.

FITCHBURG R. R. CAR SHOP,
CHARLESTOWN, October 25th, 1872.

ALBERT BRIDGES, Esq.,
New York.

DEAR SIR:—I have used your Patent Lubricant in our Car Boxes for about a year. I find that it is just what you claim for it, and I believe a trial of it will satisfy any man that it is so.

I have used a number of kinds of Lubricators, and I do not hesitate to say that yours surpasses anything I have ever had.

For packing new boxes it is invaluable, and I don't believe any man will run out a new car without it, after he has tried it once.

Yours, &c.,
ENOS VARNEY,
M. C. B. F. R. R. Co.

OFFICE CUMMINGS' CAR WORKS,
JERSEY CITY, Sept. 18th, 1872.

MR. ALBERT BRIDGES,
No. 46 Cortlandt St., N. Y.

DEAR SIR:—In relation to your Patent Lubricant, would say my experience with its use has been very satisfactory indeed, previous to the introduction of it to my notice, I packed the journals of all cars in the usual manner with waste and good Lubricating Oil, but was very much troubled by journals heating and in many instances the brasses would be entirely melted out, the car put in on side track, there to remain until new brasses could be put in before the car could resume its journey. This was a great annoyance and expense as it delayed the prompt delivery of our cars. Upon having my attention called to your Patent Lubricant I decided that I would give it a trial, and ordered a small quantity for that purpose the result of which was so satisfactory that I ordered it to be used in the boxes of all cars leaving this shop.

I would mention one case in particular where it was put to a very severe test, and one which proved to me its very great merits; I had some passenger coaches to go to Little Rock, Arkansas, a distance of about 1,350 miles. The journals were packed with the Lubricant when they left the shop and there was not a box cover removed until the cars arrived at their destination, and when the covers were taken off I was informed that the cars could have returned to Jersey City without disturbing the packing or adding a drop of oil to the journals.

I have no hesitancy in saying that it is the best Lubricant I have ever seen, as it not only *prevents a journal heating* but will *cool a journal when hot*; I also find it much cheaper *than* any good Lubricating Oil.

I would recommend the use of your Patent Lubricant to all parties having the management of railway rolling stock.

L. H. CUMMINGS,
Supt. C. Car Works.

Philadelphia, Wilmington and Baltimore Railroad.

The earnings of this road for the years ending October 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$1,532,820 03	$1,608,214 74
" freight and exp.	1,044,760 50	1,088,676 36
" rents	8,265 90	9,476 47
" mails	38,791 24	39,891 24
" miscellaneous	53,127 39	68,015 17
	$2,678,895 06	$2,814,278 98
Add earnings of New Castle and Frenchtown Line	83,676 06	85,634 60
Total of both roads	$2,762,541 12	$2,899,908 58
Expenses:		
Repairs of road	$372,455 80	$190,038 76
" bridges	29,604 21	21,040 60
" locomotives	108,180 49	124,022 77
" cars	173 013 95	283,064 53
" stations, etc.	56,545 02	68,837 23
Passenger department	255,136 97	265,784 57
Freight department	267,831 82	261,663 84
Susquehanna Bridge	8,674 55	11 135 01
Fuel for locomotives	109,325 53	118,370 83
Oil, tallow, waste, etc.	53,169 17	45 428 18
Insurance	6,614 40	5,734 29
Salaries	67,577 58	60,760 87
Tools	17,011 06	19,782 07
Switch, watchmen, etc.	45,833 33	49,839 98
Real estate, rents, repairs, etc	10 664 78	13,495 56
Law	8,824 18	4,501 97
Casualties, gratuities, damages, etc	10,152 62	8,130 04
Office, stationery, etc.	2,662 02	1,591 76
Removing ice & snow	2,286 78	1,254 54
Taxes—State & local	67,033 66	76,232 70
Operating New Castle & Frenchtown line including taxes and bonus to State of Delaware and New Castle County	72,920 29	66,013 28
	$1,765,518 71	$1,691,678 88
Earnings less exp.	$997,022 41	$1,208,235 20
Interest on bonded debt, ground rents, etc., less interest received	84,800 62	94,445 07
Balance	$912,221 79	$1,113,790 13
Add balance to credit of revenue, November 1, 1871		494,889 23
Total		$1,608,679 36
From which deduct—		
Dividend Jan. 2, 1872, four per cent, and United States tax	$470,966 15	
Dividend July 5, 1872, four per cent	459,252 00	
		930,218 15
		$678,461 21
Also deduct for expired right to cut wood from certain lands in Virginia; and also for losses by defaulters and bad debts prior to 1865	$7,884 76	
For losses by defaulters and bad debts subsequent to 1865	2,784 59	
For forgery by a passenger agent at Balt. in 1871	7,313 48	
For amount taken to renewal fund reserved to meet extraordinary expenses for the year 1873	150,000 00	
		167,982 78
Leaving balance to credit of revenue November 1, 1872		$510,478 43

The gross receipts as compared with those of 1871, show an increase of 4.98 per cent., while the expenses were less than those of 1871 by 4.25 per cent.

The miles run by locomotives were 1,065,517 in 1871, and 1,203,602 in 1872, an increase of 13 per cent. During the year the operating expenses were charged with new stations and rolling stock to the amount of $177,000 which is equal to eleven per cent. of the whole amount of this account. The new rolling stock consists of two locomotives, eight passenger cars, and one hundred and forty freight cars. The old rolling stock was replaced by new to a considerable extent. The passenger trains have been generally fitted with Air Brakes, and all cars built within a few years past, have been fitted with warm water heating apparatus. All of your passenger and baggage cars have, for several years, been fitted with the Miller Platform, and your track with Wharton Switches, and self-adjusting steel frogs; and no rails excepting of steel or with steel heads, have been laid in it. So often as the iron rails now in the track require renewal, we intend to substitute steel rails therefor.

Experiments with block and road crossing signals were commenced early in the year, and are still in progress.

The Peninsular system of railroads tributary to your road, has been extended, by the construction of the Worcester and Somerset Railroad, from Newtown on the Pocomoke River to the Eastern Shore Railroad, a distance of nine miles; and of the Worcester Railroad, from Snow Hill, fourteen miles to Berlin on the Wicomico and Pocomoke Railroad.

The construction of the new road of this company between Philadelphia and Chester was sufficiently advanced to allow of the running of passenger trains regularly since November 18th, last. The cost of it will be larger than was anticipated. Several causes have worked together for this result. Since the commencement of the work the cost of labor has increased over 20 per cent., and much of the material has become enhanced in value by a still larger per centage. The contractors were embarrassed by strikes and the demoralization of labor; and the company was obliged to assume much of the work, which had been covered by the contracts. The land damages have been very large, and a part of the line near Gray's Ferry was relinquished in favor of a better but more costly one. It has been thought judicious to build more and larger station houses than those originally planned, and to provide substitutes for several grade crossings.

It is too early to measure the effect to be produced upon the business of the company by the existence of the new line. But as already several associations have been formed to improve the lands contiguous to it; and large investments made for the purpose; there is good reason to expect that we shall have eventually a local traffic commensurate with the cost of the new line.

In view of the large outlay on the new line and of the other new investments made by this company, it was found necessary to issue and sell five hundred thousand dollars of six per cent. bonds, payable in 1892, which was satisfactorily done.

Since the close of the fiscal year, a serious accident happened to one of our passenger trains near Edge Moor, resulting in the loss of two lives and the injury of fifteen persons more or less seriously. It was caused by disobedience or neglect of the long-established road rules of this company, on the part of a conductor, who, finding his locomotive power failing, sent a signalman back, but not until a following train was in dangerous proximity. That conductor had been in

the service of this company for nearly nine years, and was promoted to a conductor's grade more than four years since. He had earned the approbation of the public, and the confidence of your executive officers by general good conduct; and once, at least by prompt obedience of the very road rules which in this case he disregarded, he averted a serious accident under circumstances similar to those which resulted so sadly in this case.

With the exception of one passenger slightly injured in 1867, on the night of the 15th August, in consequence of the destruction of a culvert by a freshet, no casualty has happened to a passenger upon your road, unless as a consequence of his or her own act, during eight years next preceding November, 1872. During which interval this company transported more than 448,000,000 of passengers one mile, or an equivalent to more than 4,500,000 persons over the whole length of the road.

In conclusion, your directors take pleasure in stating that they believe the road and its business to be in a safe and prosperous condition.

The earnings of the New Castle and Frenchtown Railroad were:

	1871.	1872.
Passengers	$25,014 22	$25,000 04
Freight	57,780 60	59,753 32
Mail	881 24	881 24
	$83,676 06	$85,634 60

The company have 64 locomotives, of which 62 are coal burners and 2 wood burners. The number of miles run by engines over the Philadelphia, Wilmington and Baltimore Railroad, including service on Port Deposit Branch was 1,203,602. Miles run on Delaware Division, between Wilmington and Delmar, by coal burning engines, 295,194; by wood burning engines, 21,867.

The car equipment consists of: 11 twelve-wheel passenger, 2 twelve-wheel chair, and 1 twelve-wheel baggage car; 73 eight wheel passenger, 22 baggage, 3 compartment, 4 chair, 10 smoking and baggage, 5 baggage and mail, 16 express, 2 postal, 2 milk, 1 pay, 652 house, 76 stock, 318 platform, 109 dump, 90 truck, 50 lime, and 11 tool, construction, etc., cars.

CONDENSED BALANCE SHEET.

Railroad		$8,090,585 35
Construction second track		398,606 38
Susquehanna bridge		1,616,102 08
Post Deposit Branch Railroad		217,536 65
Tramway, Washington avenue		18,813 15
Terminus on the Delaware at Washington avenue		76,400 06
Darby improvement		1,472,652 92
		$11,890,736 59
Canton Improvement		57,622 29
Stock, New Castle and Frenchtown T. & R. R. Company		150,000 00
Real estate at Philadelphia, Chester, Wilmington, Elkton and Havre-de-Grace, including a portion for the Susquehanna Bridge and Port Deposit Branch Railroad—also at New Castle, Del.		169,848 43
Stock and other securities at cost	$1,416 571 77	
Agent balances	21,578 94	
Sundry accounts	250,653 67	
Other roads and lines	48,875 25	
Post office department	15,208 96	
Wood, coal and materials on hand, including wood lands	183,852 08	
Cash	175,395 80	
		2,112,185 97
Advances to connecting roads		211,716 59
		$14,592,059 87

Capital stock, 229,715 shares		$11,485,750 00
Mortgage loan (convertible) due 1st July, 1884		400,000 00
Bonds 1st April, 1876.	$400,000 00	
Bonds 1st April, 1887.	1,000,000 00	
Bonds 1st Oct., 1892	250,000 00	
		1,650,000 00
Ground rent		10,000 00
		$13,486,250 00
Dividends and interest	$26,596 00	
Sundry accounts	338 418 06	
Other roads and lines	17,717 43	
Interest—balance accrued on all liabilities to October 31, 1872	18,815 75	
Delaware R. R. lease, for interest accrued from 1st July to Oct. 31, 1872, payable 1st January, 1873	43,784 21	
		445,331 44
Renewed Fund		150,000 00
Balance to credit of revenue November 1, 1872		510,478 43
		$14,592,059 87

President.—ISAAC HINCKLEY.

Vice President.—ENOCH PRATT.

Directors.—Isaac Hinckley, Samuel M. Felton, William Sellers, Samuel Welsh, Jesse Lane, Joseph Bringhurst, Samuel Harlan, Jr., Thomas Kelso, Enoch Pratt, Thomas Donaldson, Thomas Whitridge, Samuel M. Shoemaker, Jacob Tome, Nathaniel Thayer, William Minot, Jr.

Secretary and Treasurer.—ALFRED HORNER.

Cost of the Hoosac Tunnel.

The Auditor of the State in his report recently submitted to the Legislature, gives the following account of the financial condition of the Troy and Greenfield Railroad and Hoosac Tunnel:

During the past year scrip to the amount of $1,178,540 has been negotiated, leaving £200,000—equal to $968,000—of the authorized issue still unsold.

As the Hoosac Tunnel is nearing its completion, more than seven-eighths of its entire length having been penetrated, and legislation is being called for with a view to the consolidation of the line from Boston to Troy, it may be useful to present, in brief, a statement of the cost of the enterprise.

The Commonwealth issued to the Troy and Greenfield Railroad Company, while the work was under the control of that corporation;

Sterling bonds, £114,500, at $4 84.		$554,180 00
Federal bonds		216,500 00
Federal bonds to purchase the Southern Vermont Railroad		200,000 00
		$970,680 00
Since possession was taken by the Commonwealth, there had been expended to January 1, 1872, including interest on scrip, less materials, rents and interest, as per ledger account		7,014,821 04
Payments in 1872:		
For interest on script, paid from the revenue		473,311 38
On the contract of W. and F. Shanly	$788,318 38	
Interest on conditional indebtedness	13,750 00	
On contract of McClellan, Son and Walker	54,250 27	
Engineering and other expenditures	35,877 94	
	$892,196 59	
Deduct receipts from sales of materials, rents and interest	49,666 17	
		842,580 42
Total cost to Jan. 1, 1873		$9,301,342 84

The Sinking Fund amounts to $1,232,549 82, a portion of which was created from a percentage on the original loans to the company, from rents, etc., with the accumulations thereon which will need to be deducted hereafter in determining the final cost to the Commonwealth.

Amount of contract with W. and F. Shanly		$4,594,268 00
Payments upon the contract:		
Paid in 1870	$732,547 31	
Paid in 1871	745,358 24	
Paid in 1872	788,318 38	
		2,266,223 93
Balance of contract		$2,328,044 07
Balance of cash in the fund Jan. 1, 1872		$1,025,767 49
Received from sales of materials in 1871	$5,523 26	
Received from sales of materials 1872	2,316 08	
Bonds negotiated in 1872	1,178,540 00	
		1,186,379 34
		$2,212,146 83
Payments in 1872	$892,196 59	
Cash advanced to W. and F. Shanly under resolves of 1872, chap. 47	100,000 00	
		992,196 59
Cash in the fund Jan. 1, 1873		$1,219,950 24

The payment to McClellan, Son & Walker, $54,250 27, has been made from this fund, as the scrip authorized for the construction of the railroad from the western portal of the tunnel to the village of North Adams has not been negotiated. When this shall be done the said amount will be repaid to the fund.

United States Rolling Stock Co.

To the Shareholders of the United States Rolling Stock Co.:

At the date of my first report I informed the Shareholders that the Board of Trustees had decided to issue the balance ($2,500,000) of the Capital Stock of the Company, originally subscribed for, in order to meet the payments falling due under the contracts already entered into for the construction of Stock, and which then amounted to $4,960,366 60, being an excess of $2,460,366 60 over the paid up capital.

I have to congratulate the shareholders upon the success which has attended the issue of the second half of the capital stock.

On the 4th instant Messrs. Bischoffsheim & Goldschmidt, the London Agents of the company, notified the board of trustees that all the shares had been taken, thus enabling them to place at the disposal of the company the amounts paid in as provided by the prospectus.

On the 20th of December last the board of trustees declared a dividend of 5½ per cent. payable on the 15th instant, making, with that previously declared and paid, a total dividend for the year of 8½ per cent, a very satisfactory result, as it must be borne in mind that that none of the stock has earned a full year's rental; a glance at the statements will give a clear and precise idea of the progression of the deliveries and of the rental earned therefrom.

The payments for stock amounted, on the 30th of June, 1872, to $735,861 60; while on the 31st of December they foot up $2,764,104 54.

The company owned on the same date:

28	Locomotives, representing a value of	$319,200 00
35	First class passenger cars	176,567 18
15	Second class " "	72,987 22
4	Combination cars	17,215 18
28	Baggage cars	51,940 25
2,735	Freight cars	2,173,754 21

The usefulness and complete success of this company is demonstrated by the fact that while on the 80th of June the Atlantic and Great Western Railroad Company was the only important lessee, the statements appended show ten other lessees, some of which have contracted for large quantities and find their contracts with this company so advantageous that most of them have applied for an extension of their leases.

I have to state in addition that numerous applications are under consideration while a great many have been entirely disregarded owing to the very distant location of the companies applying for stock.

I can with perfect confidence assure the shareholders of the company that, judging by the popularity of the enterprise and by the evident want felt by the majority of our railways for rolling stock adequate to the increase of traffic over their lines, any reasonable addition to the present capital of the company can be profitably invested.

The capital account of the company stands as follows on the 31st December:

Proceeds of first issue	$2,500,000 00
Instalments on second issue	500,000 00
	$3,000,000 00

The income up to the same date has been:

From interest	$35,025 93
" gross rentals	262,379 32
Total	$297,405 25
Out of which dividends (and expenses of paying the same) amounting to	$211,573 88

have been declared and paid.

The expenses during the year, including those incurred in the organization of the company amount to $51,851 71, which amount will be somewhat increased when some payments for which vouchers have not as yet been presented, are made.

No disaster of any kind has to be recorded; all the property of the company is fully insured, and though the premiums are payable by the lessees, the policies are held by the company and the interests of the shareholders are therefore perfectly secured.

The rentals have in all cases been promptly paid, with the exception of the rental due from the Cincinnati and Terre Haute Railway, which is being sued for in the Courts of the State of Indiana. The stock was withdrawn from said road in November last.

The statements furnished by the Superintendent's Department give all the important facts relating to the transactions of the year, and to them I beg to refer for all further information.

GEO. B. McCLELLAN, *President.*

New York, January 15, 1873.

STATEMENT OF ROLLING STOCK UNDER CONSTRUCTION ON THE 31ST OF DECEMBER, 1872.

	Approximate cost.
903 Box cars	$812,700
25 Coal cars	10,625
60 Gondola cars	44,000
227 Stock cars	204,300
16 1st class passenger cars	88,000
76 Locomotives	1,064,000
	$2,223,625

STATEMENT OF ROLLING STOCK DELIVERED SINCE DECEMBER 31ST, 1872.

99 Box cars, approximate cost	$90,000 00
50 Stock " " "	45,000 00
4 1st class passenger cars	22,000 00
2 Locomotives	24,500 00
	$181,500 00

Texas Railroads—Growth of Houston.

The total length of completed railroads centering in and tributary to Houston, Texas, is 1,083 miles. The Houston and Texas Central Railway commences at Houston, and will terminate 341 miles north, at Red River City, where it effects a junction with the Missouri, Kansas and Texas Railway. This road has already contributed vastly to the development of Texas. The Central offices, and the machine shops and car works, are located in the city of Houston. The main trunk line of the road is now completed. The Western branch of the road is completed from the main trunk at Hempstead to Austin, a distance of 115 miles. The Northwestern branch is completed from the main trunk at Bremond to Waco, a distance of 45 miles. These two branches bring Houston in connection with Austin, the State capital. The engineers are now engaged on the survey of the northwestern branch, which will leave the main trunk at same point north of Corsicana, and reach the Red River via Paris, Lamar county. The Houston, Great Northern and International Railway runs due north from Houston to the Red River via Clarksville, where it will secure northern connections via the line of the Memphis and El Paso Railway. The main trunk has been completed some twenty miles beyond Palestine, a distance of 172 miles, and will be opened to Tyler, 192 miles from Houston, in February, 1873. The road has already diverted to Houston an immense trade, formerly tributary to New Orleans via Red River. Sixty acres have been secured in south eastern Houston for the accommodation of the road. The road penetrates an extensive lumber region. Mills are springing up along its entire line, increasing the importance of Houston as a lumber depot. The Huntsville Branch of the Houston and Great Northern road is completed from the main trunk at Phelps to Huntsville, the site of the State Penitentiary; a daily train is run from Houston and returns carrying the way freight. The International Railway embraces the construction of a line from the terminus of the Cairo and Fulton Railroad, at Fulton, Arkansas, to Mazatlan, on the Gulf of Mazatlan, Mexico, thus securing a short line to the Pacific Ocean. The road has been completed to its connection with the Texas Pacific at Longview, a distance of 174 miles. The Houston and Rio Grande Railway, which penetrates the far-famed sugar and cotton region of the Brazos and Caney, is completed a distance of fifty miles. The New Orleans and Texas Railroad, now forming a part of the New Orleans, Texas, Mobile and Chattanooga Railway combination, has been completed to the Sabine River, 106 miles, but is now greatly out of repair. Contracts have been let to place it in a good condition. The Galveston, Harrisburg and San Antonio Railway is completed from the junction with the Houston Tap and Brazoria Railway, six miles from Houston, to Columbus, a distance of 80 miles. The Galveston and Houston Railway, 50 miles long, connects Galveston with Houston.—*Chicago Tribune.*

Lehigh Valley Railroad.

The annual meeting of the stockholders of this company was held in Philadelphia on the 5th inst. The report of the board of managers showed that the company's coal business the past year had not been attended with any violent fluctuations, and that the increase of tonnage was quite satisfactory, having reached the very large aggregate of 3,850,118 tons of anthracite, against 2,781,509 tons for the year 1871, an increase of 1,068,609 tons. In addition there was carried 27,601 tons of bituminous coal, making a total coal tonnage of both kinds for 1872 of 3,877,179 tons. The receipts of the company from all sources, including interest on investments, income from coal lands, etc., were $6,434,915, from which deducting $3,869,687 of operating expenses, leaves $2,565,228 of net income. The capital account of the company at the close of its last fiscal year consisted of 429,376 shares, of the par value of $21,468,800; scrip for installments received, $700,830; overdue Hazelton Coal Company bonds, $3,000; bonds due in 1873, $703,000; six per cent. registered and coupon bonds of 1868, $4,048,000: and seven per cent. registered bonds of 1910, $5,000,000—making a total of capital and funded debt of $31,923,630. The usual quarterly dividends, amounting to ten per cent. per annum, have been paid on the preferred and common stock. An election for officers was held, with the following result: President, Asa Packer, Vice-President, Charles Hartshorne; Directors—Wm. W. Longstreth, J. Gillingham Fell, John Taylor Johnston, Wm. H. Gatzmer, David Thomas, Ashbel Welch, Wm. L. Conyngham, Arlo Pardee, Wm. A. Ingham, Joseph Wharton and George B. Markle.

Providence and Worcester Railroad.

The income of this company for the years ending September 30, 1871 and 1872, was as follows:

	1871.	1872.
From passengers	$345,120 53	$367,060 54
" freight	464,830 81	508,552 66
" mails	3,880 00	3,989 95
" rents	3,422 86	4,303 55
" express	11,965 09	11,990 49
	$829,218 79	$895,897 19
Expenses, viz:		
Maintenance of way	$170,077 16	$156,813 25
Repairs of locomotives	42,410 00	50,168 00
Repairs of cars	59,400 00	42,055 00
Fuel	61,573 90	77,954 72
Oil	7,926 80	7,807 09
Passenger department	58,360 48	65,632 74
Freight department	125,470 33	150,189 64
Local taxes	35,965 29	35,496 46
U. S. revenue taxes	5,128 20	3,104 63
Rent to Milford and Woonsocket R.R. Co.	5,000 00	5,000 00
All other expenses	52,094 16	61,749 57
	$623,406 16	$655,971 10
Net earnings	$205,812 63	$239,926 09

The receipts and payments, other than those for operating the road during the year ending September 30, 1872, are as follows:

Received for the company's 6 per cent currency bonds, due in 1880, 200 @ $1,000		$200,000 00
Received for the company's notes		160,000 00
Back dividends unpaid—		
September 30, 1871	$3,013 00	
September 30, 1872	3,560 00	
		547 00
Net earnings, as above		239,926 09
Total		$600,473 09
Paid and charged to construction and equipment account		$343 414 73
Interest		37,798 38
Dividends January 1 and July 1, 1872, five per cent each		200,000 00
Cash on deposit at bank	$107,581 07	
Less due to other roads, etc	48,052 01	
	$59,529 46	
Materials on hand Sept. 30, 1872	125,565 58	
Note	280 00	
Advance for elevator	12,000 00	
	$197,375 04	
Less property on hand Sept. 30, 1871	178,115 06	
		19,259 98
Total, as above		$600,473 09

The length of road in Massachusetts is 25.51 miles; do., in Rhode Island, 17.90 miles—total, 43.41 miles. Length of double track, 28.15 miles. Length of branch, 1 mile. Length of sidings 26 miles. Length of roads belonging to other companies operated by this company, 3.877 miles. Total miles of road operated by this company, 47,287 miles. The report says:

It will be noticed by the foregoing statement there has been a gratifying increase in the receipts of the road, notwithstanding a reduction of ten per cent, was made in March last in both the passenger and freight tariffs.

The double track has been extended, and is in operation from Worcester to Farnumsville, a distance of about twelve miles, which, with the eighteen miles at this end, makes about two-thirds of the road double track. The remainder will be laid as the company is able to do it with its own labor, and in the mean time little or no inconvenience will be suffered for the want of this middle portion of the road.

The new and elegant passenger station at Pawtucket, built in connection with the Boston and Providence Railroad, has been finished, and is now being occupied. The passenger accommodations at Woonsocket have been much improved and enlarged; also the passenger station at Central Falls, and the new station at Ashton has been finished, and is being used. Six new passenger cars, four new and powerful locomotives, one hundred coal cars and ten platform cars have been added to the equipment, besides twenty-nine box and platform cars to cover depreciation. Four more passenger cars and two more locomotives are in process of construction, and will be placed upon the road during the coming spring, which will make the passenger and freight equipment very complete.

An arrangement has been made with the New Jersey Central Railroad and Pennsylvania Coal Companies, by which they are to build large and commodious wharves below India Point, for the landing and storage of coal, and this road is to connect therewith by a branch road to Valley Falls along the east side of Seekonk river, to be built on joint account with the Rhode Island and Massachusetts Railroad Company, which it is expected will be ready for operation during the present year, thus getting the coal traffic consigned to the company's wharves out of the streets of Providence.

The bridges in Massachusetts have all been widened for the double track and rebuilt at great expense, and the Orms street bridge in this city has also been finished and is being used.

An elevator for the storage of grain, of the capacity of nearly two hundred thousand bushels, has been constructed in Providence during the present year, which will relieve in a great measure the detention of cars for that purpose.

The usual maintenance of way has been fully kept up at an expense of more than one hundred and fifty thousand dollars, and altogether the road is in excellent condition for its business.

A semi-annual dividend of five per cent was declared payable in July last, and one of like amount has been declared payable at this time.

The Milford and Hopkinton Railroad is nearly finished. This, with the line from Woonsocket to Milford, will give us a connection with the Boston and Albany Railroad at Ashland.

A contract for a ten years lease of this road and to equip and run it has been made with this corporation, which it is expected will bring considerable additional trade to the city of Providence, and be another source of profit to this road.

To pay for the double track, the locomotives and cars, the erection of the new passenger stations at Pawtucket and Ashton, for the freight house at Woonsocket, the improvement on the passenger station at Woonsocket and at Central Falls, the grain elevator, &c., the company have incurred some additional debt which will no doubt be paid off at maturity from the surplus earnings of the road,—and now, gentlemen, your president, congratulating you on the prosperous condition of your road, and as his own private affairs require more of his time, and particularly having served you as president for a period of nearly thirteen years and as director from the opening of the road with a few years hiatus, he must be allowed to retire at the coming annual election.

The company have 27 locomotives, 29 passenger cars, 6 mail and baggage cars, 229 eight-wheel and 76 four-wheel merchandise cars, 128 eight-wheel platform cars, and 561 four-wheel coal cars.

Miles run by passenger trains, 216,506; by freight trains, 267,510; by other trains, 23,570—total, 507,586. Number of passenger carried, 1,605,257; do., carried one mile, 14,471,984. Tons of merchandise carried, 521,866; do., carried one mile, 15,864,734.

BALANCE SHEET, September 30, 1872.

Construction		$1,909,635 96
Cars		437,189 20
Locomotives		228,379 35
Total construction and equipment		$2,575,204 51
Materials for operating and maintaining the road	$125 565 58	
Cash on hand	107,581 47	
Note on hand	280 00	
Advanced for elevator	12 000 00	
	$245,427 05	
Deduct balances due to other roads, &c.	48,052 01	
		197,375 04
		$2,772,579 55
Capital stock		$2,000,000 00
Bonds payable		500 000 00
Notes payable		185,000 00
Total		$2,685,000 00
Dividends unpaid		3,560 00
Surplus, (balance income account)		84,019 55
		$2,772,579 55

President.—EARL P. MASON.

Directors.—Earl P. Mason, Paul Whitin, Isaac Davis, Henry Chapin, William S. Slater, John Carter Brown, Gideon L. Spencer, Elijah B. Stoddard, Lyman A. Cook, Estus Lamb, John C. Whitin, John S. Needham, George A. Leete, Eben B. Phillips, John R. Balch.

Treasurer and Clerk.—JOHN R. BALCH.

Superintendent.—WILLIAM D. HILTON.

Our Philadelphia Iron Workers.

The *New York Times* of yesterday devotes several columns to a description of the leading foundries, rolling mills and other industrial establishments engaged in the manufacture of iron and steel and articles made from those metals, in this busy city. The writer seems to have been astonished at what his tour among these important industries developed. He has learned that our manufacturers turn out an annual product valued at four hundred millions of dollars, a large proportion of it being iron, and that we have twenty thousand workers in iron who represent at least a hundred thousand of the population. He is also willing to concede that "the arts of peace in the United States" have "found their greatest development, so far as manufacture is concerned, in the old peace-loving Quaker City." For New York to admit anything in favor of Philadelphia "is praise indeed." In the article there is a detailed account given of the works of A. Whitney & Sons, car wheel makers; the machine tool works of William Sellers & Co. and William B. Bement & Co., the foundry of the Leibrandt & McDowell Stove Company, J. P. Morris & Co.'s works, William Cramp & Sons' iron ship yard, S. Robins & Son's Philadelphia Rolling Mills, Morris, Tasker & Co.'s foundry, Henry Disston & Son's saw works, and several others. The Baldwin Locomotive Works are not described, the writer reserving them for a special article, and stating that they are of too "overshadowing magnitude" for a "quarter of a column paragraph." This great establishment and the Pascal Iron Works of Messrs. Tasker & Co. he describes as "jewels resplendent as the Koh-i-noor in the richly gemmed crown of the Goddess of American manufacture." Our great establishments were found in the full tide of prosperity, and as in each branch—foundry, forge, machine shop, locomotive building, wheel making, iron ship yard, saw factory, tool mill—they stand at the head of their respective classes, our Philadelphia "Goddess of American manufacture" is fully satisfied with her jewels.—*Phila. Ledger*, Feb. 3.

The Indiana and Illinois Central Railway Co.

Offers for sale its FIRST MORTGAGE 7 PER CENT. GOLD BONDS, 30 years to run, with ample Sinking Fund.

The Road runs due EAST and WEST from INDIANAPOLIS to DECATUR, 152 miles, through the richest settled country of the West. It crosses the BLOCK COAL FIELD of Indiana at its best point, and it cannot fail to have a LARGE LOCAL AND THROUGH BUSINESS, as it makes a great saving of distance and has low grades.

It is building for cash, by responsible stockholders, and is BONDED FOR MUCH LESS THAN ITS COST. Eighty five miles will be done and in profitable operation this Spring, the residue within the year. There is no better bond on the market. For pamphlets and information apply to

Walker, Andrews & Co.

No. 14 WALL-ST.

Redemption of United States Bonds.

The following is an official list of the numbers and denominations of United States 5-20 bonds, issued under the act of February 25, 1862, to be called in for redemption after three months' notice from March 1. This call includes all the remaining bonds of the second series, together with half the original third series and $10,000,000 of registered stock—the total amount being $100,000,000, on which interest will cease June 1, 1873:

SECOND SERIES.

Denominations.	Numbers on bonds.	Amount of bonds.	Par value.
$50s	10,776@27,798	10,500	$528,000
$100s	25,936@66,646	26,685	2,668,500
$500s	16,180@41,373	17,410	8,705,000
$1,000s	27,444@71,159	27,701	27,701,000
Total			$39,602,500

THIRD SERIES.

$50s	1@12,876	9,010	$450,500
$100s	1@11,030	28,620	2,962,000
$500s	1@70,144	16 054	8,327,000
$1,000s	1@52,273	38,658	28,658,000
Total			$50,397,000
Total both series			$90,000,000

REGISTERED BONDS.

$50s	841@ 1,300	66	$3,300
$100s	5,991@ 9 419	782	78,200
$500s	2,959@ 5,660	507	258,500
$1,000s	13,151@22,918	1,780	1,780,000
$5,000s	4,103@ 7,265	439	2,195,000
$10,000s	4,775@ 9,600	569	5,690,000
			$10,000,000
Total			$100,000,000

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	56,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	282,770	296,422	286,562	342,743	2,360,767
1869	215,604	218,982	391,308	486,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,886	675,763	949,568	1,380,923	1,138,273	1,2 2,510	1,271,629	1,254,659	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	220,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508.643
1869	348,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,597	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	332,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	452,987	572,331	496,062	543,518	464,915	361,171	5,164,897
1873	352,668	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	478,186	551,122	435,945	407.688	2.811,544
1864	275,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6 114,566
1865	541,005	482,164	499,296	468,368	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	625,566	399,917	523,845	537,619	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	695,147	574,604	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	723,590	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,387,171
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,167,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	755,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,518	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	635,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,217
1872	734,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236.160	242,509	236,435	193,969	203,696	215,347	271,425	287,451	293,296	262,798	230,061	2,918.342
1869	294,112	180,840	238,522	247,661	241,456	259,408	253,367	341,783	320,025	293,616	271,556	242,621	3,095,965
1870	203,069	226,897	244,182	246,645	260,169	274.021	249,355	319,012	317,887	339,230	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,789	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,627	354,766	366,960	378,493	326,434	330,970	404,286	419,439	428,598	336,514	337,404	4,380,129
1873	358,612	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,058 469	971,193	1,201,500	1,253,955	1,443,372	1,498,494	1,720,075	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,333,994	1,294,976	1,460,173	1,548,812	1,729,218	1,463,901	1,550,023	1,525 243	1,643,424	1,743 752	1,704,374	1,392,615	18,091,096
1873	1,316,831	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160 992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	859,967	931,530	655,401	681,041	7,817,629
1869	639,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,48:
1870	623 383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	634,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	630,373	641,410	616,680	763,256	759,967	563,746	651,332	.....	.....
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1 082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,016	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,276 150	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,667,869	1,524,882	1,525 812	1,433,931	17,322,614
1873	1,412,508	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95.416	95,924	106,413	126,556	121,519	125,065	119,160	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,569	131,019	109.629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1.418.869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	132,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,199	2,029,927
1873	170,023	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371 073
1868	343,316	304,315	326,880	415,758	360,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	363 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442 665	489,980	470,703	480 547	427,096	422,015	529,890	628,660	582,802	567,434	507,050	5,940.102
1872	505,586	484,022	558,533	607,678	593,611	505,314	505,808	580,938	667,249	785,338	616,024	576,783	6,988,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,788	1,101,771	775,616	438,323	5,683,608
1868	309,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	566,917	468 880	6,517,646
1869	434,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,113	506,557	815,346	841,150	644,625	473,295	6,890,695
1872	460,985	387,526	426,192	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 8.8	613,787	6,957,789
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264.273	249,349	184,411	262,515	350,613	329,243	298,703	271,207	3,184,282
1870	292,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	363,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275.351	287,540	329,270	364,128	369,887	385.103	299,552	3,630,696
1872	264,319	238,823	303,591	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	765,433	904,834	999,463	630,680	1,232,905	1,464,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1?9,489	1,241,903	1,199,094	1,148,309	899,258	9,642,177
1871	506,367	413,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	.....	.....
1872	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,598	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	167,496	177,085	201,648	178,169	155,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,769
1872	173,707	156,292	181,055	178,686	187,625	180,766	181,240	194,450	189,294	213,325	226,503	207,967	2,270,840
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,074	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	464,209	450,203	429,898	323,270	399,439	4,013,208
1869	264,193	240,395	242,706	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	257,864	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	484,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	503,139	589,288	706,603	802,586	746,450	643,058	644 061	728,521	719,698	570.163	505,053	7,684,094
1871	479,573	373,925	499,899	584,840	724,460	728,174	678,698	681,865	800,403	777,362	708,142	642,905	7,574,949
1872	378,936	504,115	586,864	699 450	860,442	855,459	743,882	789,567	808,764	980,706	915,727	.....	.....
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	449	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,776,049	900,000	694,000	11,282	302,393	69,430	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass'	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	12,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,591	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	1.83	....	...	B'klyn, City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,766	40,685	—	100	100	....
Sept. 30,'71	15.20	201	50	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in operа.)		—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.)Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,696	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	58½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	582,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in opera.)		—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	50
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm. Br., Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	20
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,900	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	84½
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston).. Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	548,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58½
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,030	23,000	—	139,377	34,705	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,918	100,000	10,600	57,254	84,898	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	343	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,488	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.)..Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	63,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingb.)	—	—	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,798	105,301	10	50	50	90
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	160,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,925	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
B'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M& N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1861	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1573	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M& N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A&O.	1884	....
Grand st. F. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	500,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A&O.	1860	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	5,000	6	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,2[illegible]6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	.....
" " pref.100	838 970	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,880 685	— & —	.....
Berkshire* 100	600,000	J.A.J&O	Jan. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633 200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence.100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Feb. '73 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy*...100	5,847,800	J A J.O.	Jan. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	915,577	J & J.	Jan.'72 4½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,116	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,666,800	J & J	Jan. '73 5
Central of New Jersey..100	15,000,000	J.AJ&O	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '73 4
Chicago & N. Western.100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,288,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 2
Cin, Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,598	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	11,250,854	F.M.A.N	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val..100	848,964	F. & A	Aug. '72 5
Concord 50	1,500,000	M. & N.	Nov. '72 5
Concord and Porta.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Feb. '73 3
Connecticut River.....00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A J.O	Oct. '72 0
Detroit & Milwaukee *.. 50	452,350	& —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1 300,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,462,600	J. & J.	Jan. '72 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	503,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300 000	J. & J.	July '72 4
Lake Shore & Mich. So..100	49 446,500	F. & A.	Feb. '73 4
" " (guar.).100	583,500	F. & A.	Feb. '72 5
Lawrence*. 100	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Jan. '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,030,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M. AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 50	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989.548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,678	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck 100	1,864,400	F & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov.'72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	605 000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J.	Jan. '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Jan. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N Co) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb '73 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. '73 —
Panama.....100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*.100	249,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb.'73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Dec. '72 3
Philadelphia & Reading 50	30.014,775	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '73 1½
" Special Imp.100	2 000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,998,900	J. & J.	Feb. '73 1½
Rutland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2.040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 2
Saratoga and Schenec.*.100	300,000	A. & O.	Oct.' 72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov.'70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,810,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,130	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	374,400	J. & D.	Dec. '71 2½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860.000	M. & N.	Nov. '72 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800.000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	802,000	J. & J.	July '71 3½
Jambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....5	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000.000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Jan. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Feb. '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 100	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229 591	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000 000	F. & A	Feb. '73 5
Delaware and Raritan*.100	6,847,400	J.A. J.O.	Jan. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,888,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50		— & —	.....
" preferred 50	2,907,850	— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,608,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh'p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 6
Pullman Palace Car.....100	4,000.000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700.000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 50	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Feb. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,752,000	6	Jan. & July.	1880	117½
.. .. coupon	4,663,000	6	" "	1880	118⅜
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 .... registered	125,503,350	6	Jan. & July	1881	117½
.. .. coupon	63,518,000	6	" "	1881	118⅜
Loan of Feb. 25, 1862 (5-20s) ..... registered	31,938,050	6	May & Nov.	1882	115½
.. .. .. (5-20s) ..... coupon	234,948,100	6	" "	1882	117⅜
Loan of March 3, 1863 ..... registered	53,479,450	6	Jan. & July.	1881	117½
.. .. coupon	21,520,550	6	" "	1881	118⅜
Loan of March 3, 1864 (5-20s) ..... registered	2,298,000	6	May & Nov.	1884	113
Loan of June 30, 1864 (5-20s) ..... registered	32,967,050	6	May & Nov.	1884	113
.. .. .. (5-20s) ..... coupon	35,902,300	6	" "	1884	115½
Loan of March 3, 1865 (5-20s) ..... registered	36,413,800	6	May & Nov.	1885	115½
.. .. .. (5-20s) ..... coupon	119,648,750	6	" "	1885	115½
.. .. 2d series (5-20s) ..... registered	58,720,650	6	Jan. & July.	1885	115
.. .. .. (5-20s) ..... coupon	150,420,950	6	" "	1885	114½
.. .. 3d series (5-20s) ..... registered	90,674,550	6	Jan. & July.	1887	114½
.. .. .. (5-20s) ..... coupon	225,197,450	6	" "	1887	116½
.. .. 4th series (5-20s) ..... registered	14,007,500	6	Jan. & July.	1888	115
.. .. .. (5-20s) ..... coupon	24,630,300	6	" "	1888	116½
Loan of March 3, 1864, (10-40s) .... registered	139,901,350	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s) ..... coupon	54,665,950	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71. registered	128,086,000	5	F. M. A. & N.	1881	115
.. .. coupon	71,914,000	5	" "	1881	113½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	...
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	...
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	1,980,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	115
U. S. Notes and Fractional Currency	404,155,833	*nil.*	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	63
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,400,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	43
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1886	....
Florida—($,728,866):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'93-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R. R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	85
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N. O., Mob. & Chat. R. R.) '70, '71	8,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866..	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,637,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	....
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	102½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'86	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,449,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	612,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	690,000	6	Mar. & Sept.	'84-'89	99
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	101
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	346,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	....
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	34
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	18½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,369	6	" "	1881	....
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,040,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct	1888	23
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	21½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	79
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	7½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	86-'00	49
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'0.	....
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	5,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1847.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	96½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	8,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar by C. & A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	41½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	58½
Mass. L. (see'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	92
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110½
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	109
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	89½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	83½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,000,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	81½
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	104½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	110½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'80-'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,183,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	88½
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,900,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	100½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1895	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	111
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1888	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	...
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1902	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	97
Appleton Ext. (23 m.& 76,000 ac.)	152,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101.000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,785,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. 248 m.).	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	91
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	..
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	597,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $5,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.& Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,000,000	7	" "	" "	1896	101½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1878	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1878	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	83½
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1803	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. skg fund	3,672,900	7	Feb. & Aug.	" "	1909	74½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	500,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	104
Notes payable, conv. at par	594,000	7	" "	" "	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	" "	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD& E$200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowaresque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	108,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	97½
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	95
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1893	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90½
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	...
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94½
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91½
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	93½
Loan of 1872-'82.....	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	102
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	100½
3d Mortgage.....	6,000,000	7	" "	" "	1883	99½
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	96
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage...	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1852	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & Nov	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,000,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage.....	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	" "	1879	99
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200.000	6,000,000	6*	Feb. & Aug	"	....	....
1st Preference Bonds £2,828 335.	14,191,6 5	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,000 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1898	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & Ju'y.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	93½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	100
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bapt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Con.& H.R.):						
1st Mortgag'.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage.....	180,000	7	May & Nov.	" "	1886	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	104
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor tgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	101
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guarnnteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1868	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(8dD.244.86m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	87
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B's.& Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	101
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,331,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore) Ap. 1, '60	1,500,000	7	April & Oct.	" "	1899	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	96
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
1st Mort. (Junc. R.R.) Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. Oct 31, 1857 "	2,698,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct	" "	1898	96½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	95
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ali.& Gr. R.)	840,000	8	" "	" "	1888	....
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	35
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95
Long Island:						
1st Mortgage main line	800,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	1175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'84	....
Consol. M. for $6,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	95½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	636,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1890	80½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1880	92
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Masaillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1862	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,000,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	99
1st Mort.(Kal.&So.Hav.)t. f guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	92½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	83
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1589	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400.000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,516,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1886	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N O to T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S'L(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	96½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1905	99½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
3d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	88
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	83½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	80½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	77½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	495,000	6	April & Oct.	"	1875	97
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	78½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	90
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	82
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guaranteed	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	82½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1896	80
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	101½
Consolidated Mortgage June 1, 1871. — Dollar registered	1,462,000	7	" "	"	1911	103
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	"	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	1½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,360	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	77
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	103½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1876	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'76-'90	76½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	176,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	94½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	91½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $460,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	162,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1906	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	" "	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	875,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	86
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	600,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	85
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1889	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1873	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.).....	2,700,000	7	F. M. A. & N.	" "	1907	85
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed.....	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy).....	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage.....	10,000,000	10	March & Sept.	" "	1874	73
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund....	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage.....	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	97
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200.....	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000.....	1,800,000	6*	" "	"	....	....
Loan of 1888.....	154,000	6	" "	.....	1888	....
Bond to State of New J.(N.J Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage.....	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage.....	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	41
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)....	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	84
Vermont and Massachusetts:						
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free.....	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage.....	114,000	6	" "	Boston.	1860	....
2d Mortgage.....	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue).....	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black).....	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)..	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871.....	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage.....	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	"	1884	77½
4th Mortgage.....	846,000	8	March & Sept.	"	1900	88½
Registered Certificates.....	123,208	8	Jan. & July.	"	'71-'75	....
Funded Interest	204,200	8	" "	"	1880	....
Income Mortgage (fundable)....	112,500	8	" "	"	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000..	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed.....	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed.....	580,000	7	April & Oct.	Philadelphia.	1882	82
Warwick Valley (Erie):						
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000....	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds.....	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage.....	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free.....	1,072,300	7	April & Oct.	"	1891	103
Western of Alabama:						
1st Mortgage (Western R.R.)....	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.).....	1,146,000	8	" "	" "	1900	....
Income Mortgage.....	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage.....	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.....	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co...	300,000	6	" "	"	1890	84
2d Mortgage preferred.....	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt.....	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold.....	2,735,000	6*	Jan. & July.	New York.	1899	94
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)..	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	79½
Wilm., Charlotte & Rutherford:						
1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car..	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis....	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m.....	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	87
Chesapeake and Ohio:						
Maryland Loan sinking fund....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &:						
1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869..	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered. — 3d series, Jan. 1, 1871..	5,000,000	7	" "	" "	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	86½
Mortgage Loan reg.....	2,000,000	6	F. M. A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold...	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	94
Convertible Bonds.....	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage.....	285,000	6	" "	"	1876	90½
Boat Loan, sinking fund.....	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	72
1st Mortgage (Wy. Val. Can.)..	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal).....	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage.....	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage.....	4,016,670	6	Jan. & July.	"	1882	75
Plain Bonds.....	85,222	6	" "	"	1876	....
Improvement bonds.....	302,500	6	May & Nov.	"	1870	88
Boat and Car Loan	756,650	6	" "	"	1888	85
Boat and Car Loan	626,100	6	" "	"	1889	....
Coupon Bonds.....	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage.....	227,000	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage.....	700,000	6	" "	"	1888	....
3d Mortgage stg.....	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage.....	300,000	6	" "	"	1885	....
3d Mortgage.....	437,000	6	" "	"	1878	....
Union:						
1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage.....	450,000	6	Apl. &] Oct.	Philadelphia.	1878	....
2d Mortgage.....	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)....New York.	3,280,000	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	92½
Dec. 31, 1871	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	—	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,356	7,461,000	502,437	.....	182.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	.....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	.....	579,081	.....	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	95,000	.....	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	.....	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	23.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	.....	.....	308,030	73,367	87,571	446,933	151,629	—	100	24½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	.....	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	.....	2,500	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	463,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	.....	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	.....	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	165.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,099	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,241	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	156½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)			36,000		—	50	....
Dec. 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	—	—	250,000	48,000	—	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,382	7,962,842	2,127,983	10	100	147½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	9½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	321,573	2,679,900	287,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,109	252,264	8	100	135
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	123½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	6,980,000	.....	.....	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	403,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila..N.Y. & Penn.	963 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	—	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,464	143,164	2,764,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	117½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	.....	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	.....	—	(Building—to cost $20,000,00.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	—	(Building—to cost $7,500,00.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	.....	.....	.....	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	386,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)			43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	—	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	685	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	.....	98.5	430,881	.....	487,452	654,322	202,575	—	50	43½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased to Illinois Central.)			113,552		—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*....Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	.....	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	—	—	6,000,000	4,000,000	—	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,689	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	105½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	787	Central Ohio.....Ohio.	5,500,000	—	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	86½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California*¶..California.	120,439,717	5,784,303	.....	.....	64,283,190	82,208,000	.....	.....	1,000.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,611,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8	—	—	—	(Leased to Pennsylvania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	461 522	133,427	99,596	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	259.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	260.152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by	Ft. Way	ne Jackso	n & Sag.)			100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by	y Boston,	Clinton &	Fitchbur	g.)		100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,911	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 234	39,376	57,688	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,926,841	263,536	72,540	10,551	1,738,468	634,000	.....	—	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson..Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	584	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	668,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently	opened.)					100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	18,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	.....	2,800,000	8,000,000	.....	—	239.0	(Operat	ed by con	tractors.)				100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492.000	1,500,000	.....	—	94.0	(Leased	to Michig	an Centra	l.)			100	....
Jun. 30, 1871	711.0	247.0	300.0	—	836	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608.620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased	to Del., L	ackaw. & W	estern.)			100	....
Mar. 31, 1872	40.0	—	2.0	161.0	8	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opene	d Decemb	er 19, 1871	.)			100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No s	tatement	furnish	ed.)	—	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	0	3	6	Hackensack.....New Jersey.	191,246	*	—	—	99,700	62,000	—	—	5.7	(Leased	to Erie C	ompany.)				100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—	—	28.0	(Leased	to Erie C	ompany.)				100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased	to Tol., W	ab. & We	stern.)			100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased	to Tol., W	ab. & We	stern.)			100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	484
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123.300	50,000	—	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	164 414	109,915	64,494	207,113	82,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	—	(Leased	to Pennsy	lvania.)			7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven...Connecticut.	.....	.....	.....	.....	.....	582,000	(Con	solidated	in N.	Y., N.H	aven and	Hartford	R. R.)			...	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill*.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	—	—	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	10	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	—	—	—	(Leased	to Flint &	Pere Mar	quette.)			100	....
Sept 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50.000	—	10.3	(Leased	to New H	aven & N	orthampt	on.)		100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	—	—	1,000,000	1,000,000	67,899	—	119.8	321.600	.....	.....	760,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No	returns f	urnished.)			—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	22½
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212 539	23,280,510	5,764,500	16,370	—	1,110.9	5,710,354	1,286,584	1,831,944	8,401,142	2,782,847	10	100	121
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	65.5	(Leased	to Chicag	o Burl. &	Quincy.)			100	....
Mar. 31, 1871	—	—	151.5	—	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under	constructi	on, to cost	$4,500,000	.)		100	....
Apl. 20, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western...Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	75.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	82,717	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	183.7	(Leased	to Illinois	Central.)	304,369	120,369	—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	—	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	11.0	11,380	—	82,617	34 292	4,558	—	50	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	121.0	281,640	[8 mo	nths.]	357,664	180,164	—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	—	—	(Leased	to Erie.)			—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800.000	—	—	—	(Leased	to Chicag	o & Alton	.)		7	100	92
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	—	(Leased	to Michig	an Centra	l.)			8	103	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,456,000	—	—	—	610,000	840,000	—	—	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	58.0	(Leased	to Lake S	hore & Mi	ch. Sout	hern.)	6	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	32 0	(Leased	to Michig	an Centra	l.)		—	100	....
Feb. 28, 1872	36.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	35.0	(Recent	ly opened	—operatio	ns not re	ported.)	—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,082	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	—	(Leased	to Leav. L	awr. & Ga	lveston.)		—	100	....
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	....	(Recentl	y opened.)				—	100	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	—	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased	to Tol. W	estern.)			—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Leased	to Tol. W	estern.)			—	100	....
Dec. 31, 1871	540.0	588.9	353.5	148.8	346	161	64	3,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	—	—	—	—	—	100	....
Aug. 31, 1872	92.0	—	5.1	—	10	....	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	—	.....	—	(Recentl	y opened.)				—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	N.Y. & Conn. New York and Mahopac	229,110	—	.....	.....	135,300	—	74,700	—	7.0	.....	(Recently	opened—	No returns.)			—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,629	4,483,584	1,868,554	10	100	142½
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	N.Y., Co. & Ma. New York and Oswego Midland	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,216	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	C. & R. I. Niagara Bridge and Canandaigua.	3,210,616	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	Cent. & Hu	dson R.)	90,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	N.Y. Niles and New Lisbon	1,112,858	*	.....	.....	500,000	500,500	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	Ohio. North Carolina †	4,947,746	*	326,372	354,566	4,000,000	653,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	12	5	141	N.C. North Carolina.	4,947,746	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	S.C. North Eastern †	2,148,131	*	.....	.....	.....	.....	.....	.....	72.0	.....	(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	La. North Louisiana and Texas	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Pa. North Pennsylvania	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	96
Dec. 31, 1871	188.0	4.0	128.5	—	131	68	38	4,288	Can. Northern, of Canada	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Md. and Penn. Northern Central †	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	996,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	77
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	N. New Hampshire	3,068,400	*	160,570	252,916	3,068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	111½
Dec. 31, 1871	278.0	—	....	1,700	.0.	.....	.....	.....	N. J. and N. Y. Northern Pacific	527,451	*	875,000	.....	1,000,000	400,000	.....	.....	.....	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Minn., Dak. &c. Norwich and Worcester †	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m	.....	.....	278 0	.....	(No acc	essible ret	urns.)	.....	—	100	....
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Conn. & Mass. Nova Scotia	2,846,180	*	1,448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	125
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Nova Scotia. Ogdensburg and Lake Champlain	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	N. Y. Ogden Mine	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	847,857	6	100	60
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,377	New Jersey. Ohio and Mississippi	452,994	*	.....	34,259	450,000	.....	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Ohio, Ind. & Ill. Oil Creek and Allegheny River	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	47
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274	Penn. Old Colony and Newport.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	.....	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	69
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Massachusetts. Orange and Newark	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	895,157	1,671,478	599,236	6	100	117½
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	New Jersey. Orange, Alex. and Manassas Gap †	808'022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	.....	2,640,258	195,356	37,874	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Va. Osage Valley and Southern Kansas	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Mo. Oswego and Rome	600,000	—	.....	.....	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	New York. Oswego and Syracuse	950,953	—	.....	.....	288,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	...	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	New York. Owensboro and Russellville	1,369,324	*	.....	.....	1,141,400	183,000	.....	.....	35.0	166,568	186,707	170,816	328,048	71,251	3	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	Kentucky. *Pacific* of Missouri †	(Under	construc	tion.)	.....	1,500,000	1,500,000	.....	.....	21.0	.....	(Opened	April 17, 1	871.)	.....	—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Missouri. Paducah and Gulf	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	56
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Kentucky. Painesville and Youngstown	(Under	construc	tion.)	.....	2,425,000	1,071,000	.....	.....	63.5	.....	(No return	s furnishe	d.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Ohio. Panama	250,000	*	.....	.....	250,000	—	—	—	—	—	(Under	construct	on.)	.....	—	100	....
Apl. 30, 1872	54.0	—	1.7	41.0	—	—	—	—	New Granada. Pares and Decatur	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.5	—	(No	returns.)	—	—	—	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Illinois. Paterson and Hudson	1,000,000	—	800,000	.....	600,000	1,200,000	.....	.....	34.0	.....	(Construc	tion in pro	gress.)	245,662	5	100	126
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	New Jersey. Paterson and Newark	330,000	—	.....	.....	330,000	.....	.....	.....	14.5	.....	(Leased t	o Erie.)	.....	.....	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	New Jersey. Paterson and Ramapo	1,000,000	—	.....	.....	500,000	500,000	.....	.....	12.0	(Leased	to Erie at	35 p. c.)	.....	53,410	—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	New Jersey. Pekin, Lincoln and Decatur	350,000	—	.....	.....	248,000	80,000	.....	.....	15.1	.....	(Leased t	o Erie.)	.....	.....	—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Illinois. Pemberton and Hightstown	2,488,250	—	87,758	.....	1,500,000	1,076,000	.....	.....	.....	.....	.....	.....	29,758	6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	N. Jersey. Pemberton and New York	538,692	—	.....	.....	342,150	160,000	36,542	—	67.5	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	New Jersey. Peninsular	875,000	—	.....	.....	500,000	375,000	.....	.....	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	364.9	69.0	358.8	—	640	297	129	11988	Mich. Ind. & Ill. Pennsylvania	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	.....	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,860,565	1,253,887	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Penn. Pennsylvania Coal	2,000,000	*	2,997,500	.....	4,000,000	542,500	425,000	—	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	119
Nov. 30, 1871	104.6	8.9	28.0	—	11	2	—	1,089	Pennsylvania. Pennsylvania and Delaware	231,098	—	.....	.....	132,412	700,000	100,000	—	47.0	.....	.....	941,863	.....	.....	20	50	225
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Penn. Pennsylvania and N. York.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	—	—	(To be co	mpleted in	1872.)		—	50	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	N.Y. & Penn. Peoria and Bureau Valley	1,800,000	—	.....	.....	1,200,000	600,000	.....	.....	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Illinois. Peoria, Pekin and Jacksonville	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Illinois. Peoria and Rock Island	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	.....	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Illinois. Perth Amboy and Woodbridge.	214,581	—	.....	.....	57,200	100,000	57,381	—	91.0	.....	(Turned o	ver to Co	Dec. 1, 1	871.)	—	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	N.Jersey. Petersburg †	1,719,113	*	.....	63,753	1,342,200	358,500	50,305	31,860	6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Virginia. Philadelphia and Balt. Cent.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Penn. Philadelphia and Erie †	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Penn. Philadelphia, Germantown and Norristown	1,146,528	368,262	.....	.....	2,231,900	—	—	—	298.6	2,430,206	684,854	1,828,491	3,542,284	842,596	—	50	55
Dec. 31, 1871	20.6	—	36.2	—	—	—	—	—	Pa. Philadelphia and Reading	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	171½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Pennsylvania. Philadelphia and Trenton	1,259,600	*	329,620	.....	1,259,100	—	—	286,850	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	114½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Penn. Philadelphia, Wilm. and Baltimore.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Penn. Pickering Valley	468,478	—	.....	.....	80,855	330,300	112,713	—	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	112
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pbg, Cin. & St. Louis.	18,030,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pa. & W. Va. Ohio. Pithole Valley	353,247	*	.....	.....	250,000	100,000	3,247	—	201.0	2,747,585	540,576	1,236,808	3,316,973	942,895	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pennsylvania. Pittsburg and Connellsville	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Penn. Pittsburg, Ft. W. and Chic.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	P., O., L. & I. Pittsfield and North Adams	443,678	—	.....	.....	450,000	—	—	—	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Dec. 31, 1871	60.0	—	8.0	50.0	5	13	3	92	Mass. Port Huron and Lake Michigan	609,058	101,524	13,131	128,950	83,230	551,000	218,333	—	—	(Leas	ed to Bost	on and Al	bany.)		6	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Mich. Portland and Ogdensburg	1,807,847	*	.....	.....	1,007,847	800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Me. & N. H. Portland and Oxford Central	550,000	*	.....	.....	250,000	218,500	.....	.....	.....	(Not in	running ord	er.)	.....	.....	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Me. Portland and Rochester	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1872	50.6	—	....	60.0	2	—	—	....	Me. & N. H. Portland, Saco and Portsmouth	1,359,836	*	585,069	79,576	1,500,000	—	—	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Maine. Port Royal	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	131½
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	South Carolina. Portsmouth, Gt. Falls and Conway	370,000	*	.....	.....	170,000	200,000	.....	.....	—	—	(Not in op	eration at	date.)		—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	N. H. Poughkeepsie and Eastern	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	26.0	.....	.....	.....	97,204	33,511	—	100	96½
									N.Y. Providence, Warren and Bristol.	642,009	63,611	2,236	4,961	437,917	50,000	63,611	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
									R. I. & M.									13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	D	38.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,708	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	143½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,600,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	.....	44.0	69,127	.....	.....	48,000	8,000		100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	607,268	1,000,000	1,033,742	.....	48.0	211,872	122,523	294,497	237,347	63,806		80	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	623,731	457,454	1,676,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,216	161,122	758,972	344,235		100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va	2,213,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220		100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	.....	46.7	36,192	78,996	76,289	148,139	9,041		100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,308	.....	.....	.....	557,560	.....	5,000	.....	—	(Leased	to Erie at	48 p. c.)	.....	.....		100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	18	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	919,235	196,483		100	....
Jun. 30, 1872	20.0	—	1.2	—	8	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	(No returns furnished.)						100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,908	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	289,000	555,522	.....	....	65,501	113,763	24,582	120,155	50,085		100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	18	1,011	Rutland.....Vermont.	5,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	.....	239.0	(Leased	to Vermont Central.)					100	13
Apr. 30, 1872	192.0	—	....	89.0	—	—	—	—	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	112.0	(No returns furnished.)						100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	36,962	142,770	46,896		100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	.....	266.0	.....	.....	.....	940,788	666,966		100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319		100	92
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	.....	.....	.....	2,623,850	2,725,000	.....	.....	—	(Leased	to Chicago and Alton.)			240,000		100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 26,	1871—No	returns.)			100	....
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S.Eastern..Ill.Ind.Ky.& Tenn.	16,000,000	1,637,360	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	...	(Completed in	January 1	1872.)				100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982		100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M.& St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662		100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	...	.....	.....	.....	649,870	206,884		100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528		100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	.....	.....	2,295	243,305	226,000	1,063	.....	—	Leased	to Boston	and Lowell.)		17,711	14	100	....
Jun. 31, 1871	116.2	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	.....	116.3	622,303	141,368	178,267	510,124	69,396		100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	266,146	1,900	104.0	.....	55,592	.....	147,345	57,355		100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	65	Schenectady and Susquehanna..N. York.	380,868	*	50,132	.....	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193		100	....
Dec. 31, 1871	54.0	—	9.2	—	...	...	....	....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	.....	84.0	(14 mos.	49,385	827,079	269,534	66,697		50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509		100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....		100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,589,400	.....	.....	.....	869,450	700,000	.....	.....	28.0	206,545	41,009	760,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,313	34,321	79,481	23,624		100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	6,696,600	*	.....	.....	2,667,600	1,629,000	.....	.....	157.0	.....	(No report furnished.)					100	....
Dec 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	.....	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367		100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	.....	.....	.....	1,000,000	2,250,000	170,326	.....	66.0	338,420	611,784	67,077	408,615	142,987		100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,350	*	27,420	.....	1,714,732	1,640,000	10,529	.....	39.0	108,448	128,706	63,681	183,197	73,858		100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	95,000	.....	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,333	468,895	3,593		100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,085	.....	66.0	.....	49,466	.....	301,649	153,874		100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	.....	....	(Recently opened	—No returns.)					100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	.....	13.0	59,930	344,866	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	.....	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008		100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500		50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348		100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838		100	72½
Sept. 30, 1871	34.9	—	9.1	—	13	10	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042		100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....		100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,328	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	122½
Sept. 30, 1871	74.7	—	5.9	11.6	5	7	4	67	Utica and Black River.....New York.	2,112,985	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,884	247,444	98,890	6	100	....
Sept. 30, 1871	46.8	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,817,681	*	.....	.....	2,558,600	.....	.....	.....	59.3	158,800	244,485	170,816	300,776	65,161		100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermont Central.)				8	100	64
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071		100	....
Sept. 30, 1871	69.8	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	224,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,089	244,819	150,376	562,238	162,372	2	100	86½
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	180	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,405	3,225,000	.....	.....	140.0	252,988	88,413	57,559	539,966	135,487		100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	60	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	.....	47.5	(Recently opened	—No returns.)					100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,409	.....	.....	—	(Leased	to Del., Lacka. and Western.)				7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	.....	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	.....	44.0	91,096	41,120	22,560	95,063	20,195		100	....
Oct. 31, 1871	26.5	—	5.0	—	10	11	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	.....	35.5	186,000	737,473	85,273	326,128	141,815		50	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	9	218	Western.....Alabama.	4,757,921	416,060	277,193	103,009	2,008,324	3,160,000	814,344	.....	160.0	27,571	113,980	.....	668,175	225,152		100	....
Dec. 31, 1871	133.0	—	13 8	—	54	21	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgi	a.)	.....	306,088	.....	.....	138.0	166,389	.....	354,828	1,397,743	281,022		100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	131,671	62,219	170,721	48,282		100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	.....	.....	.....	1,022,450	1,800,000	907,813	.....	—	(Leased	to Pennsylvania.)					100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	620	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.089	234.867	842,169	203,796		100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	3	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	360,658	567,661	112,346	625,910	229,680	4	100	108
Aug 31 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679		100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	286	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	[20 mos.	735,818	216,935		100	....
Oct. 31, 1871	63.0	—	6.1	—	11	6	5	65	Wilmington and Reading..Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	.....	63.6	199,868	126,940	173,243	167,792	10,673		50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,530	202,685		100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	267	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	.....	143.5	247,360	70,848	128,639	464,798	110,935		100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	6	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	132
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	258,679	151,967	2,031,988	2,039,180	1,825	.....	12.5	.....	.....	.....	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal....Md. & Va.	10,606,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....		25	....
Dec 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97½
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	.....	17,835,580	.....	6,000,000	10,000,000	.....	.....	108.0	.....	.....	1,428,758	113,361	loss.	10	100	123½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	.....	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	19,323,506	.....	8,739,850	15,688,656	.....	.....	108.0	.....	.....	982,188	578,462	31,976	50	75½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	.....	.....	.....	1,008,800	110.000	8,179	.....	85.0	.....	.....	.....	175,120	89,337	9	50	....
Feb. 28, 1872	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	.....	.....	110,579	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	609,562	142,888		50	100
Dec. 31, 1871	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,780	.....	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	.....	.....	1,029,287	649,598	58,886		50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	.....	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	661,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	.....	.....	.....	2,002,710	2,636,310	270,505	.....	84.0	.....	.....	501,574	144,099	87,309		50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	84.0	.....	.....	127,287	58,690	21,824		50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,723	.....	.....	.....	1,100,000	748,000	100,723	.....	123.0	(Leased	to Pennsylvania.)					50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	62 50	@ — —
Gartsherrie		59 —	@ 60 —
Glengarnock		— —	@ 58 —
Eglinton		55 —	@ — —
Pig, American, No. 1		50 —	@ — —
Pig, American, No. 2		48 —	@ — —
Pig, American, Forge		42 —	@ — —
Bar, Refined, English and American		110 —	@ — —
Bar, Swedes, assorted sizes	(gold)	120 —	@130 —
STORE PRICES.			
Bar, Swedes, 1½ x⅜ & ¾ 1½ x ⅜ to ¾ & ⅜ sq. 1½ to 6x⅜ to ¾ & ⅜ to 2 sq. 6 to 12 x ⅜ & ½		145 —	@155 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in.		105 —	@ — —
Bar, Refined, 1½ to 6 by ¾ & 5-16 in.		110 —	@ — —
Bar, Refined, 1 & 1½ by ¾ & 5-16		112 50	@ — —
Large Rounds, 2½ to 2⅞ to 3¾ to 4 in.		112 50	@125 —
Scroll		120 —	@150 —
Ovals and Half-round		130 —	@150 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@122 50
Horse Shoe		117 50	@127 50
Rods, ⅜@3-16 inch		110 —	@152 50
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		130 —	@172 50
Nail Rod	per lb.	— —	@ — 9
Sheet, Russia, as to assortment	(gold)	16 —	@ — 16½
Sheet, Single D. and T. Common		— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7½	@ — 8½
Sheet, Galvanized	List. 15 per ct. disc.		
Rails, English	(gold) per ton.	72 —	@ 74 —
Rails, American, at Works in Penns...c'y.		80 —	@ 82 —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..per lb.		— 18	@ — 22
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 11½	@ — 16
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 11½	@ — 12
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Spring		— —	@ — 11
American Machinery		— —	@ — 11½
American German		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— —	@ 5 —
8d. and 9d. "		— —	@ 5 25
6d. and 7d. "		— —	@ 5 50
4d. and 5d. "		— —	@ 5 75
3d. "		— —	@ 6 50
Cut, 2d and 3d. Fine		— —	@ 7 25
4d. and 4½d. Sugar Box		— —	@ 6 —
Cut Spikes, all sizes		— —	@ 5 25
Horse Shoe, Forged (No. 10 to 5)...per lb.		— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal Sheathing and Slating		— 27	@ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— —	@ — 36½
Straits	(gold).	— 30½	@ — 31
English	(gold).	— 30½	@ — 31
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal....per box.	11 — @— —	13 50	@ 13 75
I. C. Coke	10 — @10 25	11 75	@ 12 —
Coke Terne	8 75 @ 9 25	10 25	@ 11 —
Charcoal Terne	10 25 @10 50	12 —	@ 12 37½

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)		— —	@ — 9
Crude, 40 @ 47 gravity (in shipping order)		— 14½	@ — 15
Refined, Standard White (in ship'g order)		— —	@ — 20
Refined, S. W. (in jobbing lots)		— 20	@ — 20½
Refined, S. W. (in tin)		— 27	@ — 27½
Naptha, Refined, (65 @ 73 gravity)		— 13½	@ — 14½
Residuum	per gall.	— 6½	@ — 7

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.		— —	@— 43
Copper, Bolts		— —	@— 45
Copper, Braziers' (over 16 oz.)		— —	@— 45
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 28	@— 30
Copper, English Pig		— 30½	@— 30½
Copper, American Ingot		— 34½	@— 35

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	$ 37½	@ 6 50
German	(gold)	$ 37½	@ 6 50
English	(gold)	$ 50	@ 7 —
Bar		— —	@ 9 25
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		— @18 —
Liverpool House Cannel		— @— 21
Anthracite (by cargo) ...	per ton of 2,000 lb.	5 25 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston, Hart. & Erie...	9¼	9¼	9	9¼	9¼	9¼
Canton Co	....	....	100	....	....	100
Central Pacific 6s	103¾	103¾	103¾	104¼	104¼	104¼
Central of N. Jersey	106	106	105¾	....	105¾	105¾
Chicago & Alton	116	....	115¾	....	115¾	....
" pref	....	....	119	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	119¾	120	....	119	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	83¾	83¾	83	....
" pref	92¼	92¼	92	91	90¾	90
" 1st M	97¼	97¼	....	....	..	97
" S. F	....	....	....	....	....	....
" Consol.	91	....	....	91	90¾	91
Chic., Rock Isl. & Pac.	113¾	113¾	113¾	113	113	112¾
Chi., R. I. & Pa. 7s, 1896	102	....	....	....	....	101¾
Clev., Col., C. and Ind.	92	92¼	92¾	92¼	92¾	93
Clev. & Pittsburg guar.	91¼	....	91¼	91¾	91	90¾
" 2 M	....	....	....	....	....	....
" 3 M	97	....	....	....	....	98¼
" 4 M	83¾	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	42	42¾	43¼	43	42¾	42
" 1 M	90¾	....	91¼	92	91¼	91¾
" 2 M	74	....	73	....	....	74¾
Del. & Hudson Canal	120	....	122¼	....	124	123¼
Del. Lack. & Western	102¼	102¾	101¾	101	101¾	101¾
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	66¾	66¾	66¾	66¼	65¼	63¾
" pref	80	80	....	....	80	79¾
" 1 M. 7s, 1897	....	....	....	....	102	....
" 2 M. 7s, 1879	....	....	....	100¼	....	....
" 3 M. 7s, 1883	....	99¾	99¾	....	....	99¾
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	97
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	90	90	....
Hannibal & St. Joseph.	50¼	52	50¾	50¾	49	48¼
" pref	69¾	70¼	70¼	....	70	68
" 8s, conv.	94	....	....	94	93¾	93¾
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	120¼	....	....	....	....	....
" 7s	....	....	....	....	104	....
Lake Shore & Mich. S'th.	96	96¼	96¼	96¾	96	96
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	110	....	109¼	....	109¼	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	103	....	....	....	....	....
" 2 M	98	....	99	....	....	....
Mariposa Mining Co	....	¼	....	....	....	....
" pref	2	2	1¼	....	....	....
Milw. and St. Paul	53¾	54¼	53¾	53¼	53	52¼
" pref	76	76	75¼	....	74¾	74¾
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	105	....	105
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	94	94	94¼	95	94¾	94¼
" H. & St. J. 1s	....	....	91¼	91¼	....	....
Morris and Essex	91¼	91¼	91¾	91	91¾	91¾
" 1st mort	....	....	....	104¾	....	104¾
" 2d mort	97	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	106	105¼	105¼	104¾	103¾	103¾
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	94	94	....
" 6s, S.F. 1887	....	92	....	....	....	91¼
N. York and Harlem	119¼	....	....	119¼	120¾	120¾
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	102	....	....	....	....
N. York, N. Hav. & Hart.	142¼	142¼	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	48¾	48¾	48¾	47¾	46¾	46¾
" pref	....	....	74¾	....	....	....
" 2d M	....	88	87½	....	88	....
Pacific Mail S. S. Co	75	76¾	75¾	74¼	73¾	74¾
Panama	....	....	126¾	126¾	126	....
Pitts., Ft. W. & Chi. gtd.	93¾	93¾	93¾	....	93¾	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	98¼
" 3 M	....	....	....	95	....	....
Quicksilver Mining Co	....	45¼	....	....	44¾	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	82	81¾	81¾	81¼	81	79
" new	....	....	81¼	....	....	79
Tol., Wab. & Western	74	73¾	73¾	73¼	72¼	73¼
" pref	....	....	....	....	....	....
" 1 M	....	....	90¼	....	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	90	....	90	90	90	90
Union Pacific	36	35¼	35¾	34¼	33¾	34¼
" 1st mort	88¾	88¾	88¼	87¾	87¾	87¾
" L. Gt. 7s	77¾	77¼	....	77¼	....	....
" Inc. 10s	77	76	75¼	75	73¼	73
Virginia 6s, old	49	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	55¾	....	....	....	....	....
" def. cert	14¾	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	111¾	....	....	....	....	....
U. S. 5s, 10-40s, coup	114¾	....	114¾	....	....	114¼
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	113¾	113¾	....	....	113¼	113¾
U. S. 6s, 1881, reg	....	117¼	117¼	....	....	117¼
U. S. 6s, 1881, coup	118¼	118¾	....	....	118¾	118¾
U. S. 6s, 5-20s. reg. '62	114¾	114¾	....	....	115¼	....
U. S. 6s, 5-20s, c. 1862	114¼	115¼	115¼	115¼	115¼	115¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	114¾	....	115¼	....	115¼	....
U. S. 6s, 5-20s, reg. '65	....	114¾	....	....	115¼	....
U. S. 6s, 5-20s, c. 1865	....	115¼	....	....	115¼	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	....	114¼	114¾	....	114¾	....
U. S. 6s, 5-20s, reg. '67	....	114¼	114¾	114¾	....	....
U. S. 6s, 5-20s, c. 1867	116¾	116¾	116¾	116¾	116¾	116¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	116¼	....	....	....	....	116¾
U. S. 6s, Pac. RR issue	115¼	115¾	....	....	....	115

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa preferred	44¼	....	40	....	....	44¼
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	97	....	....	....	....
" 6s, 1883	....	89	....	89	89	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	96	97	97	....	....	96¾
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	40	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	....	....	37¼	....	37¼	....
" 6s, 1884	....	....	..	....	....	....
" Gold L	91¼	....	....	91¼	....	91¼
" R. R. L	....	....	....	....	....	93½
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R	60¼	60¾	60¼	60¾	60¾	60¾
" 6s new coup	....	....	....	....	....	95¾
" 6s new reg	....	....	....	98	....	....
Little Schuylkill R.R	....	....	46¼	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	121¼
North Pennsylvania	48	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	96	96	96¼	96¼	96¼	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	34¼	34¼	34¼	....	34¼	34¼
" 7s	....	77¼	....	....	77¼	....
Pennsylvania R. R	58¾	58¾	58¾	58¾	59	59¼
" 1st M	99	....	....	....	100	....
" 2d M	....	....	....	....	99¼	....
" Gen. mort	....	....	....	....	....	91¼
" " reg.	94¾	....	....	....	....	....
Penn. State. 6s. 1st series	101¾	....	....	....	102	....
" 6s, 2d series	105	....	....	....	....	....
" 6s, 3d series	....	....	107	....	....	108
Philadelphia City, 6s	....	....	....	....	99¾	....
" new	100¼	100¼	100¼	100¼	100¾	100¾
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	57	57	57¼	57	57¼	57¼
Philadelphia and Erie	....	....	....	....	27¼	....
" 6s	....	....	....	....	....	....
" 7s	....	91¼	....	....	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	75¼	....	....	75	....	....
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	121¼	121¼	121¼	121¼	....	122
Hestonville, (Horse)	20	....	....	....	....	....
Chestnut & Wal	....	....	58	....	....	58¼
Green & Coates	....	....	50	....	....	....
2d and 3d streets	....	....	58	....	....	....
Spruce and Pine	....	....	....	32½	32	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	98	....	....	98¾	99
" 1886	....	....	....	....	....	....
" 1890	98	98	....	....	98¼	97¾
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	156¾	....	....	....
" bonds, 1875	....	....	97¼	....	....	....
" " 1880	....	96¼	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	98¾	....	98¼	98¾	98¾	98¼
" 2d M	....	88¾	89	....	....	90
" 3d M. 8s	....	....	....	81¼	....	81¾
Northern Central	....	....	39¾	39¾	40¼	....
" bonds, 1885	....	....	92¼	....	....	92¾
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	94	....	....	....	94¼	94¼
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	55¼	....	55¼	....	55¾
" Defer. Certif	....	....	....	14¼	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 12.

	Th.6.	F 7.	Sat.8.	M.10.	Tu.11.	W.12
Boston and Albany ...	147	147	147¼	....	....	147¼
Boston and Lowell	135	....	....	....	....	....
Boston and Maine.....	....	....	125	....	124	123¾
Boston and Providence.....	....	....	149	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s, new	41¼	42¼	42¼	42¼	42¼	42¼
Cheshire, pref.....	....	....	....	78	....	....
Chi., Burl. & Quincy...119¾		119¾	120	119¼	119	119
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....106		106	106	106	106	106
Fitchburg.....131		....	130¾	....	131	130¾
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central.....110		110¼	110¼	110	110	109¾
Northern, N. H.....	....	111¾	111¼	....	....	....
Ogdens. & Lake Champ....	....	....	....	60	....	....
" pref.....	....	....	....	....	....	....
Old Colony	....	111¾	111¾	....	111¾	....
Ph., Wil. & Baltimore.. 56		56	56	56	....	56
Portl'd, Saco & Ports.....	132	....	....	132	131¾	
Union Pacific	....	....	....	....	....	....
" 6s..... 87¼		87¼	....	87¼	....	....
" Land Grant 7s 75		....	....	....	....	....
" Income 10s.....	72¼	....	71	....	....	....
Vermont & Canada.....	....	....	....	....	....	....
Vermont & Mass.....	....	....	86¼	....	....	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	104	104	....	....	102	
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co..... 38		34	34¼	34	....	....
Copper Falls 29¼		28¼	28¼	29	29¼	29¼
Franklin 11		10¼	....	....	10¼	10¼
National	....	....	....	....	....	....
Pewabic 13¼		13¼	....	13¼	13¼	13
Quincy 50		51	51¼	52¼	52	51¼

London Stock Exchange.

	—Closing Prices.— Jan. 24.	Jan. 31.
Atlantic & Gt. W. 1st mort., $1,000..	72 — 74	73 — 75
Do. 2d mort., $1,000.....	66 — 68	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	35 — 37	34 — 36
Do. Reorg. Scrip.....	98 —100	98 —100
Do. Leas. Lines, Rental Bonds....	90½— 91½	91 — 92
Detroit & Milwaukee 1st mort. Bonds	74 — 77	74 — 77
Do. 2d do.	74 — 77	74 — 77
Erie shares 100 dol. all paid.....	50½— 50¾	52½— 52¾
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds..	95 — 97	96 — 98
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid..	96 — 98	96 — 98
Do. Redemption mort. bonds 6 p.c.	99 —101	100 —102
Illinois & St. Louis Bridge 1st mort.	98½— 99¼	99 —100
Marietta and Cincinnati Rail. Bonds.	85 — 90	85 — 90
Michigan Central 8s 1882, conv.....	86 — 89	85 — 89
Panama 2d mort.....	— —	— —
Panama General mort.....	93 — 95	94 — 96
Pennsylvania, 2d mort.....	98 —101	99 —101
Do. General mort.....	94 — 95	95 — 96
Do. $50 shares.....	46 — 47	46½— 47¼
Philadelphia and Erie 1st mort.....	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, February 15, 1873.

Stock Exchange and Money Market.

There has been an active inquiry for Money on speculative account throughout the week, and rates on call have been quite firm, as a rule, on the basis of from 7 per cent currency to the same figure gold, with, in some instances, a fractional commission added for accommodation from day to day to the more needy of the street borrowers. The supply has been manipulated to some extent in the interest of operators for lower values at the Stock Exchange, but not with anything like encouraging success. The leading firms had their wants provided for with comparative promptness at the ruling figures. The Government houses have been amply supplied at the minimum quotations of 6@7, generally 7 per cent currency, per annum. There has been a fair movement noted in the way of discounts within the range of 8@10 per annum on the best grades of commercial paper, which have been offered rather more freely, but not with noticeable urgency. The new Funding Loan reports, though not up to the more sanguine expectations of the advocates of the Syndicate process, are yet far from being unfavorable. Though no very definite particulars of the subscriptions have yet been disclosed, yet it has been somewnat authoritatively stated that the subscriptions amount to over $100,000,000. The Anglo-American Syndicate have placed this sum in Cash, (Gold,) at the disposal of the Secretary of the Treasury for the redemption of a corresponding amount of United States 5-20s, to be called in for redemption on the first of June—three months from the date of the forthcoming official notice of March 1. This is wholly independent of subscriptions to be settled by exchange of other United States 5-20s than the designated class and numbers, A Washington dispatch says that information has been received to the effect that about $170,000,000 of the new loan were taken during the three days last week in which the books were open. This—a little over half the amount—is not the complete and immediate success that was at one time anticipated. One reason assigned for it, and it is deemed an adequate one, is, that the notice of the opening of the subscription books was not given long enough beforehand to permit of the extended knowledge of the sale in this country and in Europe necessary to the taking of all the bonds. The syndicate having still ten months in which to locate the remaining $130,000,000 of the fives, considers its success to be in no wise jeopardized by the failure to place the whole amount in the specified three days. The city banks reported reduced averages in the legal tender line, while reporting an increase in there specie and deposit items, and an enlargement of their loans and discounts to the extent of over seven millions. The U. S. Sub-Treaury added nearly a million to its currency reserve.

The city banks, in their latest return, show a falling off of $694,400 of legal tender notes, with an increase of $423,200 of specie, and of $3,130,-700 in their deposits, an addition of $7,059,400 to their loan and discount averages, and of $19,-600 to their item of circulation. The city bank exchanges, last week, averaged 135⅛ millions. The banks now hold $2,188,150 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The clearances of the banks averaged through the week 135⅛ millions a day, and amounted in the aggregate, for the whole week, to $823,394,604 as against $661,411,941 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance nearly a million, and its coin reserve slightly as the result of the week's business.

The specie reserve of the city banks according to the latest return is $19,035,400, against $21,-272,300 same time last year. The city bank deposits are now $220,299,200 against $221,019,500, week ending Feb. 10, 1873. The legal tender reserve amounts to $45,107,700, against $46,616,100 same time last year. The circulation now stands at $27,520,600 against $28,161,700 same time last year. The loans are now $293,939,000 against $285,422,200 at this date last year.

The coin reserve of the city banks is now a trifle over 19 millions as against about 25¾ million on the 20th of last July; the legal tender reserve is about 45⅛ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 220¼ millions, against 247½ millions on the 20th of July.

Government revenues have been rather more prolific, since our last. The excises yielded within the week about 2¼ millions and thus far in the current fiscal year beginning with July 1, 1872, $72,682,209. The customs at the port of New York, for the week, were $3,230,999, and at the outports, about $1,100,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $4,030,258 of currency, and $4,056,28 of gold, the latter including $3,285,000 from customs; and disbursed $3,114,180 of currency and $3,989,430 of gold, the latter embracing $1,460,-936 of coin interest.

Gold has been more active and quoted higher, though the speculation has been quite variable in temper and bearing as to price, during the week. The somewbat conflicting reports in circulation relative to the negotiation of the new Funding Loan served rather to inflate the premium. The Customs drain was on an enlarged scale, and the export movement was also heavier. The range of the price during the week has been from 113¼ @114⅛, and the closing quotation on Wednesday was 114⅛ against 113¾ of the preceding week. The specie outflow last week, was $1,642,370. The Gold Exchange Bank clearances have averaged about 52½ millions per day during the week.

The customs demand for Gold last week, averaged $547.500 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $18,592, thus far in 1873 $126,525 against $113,489 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $82,107,743 against $95,-891,657 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $56,137,884, against $57,927,373 during the same time in 1871-2.

The export drain of specie was $1,642,370 last week, against $80,013 same week preceding year. The shipments since July 1, 1872, have been $43,889,217 against $23,930,812 during the same portion of 1871.

Foreign Exchange has been quoted weaker as to price, on a more liberal offering of bills, and a moderate demand. Bankers' sixty day bills on London closed at 109⅛@109¼; sight bills on London, at 110⅓@110¼. The weeks exports of Domestic Produce have been to the currency value of $5,357,750.

Government proposes, under the Treasury programme for February, to sell, during the month, through the local office here, Gold as follows: Thursday, February 20—$1,500,000. Thursday, February 27—$1,500,000, And to buy in Five Twenties, as follows: Wednesday, February 19—$1 000,000. Wednesday, Febuary 26—$1,-000,000.

There has been a fair demand noted for government securities, through the week, mostly on investment account, at generally well supported prices, on comparatively limited offerings of bonds.

Government bought in on Wednesday a million Five Twenties, from 113 73@113 85 net out of an aggregate offering of $4,046,100.

U. S. sixes of 1881 closed on Wednesday of this

week at 118¼@118½ U. S. Five-Twenties of 1862, 115¼@115½; U. S. Five-Twenties of 1864 at 115¼@115½; U. S. Five-Twenties of 1865, 115¼@115½; U. S. Five-Twenties of 1865 consolidated 114¼@114½; U. S. Five-Twenties of 1867, 116⅝@116¾; U. S. Five-Twenties of 1868, 116⅜@116⅝; U. S. Ten-forties at 114¼@114⅜; U. S. Fives of 1881 (Funding Loan) 113⅜@113¾; ex February coupon Six per cent. currency Sixes from 114⅞@115⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 29.	Feb. 5.	Feb. 12.
Consols	92⅛	92⅜	92⅜
U. S. 5-20s, 1865....	92⅞	92⅞	92⅝
" 1867	93	94¼	93½
" 10-40s	92½	92½	91½
New Fives of 1881...	91	91@91⅛	90½
Erie	51¾	52¼	52¼

State bonds have been moderately dealt in at irregular, and at the close, less buoyant prices.

The better class of Railway Mortgages have been in good demand and on the advance. Central Pacific Sixes closed firmly at from 104@104¼, on a limited offering of the bonds, which have been in quite active request. The January earnings of the Central Pacific R. R. were $852,860, as against $592,233 in January 1872, and $536,498 in January 1871. Chesapeake and Ohio Sixes have been more sought after and have advanced to 87 and interest. Western Pacific Sixes have been selling quite freely and quoted up to 93¾94. The Northern Pacific 7-30 Loan has been in more demand at par and interest.

Railway and Miscellaneous share property has been actively dealt in, but prices have been fluctuating widely from day to day, and the general temper of the speculative movement has been less confident, influenced, in part, by the brisk inquiry for Money.

The Metal trade has shown more activity in the dealings in Copper at firmer prices; and in American Pig Iron, and in Iron Rails at full rates. Scotch Pig Iron held higher and quiet. Lead, Spelter, and Zinc, inactive but quoted steady. Tin Plates in fair demand and firm. Pig Tin, dull.

General business has been somewhat brisker in the line of domestic produce. Cotton, active, but variable in price. Breadstuffs, in moderate demand, the main inquiry having been for corn, and Oats. Provisions have been in fair request. Naval Stores closed heavily. Petroleum, firm. Middling upland cotton, left off weak on Wednesday at 20⅞@21¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,441,225 bales, against 2,053,951 bales same time in the preceding year; exports 1,345,366 bales against 1,069,915 bales in the previous year; stock at the ports at latest dates, 564,870 bales against 590,600 bales same date 1871.

Foreign goods have been in rather more demand and quoted generally firm. The week's imports amounted to $2,583,030 including $5,929,842. of dry goods.

Ocean freights have been more active, and rates have been quoted stronger, though yet somewhat irregular. Room has been in most request for Provisions, Grain, Petroleum, Cotton, Naval Stores and Tobacco.

At the Live Stock Markets, Beeves have been less sought after at from 7½@13½ cts. Veals in more demand at 7@11⅛ cts.; Sheep moderately inquired for at from 4@8 cts.; Swine at 5¼@5⅝ cts. per lb., all live weight. The week's receipts were 8,501 Beeves, 750 Veal Calves, 24,246 Sheep and Lambs, and 46,172 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1875, 99; Georgia 7s, 90; South Carolina 6s, new, Jan. and July, 21½; do. Apl. and Oct., 26; N. Y. State 7s, B. L. 106; Louisville 6s, old, 72; Hannibal and Nables 1st mort., 86¾; Louisville and Nashville 7s, consol., 1898, 95½; Long Dock bonds, 95; Lafayette, Bloomington and Miss. 1st, mort., 87; Clev., Paines. and Ash. 7s, new, 96; Delaware, Lackawanna and Western 7s. conv.100; Central of New Jersey 1st mort. new 103⅛; Ohio and Mississippi 7s, consol., 93½; Milwaukee and St. Paul 1st mort. La C. div., 92⅜; do. Iowa div., 87; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do. E. D., 92; do. 2d mort., 85; Boston, Hartford and Erie 1st mort., 43¾; East Tenn., Va. and Ga., 1st mort., 90⅞; Arkansas 7s, issued to L. R. and F. L. R. R., 43; St. Louis and Iron Mt. R. R., 92; do. 1st mort., 94¼; Chicago and Milwaukee 1st mort., 93¾; Burlington, Cedar Rapids and Minnesota 1st mort., 92; Buffalo, N. Y. and Erie 1st mort., 92½; Gt. Western 1st mort. 1888, 94; Western Pacific bonds, 94; Clev. Col., Cin. and Ind 1st mort., 102½; Pacific R. R. 7s, guar. by Mo., 98½; New Jersey Southern R. R., 27; do, 1st mort., 74; Atlantic and Pacific pref., 32⅝; Rome, Watertown and Ogdensburg R. R., 80; St. Louis, Kansas City and Northern pref., 66; New Jersey R. R., 121½; Pacific R. R., of Mo., 56; do. 1st mort., 90; do. 2d mort., 82; Maryland Coal, 23¾; American Coal, 63; Consol. Coal of Md., 51⅝; New Central Coal, 42⅜; Cumberland C. and I., 75; Penna. Coal, 225; Western Union Tel., 88¼; do. 7s, 100; Quicksilver pref., 55; Am, Mer. Union Exp., 69; U. S Exp., 76; Adams Exp., 98; Wells-Fargo Exp., 86; Mariposa L. and M., 21: do. pref., 30; Atlantic M. S. S. Co., 5⅝.

Philadelphia.—West Jersey 1st, mort., 93⅛; Philadelphia, Wilmington and Baltimore R. R., 6s, 111½; Philadelphia and Reading Gen'l mort. 7s, coupon, 101⅛; do. reg., 103; do. 7s, new conv., 102¼; Susq. Canal 6s, 74¾; Warren and Franklin 7s, 82; Lehigh Valley 7s, new, 106; Pittsburg, Cincinnati and St. Louis 7s, 77; Connecting R. R. 6s, 88¼; Pennsylvania and New York 7s, 96; Belvidere Delaware 3d mort., 81; Pennsylvania Canal 6s, 72; Allegheny Valley 7 3-10s, 91½; Ithaca and Athens 7s, 101; Schuylkill Nav. Imp. loan, 86; Delaware Division Canal 6s, 90; Catawissa R. R., 21⅞; East Pennsylvania R. R., 40; Huntingdon and Broad Top Mt. R. R., 11⅛; do. pref., 17⅜; do. consol., 65; Camden and Atlantic R. R., 82; do. pref., 38; 5th and 6th Streets R. R., 50; Nesquehoning R. R. 56; Pittsburg 5s, 72¼; Allegheny County 5s, 76. The latest quotations are: City 6s, 96¼@96¾; do. free of tax, 100⅜@100½; Pennsylvania State 6s, 1st series, 101¾@102; do. 2d series, 105½@—; do. 3d series, 108@108¼; Philadelphia and Reading, 57¼@57⅜; do. Gen'l mort. 7s, coup., 100½@100¼; do. reg., 102½@103; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 102@102¼; United New Jersey R. R. and Canal Co., 122@121½; Camden and Amboy mort. 6s, 1889, 96¼@97; do. 1883, do. 89@99¼; 1889, 87@87½; Pennsylvania R. R., 59⅝@59¾; do. 1st mort., 99@100; do. 2d mort., 99¼@99⅝; do. General mort. coupon, 91½@92; do. reg., 95@95¼; Little Schuylkill R. R., 46½@47; Morris Canal, 48@49¾; do. pref., 121½@126; do. 6s, 93@94; Susquehanna Canal, 7@9; do. 6s, —@77¾; Schuylkill Nav., 7@7; do. pref., 14@14¼; do.6s, 1882, 75@75¼; do. 1872, 82@82; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 93¼@—; do. 5s, 60@—; Lehigh Coal and Navigation, 37¼@37¾; do. 6s, 1884, 87@88; do. R. R. Loan, 93@94; do. Gold Loan, 91½@91¾; North Pennsylvania, 46½@47; do. 6s, 96½@98; do., 7s, 95¾@96½; do. Chattle 10s, 109¾@112; Philadelphia and Erie, 26@27; do. 6s, 90½@91; Minehill, 52½@53¼; Catawissa, 21¾@22¼; do. pref., 44@44½; do.7s, 1900, 100@105; Lehigh Valley, 60½@60¾; do. 6s, new coupon, 95⅜@95¾; do. reg., 98@98½; do. 7s, 105½@106½; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 58@59½; Thirteenth and Fifteenth, 20@20¼; Spruce and Pine, 31½@33 Green and Coates, 49@—; Chestnut and Walnut, 58@58¼; Hestonville, 19½@20; Union, —@73; Germantown, 34@—.

Boston.—Chicago, Burlington and Quincy rights, 24; do. 7s, 95½; Atchison, Topeka and Santa Fe L. G. 7s, gold, 87½; Burlington and Missouri R. R. in Nebraska, 69¼; do. 8s, 100½; Old Colony 7s, 102¼; Essex R. R. 6s, 1876, 94¼; Boston, Clinton and Fitchburg 7s, 1889, 90; Eastern R. R. 7s, 1882, 100¼; do. 6s, 1888, 91¼; Boston and Albany 7s, 1892, 105; Michigan Air Line 8s, 1890, 101; Vermont Central 1st mort., 41; Vermont Central and Vermont and Canada 8s, 84; Boston and Lowell 6s, 1879,, 95½; Nashua, Acton and Boston 7s, 1892, 101; Central R. R. of Iowa 1st mort. 7s, gold, 81⅜; Norwich and Worcester R. R., 125; Burlington and Missouri River R. R., in Iowa, 117¾; Michigan Central scrip, 109; Rutland R. R. pref., 57; do. scrip, 88½; Eastern (N. H.) R. R., 102; Providence and Worcester R. R., 143½; Chicago, Iowa and Nebraska R. R., 108½; Portsmouth, Gt. Falls and Conway R. R., 96½; do. 7s, guar., 100; Cincinnati, Sandusky and Cleveland R. R., 18⅜; Cary Imp., 13½; Brooklyn Land, 6½; Boston Water Power, scrip, 69; Waverly Land, 4⅝; Massachusetts 6s, 1875, gold, 110; do. 5s, 1894, gold, 98; Maine 6s, 1889, 99⅝; New Hampshire 6s, 1874, 99; Cook Co., Ills., 7s, 97¾; Boston 6s, 1881, currency, 99½; do. 5s, 1876, gold, 100⅝; Chicago 7s, 98½; Lowell 6s, 1890, 95; Charlestown 6s, 1888, 92; do. 1881, 94¾; Allouez Mining Co., 22; Albany and Boston, 1; Canada, 23c.; Calumet and Hecla, 154½; Dana, 1¼; Dawson, 87½c.; Humboldt, 1⅞; Hanover, 1⅜; Hungarian, 45c.; International silver, 2¼; Mesnard, 2¾; Manhattan, 75c.; New England, 25c.; Native, 35c.; Phœnix, 22; Petherick, 4¾; Pontiac, 1¾; Rockland, 3½; Ridge, 15⅝; Shuniah Silver, 2⅝; St. Clair, 4¼; Star, 1.40; Superior, 77½c.; Tremont, 1¼; Toltec, 87½c.; West Minnesota, 25c.

Baltimore.—Northern Central 6s, 1900, gold, 92¾; Central Ohio R. R., 37½; do. 1st mort., 89; Wilmington, Columbia and Augusta 7s, 79½; Orange, Alex. and Manasses 7s, 78½; Western Maryland 1st mort. guar., 97; do. 2d mort. 97; Orange and Alexandria 2d mort., 6s, 87; do. 3d mort., 8s, 95; do. 4th mort., 8s, 83½; Virginia and Tennessee 2d mort., 6s, 77½; Maryland

Defense 6s, 103⅞. The latest quotations are: Wilmington, Columbia and Augusta bonds, 79@80; Pittsburg and Connellsville 7s, 1898, 94½@95; Baltimore and Ohio, 155⅝@160; do., 6s, 1875, 97@—; do., 1880, 96½@—; do., 1885, 96¾@97¼; Parkersburg Branch, 11@—; Northern Central 40½@—; do. 6s, 1885, 92@92½; do., 1900, 87¼@—; do., 6s, 1900 gold, 92¾@—; N. W. Va. 1st mort., 103@105; do., 2d mort., —@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98½@98¾; do., 2d mort., 7s, 90½@90⅝; do., 3d mort., 8s, 81⅞@82; Central Ohio, 37@40; do., pref., 40@40; do. 1st mort., 88¾@89; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 96¾@96⅞; do., 2d mort. guar., 96@97; do. 3d mort., guar., 96@96; do. 2d mort pref., 70@—; do., 2d mort. guar. by Washington Co., 84@85½; Richmond and Danville 1st mort., 76½@77¼; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort. 6s, 87@87; do., 3d mort. 8s, 95@96; do., 4th mort. 8s, 83@83½; Orange, Alex. and Manassas 7s, 78@78½; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77½@78; do. 8s, 3d mort., 88@90; Baltimore 6s, 1875, 98⅞@100; do., 1884, 97½@—; do. 1886, 97@97; do., 1890, 98¾@98½; do., 1893, 97@97; do. 1893, exempt, —@100; do., 1900, exempt, 97¾@98; do. 1900, new, 96@98; do. 1902, 97⅝@98; Memphis City 6s, 59@61; Maryland Defense Loan, 1883, 104@104¼; Virginia 6s, old, 88@40; do. consol. 6s, 55½@56; do. reg. 51@53; do. coupon, 82@83; West Virginia, 14@16; City Passenger R. R., 21½@22½; George's Creek Coal, 108@120.

Chesapeake and Ohio Railroad.

The Superintendent of the Chesapeake and Ohio Railroad reports that freight is offering for transportation over the road faster than his present facilities can move it. Among the applications is one from a Cincinnati firm for six car-loads of pork, destined for Charleston, S. C. The arrival of the first through freight train from the Ohio was celebrated at Richmond on the 11th inst., by firing of cannon, civic processions, and speeches. The Western connections of the Chesapeake and Ohio are making due headway. At Louisville the Chesapeake and Ohio Railway has an opportunity to make connection with—perhaps control—the new railroad to Elizabethtown and Paducah, which will be completed during the coming year. By this connection the outlets of the Cumberland and Tennessee rivers, where they empty into the Ohio, close together, will be tapped by the new stem line to the East, and those long river arteries of Tennessee and Alabama will swell the freights of the first great road opened from the sea through Dixie since the war. A little distance below Paducah, at Cairo, the Chesapeake and the Ohio connection may unite at once with the Illinois Central, the New Orleans, Memphis and Cairo, the Cairo and Fulton, and the St. Louis and Iron Mountain railways. It thus becomes an eastern conduit of roads from the Indian Territory, from Texas, and from Kansas. And it is not probable that a railway built at such cost, and by a class of capitalists of such keen perceptions, will fail to lay a shorter hand upon Chicago, where the great bridge at Louisville offers such facilities, and with a choice of three roads already established towards Lake Michigan.

BANKING-OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Feb. 11, 1873.

☞ The **Chesapeake and Ohio,** the **Central Pacific and Western Pacific Bonds,** all of which have been negotiated by us, we believe to be among the best and most desirable investment securities in the market, which in time must become very scarce; especially as the Government will probably, soon pay off, in gold, $300,000,000 more FIVE-TWENTIES, and a large amount of money thus released from investment must find its way into this class of securities.

The **Chesapeake and Ohio Six Per Cent. Gold Bonds,** the total amount of which is only $15,000,000, are secured upon a property worth $35,000,000 to $40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of $100, $500, and $1,000, coupon or registered, and at their present market price, (**87** and accrued interest,) are very desirable.

The **Central Pacific Six Per Cent. Gold Bonds** are too well known to require description or commendation. Their total amount is $25,885,000; they have for a long time ranged in market price near or above par. Their price to-day is 104⅛@104⅜.

The **Western Pacific Six Per Cent. Gold Bonds** amount to $2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value. Coupon Bonds, $1,000 each. Their market price to-day is 93¾@94.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

Agricultural College Act.

The following is a copy of an act passed by Congress to amend an act entitled "An act to amend the fifth section of an act entitled 'An act donating public lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts,' approved July second, eighteen hundred and sixty-two, so as to extend the time within which the provisions of said act shall be accepted and such colleges established," approved July twenty-third, eighteen hundred and sixty-six:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the time within which the several States may comply with the provisions of the act of July twenty-third, eighteen hundred and sixty-six, entitled "An act to amend the fifth section of an act entitled 'An act donating public lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts,' approved July second, eighteen hundred and sixty-two, so as to extend the time within which the provisions of said act shall be accepted and such colleges established," is hereby extended so that the States which have not complied with the provisions of said acts in establishing colleges shall have the period of two years, after the first day of July, eighteen hundred and seventy-two, within which to provide at least one college, as described in the fourth section of an act entitled "An act donating public lands to the several States and Territories which may provide colleges for the benefit of agriculture and the mechanic arts," approved July second, eighteen hundred and sixty-two.

Approved January 23, 1873.

Erie Railway.

At a meeting of the directors of this company held in this city on the 11th inst., the Auditor submitted his report of the business, earnings and expenditures for the year ending December 31, 1872, which was read by the President. It is as follows:—

The gross earnings for the year ending December 31, 1872, may be stated in round numbers at		$18,694,096
Working expenses for the same period	$13,629,956	
Interest on funded & floating debt	1,814,043	
Rental of leased lines	1,223,712	
Total expenses		16,667,711
Net results for the year		$2,026,385
Less dividend paid on preferred stock to July 1, 1872		298,792
Leaving a surplus of		$1,727,593

The following resolutions were offered and adopted:

Resolved, That upon the statement of the earnings and expenses of the Erie Railway, as submitted by the President, a dividend of three and a half per cent upon the preferred stock of the company be and hereby is declared out of the earnings of the company for the six months ending December 31, 1872.

Resolved, That upon the statement of the earnings and surplus of the Erie Railway for the twelve months ending December 31, 1872, as submitted by the President, a dividend of one and three-quarters per cent. upon the common stock of the company be and is hereby declared.

Resolved, That the dividends of the preferred stock and common stock of the Erie Railway now declared be payable upon the 15th of March, and the books of transfer be closed on the 1st day of March, at two P. M., and remain closed until the morning of the 16th day of March.

The report set forth that over $4,000,000 had been expended during the year for new work and for iron purchased, included in the above statement of working expenses. No allowance was made for the property placed to the credit of the company by the recent action of Jay Gould.

The negotiation of the New 7 per cent. Convertible (Gold) Loan for $10,000,000 was successfully concluded in London on the 11th inst., the applications for the Loan being, it is stated, largely in excess of the sum offered.

The Youghiogheny Bridge.

The height of the proposed bridge across the Youghiogheny river at McKeesport, Penn., has been fixed by legislative enactment at fifty feet above low water. The Pittsburg *Chronicle,* in noticing the above fact, says:

Now that the difficulties have been removed it is to be hoped that the enterprise will be pushed forward to completion as rapidly as possible. No doubts were ever entertained that a bridge was not necessary, or that it would not aid materially in building up and developing the sections of country within reach of the improvement. The only objection, was that the the friends of the measure seemed determined to further there own interests by obstructing or destroying the interests of others.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR DAMAGES FROM FIRE—LAW OF NEGLIGENCE.

The recent case of Jackson *vs.* The Chicago and North Western Railway Co., (31 Iowa, 176,) was an action to recover damages resulting from fire, upon plaintiff's land, caused by the alleged negligence of defendant's servants, and the careless and improper construction of an engine used upon defendant's road.

The following is the opinion of the court delivered by—

BECK, J.—The errors assigned in this case relate to instructions to the jury, given and refused, and the order of the court overruling a motion for a new trial, based upon the ground that the verdict is contrary to the law as given to the jury, and not supported by the evidence.

The question presented for our determination relate to the liability of defendant for the negligent and careless acts of its servants and the unskillful construction of an engine used by it, whereby fire was communicated to plaintiff's premises. The petition expressly charges that the damages, for which recovery is sought, resulted from carelessness in operating an engine upon defendant's road and from its unskillful and defective construction.

That a railroad corporation is liable on account of acts done in a negligent, careless or unskillful manner by its servants, in the prosecution of its business, whereby fire is communicated to the property of another, resulting in loss, cannot be doubted. And it is equally well settled that they are liable in such cases for the want of ordinary care and prudence exercised by their servants. The care exercised by a party whose act results in loss to another in order to relieve him from liability depends upon the character of the act done, the nature of the elements or instruments used, and all the surrounding circumstances. It is evident that one using a dangerous body or instrument, will be held to greater care and prudence than another using those of a less destructive character. What would be negligence in handling a loaded gun would not be carelessness in the use of a walking stick. Gunpowder or nitro-glycerine handled with no more care than an ordinarily prudent and cautious man exercises over harmless agents would be criminal negligence. Fire being a destructive element, persons using it are required to exercise all reasonably careful and prudent precautions against its spread. This rule applies in all cases where it may be used, without regard to the purpose of its use, and is held to extend to those operating railroad locomotives.

What will amount to negligence in such cases is a question for the jury. Fields *vs.* N. Y. C. R. R. Co., 32 N. Y., 339.

The care and prudence required by the law to prevent the spread of fire from a locomotive is not deemed to be exercised unless some proper precautions are used for that purpose. Lack. and Blooms. R. R. Co. *vs.* Doak *et al.*, 52 Penn. St., 379. Ordinary care and prudence require the use of the best contrivances known, and unless such are used, it will be considered negligence. One who fails to use the best means within his reach to prevent the destruction of property does not exercise the care of a man of common prudence. An ordinarily prudent man, in such a case, will resort to all expedients known to him to be efficient. The rule is not only just and necessary in its application to railroad corporations, for the preservation of property, but will stimulate discoveries of contrivances and the making of experiments, with a view to ascertain means that will most nearly remove all liability to fires communicated by railway locomotives. It thus tends to one direct benefit of railroad corporations, as well as of those whose property is exposed to destruction by their locomotives.

The instruction given by the court accords with the views above expressed; those refused are in conflict therewith.

Defendant insists that the verdict is not supported by the evidence. As we have seen, the question of negligence is one for the jury. There was evidence tending to establish negligence. It was shown that sparks and coals of unusual size were thrown out of the smoke-stack of the locomotive. They were of twice or thrice the size of those usually observed, and the jury were authorized to conclude, from the evidence, that if the engine had been in proper repair or proper contrivances were attached to it, such coals of fire could not have been emitted. There is no dispute that the fire originated from the coals so thrown out by the engine. The evidence introduced by plaintiff, in our opinion, fairly make out a *prima facie* case of negligence on account of defect in the engine, carelessness of those operating it, or want of proper attachments to prevent the spread of fire. The evidence for defendant fails to show that the engine was provided with such attachments or that proper care was used in running it.

The judgment of the district court is affirmed.

Charcoal Iron in Maryland.

Beyond those directly connected with the manufacture or use of car wheel iron, it is probably not generally known that the State of Maryland, and particularly Baltimore and vicinity, produces some of the very best charcoal pig iron in the country, and in such quantities that Baltimore may be considered the principal market for charcoal pig. Orders are received from all parts of the country, as far West as St. Louis. This may appear very much like carrying coals to Newcastle, but it only illustrates the fact that the varieties anduses of iron are as great as those of almost any other commodity, and that the very best iron for one purpose may be quite useless for another. There are eleven charcoal furnaces in the State that produced during the past year about 24,500 tons pig iron, viz:

	Tons.
Stickney Iron Company	3,100
Chesapeake	2,600
Cedar Point	2,500
Maryland (two furnaces)	5,000
Laurel	2,000
Locust Grove	1,000
Muirkirk	2,000
Hartford	1,800
Catoctin (two furnaces)	5,000

It will be seen the Stickney Iron Co.'s furnace manufacture the largest amount. The oldest now in operation is the Catoctin furnace, originally built in 1774, but rebuilt at its present site 1787. Messrs. Reed, Stickney & Co. show pigs bearing date of manufacture as old as 1751, but the first production of iron in Maryland dates considerably back of this. Iron was exported from this State to England in 1717, but at that time nothing more than pig was allowed to be made. Afterward (about 1737), the colonists were graciously permitted to make bar iron, the act providing, however, that they should build no "rolling mills, slitting mills, or forges for making plates, as that would interfere with the manufactures of Great Britain." Among the novel reasons for this restriction, was one advanced by the tanners of Sheffield, who petitioned the British Parliament not to remove the duty, as by reducing the amount of British manufacture, a panic would be produced in the bark trade, charcoal being the only fuel used for smelting in that day. In 1756 there were eight furnaces and nine forges in the State.

Along the lines of the P. W. and B., and the Washington Branch of the B. and O., Railroads for a distance of about 50 miles, there is a bed of ore six to eight miles wide, and in places 50 feet deep. This is a carbonate of iron running from 32 to 40 per cent. from the furnace, and existing in flattened nodules, which are peculiar to Maryland, imbedded in clay, in weight from a few pounds to 100 pounds or more. From its color it is known here as home and chocolate ore. This bed underlies the city of Baltimore, mining now being carried on to a limited extent within the city. One of the largest deposits is found near Fort McHenry. While there is no reason to anticipate a falling off in quantity, the ore is probably not sufficiently abundant to justify more active work. There has been no increase in the amount manufactured during the past 15 years.

In addition to the above, the Ashland Furnace Company manufactured during the past year about 17,000 tons anthracite pig iron.

The Abbott Iron Company has made during the past year about 5,000 tons plate iron. They have recently added a train of three high rolls to the plate mills, which they claim to be the largest chill rolls in use in this country. They were manufactured by Messrs. Garretson & Co. Pittsburg. They are able to roll plates 100 inches wide and girders 40 feet long. Their rail mills have a capacity of 40,000 tons per year, and they anticipate a lively business in this department the coming season. Besides the above there is one other small plate mill owned by Coates & Bro., and a bar iron mill run by Trego, Thompson & Co.—*Iron Age.*

Cincinnati and Indianapolis Junction R. R.

Hon. W. D. Griswold, receiver and commissioner to sell the C. & I. J. R. R., in the suit of Joseph Butler et al. vs. the Junction Railroad Company, has made a report to the court of his proceedings. From an abstract which appears in the Indianapolis *Journal* we gain the following facts:

Mr. Griswold took the road on Nov. 20, 1871, and conducted its affairs until December 2, 1872. He found it without moneys, supplies, or means. It had never been self sustaining, and during no month of his administration did the earnings equal the needs of expenditure. Thus there has accrued a large balance of debt which must be satisfied from the proceeds of the sale.

Of this debt, $21,249 75 arises from the payment of the labor roll of the old company running back two or three months. A part of it is due to the occurrence of several costly accidents which happened immediately after Mr. Grisworld's appointment, $20,000 being required to replace a bridge which was burned near Liberty in December, 1871. Other accidents also occurred from broken rails and other causes.

Since the filing of his report of sale, the receiver has been paid by the C. H. & D. Railroad the full amount of the purchase money. That company owning first mortgage bonds and coupons past due, of the Junction Railroad, to the amount of $1,315,030 the receiver took from that company their receipt on account of the purchase of the road for the proportion of the proceeds of the sale distributable to them as owners of these bonds and coupons. He has also paid out for his own debts and to the employes of the road the sum of $75,000. There still remain first mortgage

bonds and unpaid coupons to the amount of about $78,660, which will be entitled to a like proportional distribution of the proceeds of the sale. The proceeds of sales are held subject to order of court.

Claims are submitted to the court as follows: Receiver's salary, $10,000; Trustees under two mortgages, $2,000 each, $8,000; attorneys for the Trustees of several mortgages, $10,000 each, $20,000.

Mr. Griswold's general account current shows total receipts of $1,356,823 49, of which amount $1,000,000 came from the sale of the road; total credits for amounts paid for same time, $1,306,823 49, of which amount $925,000, is due from D. McLaren for balance of purchase money.

The following gives details of earnings and expenses.

DETAILS OF EARNINGS.

Freight earnings	$166,456 81
Passenger earnings	120,850 60
Express earnings	4,996 07
Mail earnings	5,088 04
	$297,320 52

OPERATING ACCOUNT—EXPENDITURES.

Operating expense	$319,688 16
Taxes	5,715 49
Interest	5,062 22
Legal expenses	60 00
	$330,525 87

RECEIPTS.

Gross earnings	$297,320 52	
Sale of scrap	9,633 88	
Mileage of cars	4,638 13	
Rent	965 66	
		312,558 18
Loss on operating		$17,967 69

Detroit, Lansing and Lake Michigan R. R.

The Grand Rapids *Eagle* thus refers to the prospects for the early completion of this road and its branches; also to its present and prospective business:

Undoubtedly the Detroit, Lansing and Lake Michigan Railroad will be finished west from Howard City to a junction with the Muskegon and Big Rapids Road, at Fremont Center, in Newaygo county the coming summer. It will pass the village of Newaygo, almost through it, on the high table lands across the river from the main portion of the village. The road will be nearer the business center there, if built on the probable line, than the D. and M. is to the business centre of this city. Whether it will be completed any further than Fremont Center or not, is a question that no one, except perhaps Messrs. Joy and Smith, has attempted to answer.

The Stanton Branch from Ionia, north will be completed to the former village, and the cars will run over the whole line in a very few days. Recently some hint has been given, though its correctness cannot be vouched for, of the route and final terminus of the road. It is said it will be built this summer to a junction with the Flint and Pere Marquette Railroad at a point about ten miles east of Evart. It is further rumored that the road will push on to the Straits of Mackinac which it will reach by January 1, 1875. Perhaps it will join the Jackson, Lansing and Saginaw road, when it gets far enough north, as both roads are practically under the same management, financially.

The road is said to be paying well already. One item of freight is 40,000 feet of saw logs, shipped to Ionia every day over it. There the logs are cut into lumber, seasoned and shipped out again over the main line or the D. and M. in about ten days from the time the trees are cut down, so it is said. Railroading and lumbering are "business" in Michigan. To a certain extent the same story might be told of some of the roads entering this city; and doubtless such traffic will increase,

The National Railway Controversy.

The opinion of Vice-Chancellor Dodd, in the case of the Pennsylvania Railroad Company against the Stanhope, was given at Trenton on the 5th inst. The decision is altogether in favor of the Pennsylvania Railroad Company. The Vice-Chancellor decided that, independently of the charge of fraud in procuring the passage of the Stanhope bill, the exclusive right conferred by the Camden and Amboy charter of 1830 still holds good as against any other road intended to injuriously compete with that company. The only remedy is the passage of an act granting a plain franchise for the construction of another road. The accommodation of the public, the Chancellor said, could have no place in court. That was a matter that rested solely with the Legislature. If that body will not charter a new road legally, it is their fault, and the fault of the people who elected them. The Pennsylvania company must be considered a party. The complainants have a clear title; the defendants none. The National Railway Company have no right to construct a road between New York and Philadelphia, and must be enjoined from any further proceedings in that direction. The injunction was made perpetual. The authority asserted by the defendants was derived from combining a number of separately granted charters, viz., for the National Railway Company, the Pepack and Plainfield Railroad, Millstone and Trenton Railroad, Elizabeth and New Providence Railroad, the New Jersey Trust Company, Narrow Gauge Railroad and the Stanhope Railroad.

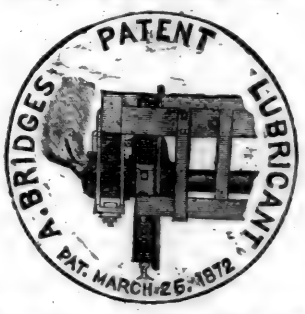
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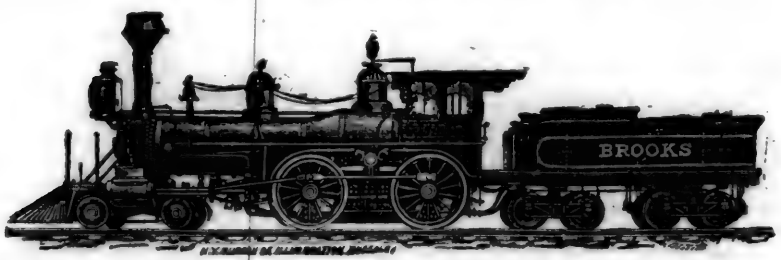
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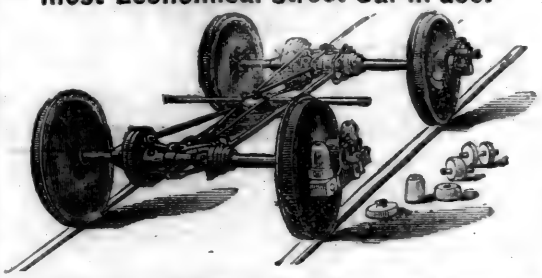
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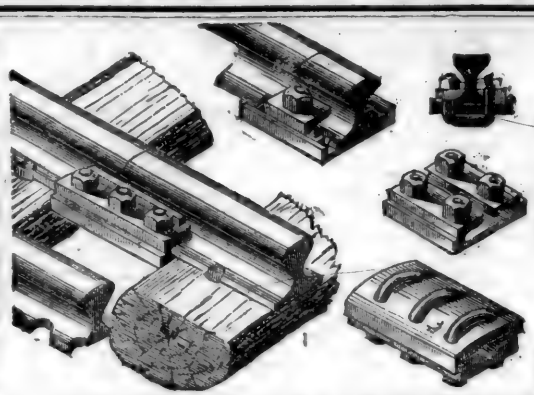
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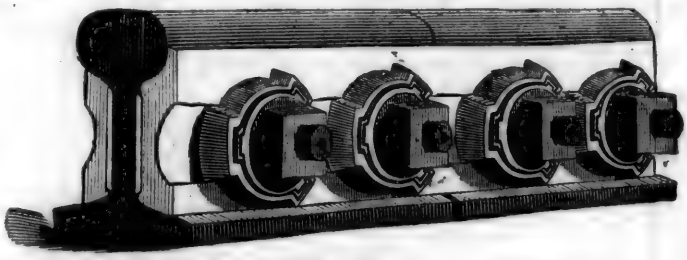
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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

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SECOND QUARTO SERIES, VOL. XXIX., No. 8.] SATURDAY, FEBRUARY 22, 1873. [WHOLE No. 1,922, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, February 22, 1873.

Alabama and Chattanooga Railroad.

The Alabama newspapers are full of debate on the recent sale by the State government of the Alabama and Chattanooga Railroad. Governor Lewis has submitted to the legislature the provisional contract for the sale, which is executed to the New Orleans and Northwestern Railroad Company. The Montgomery *Mail* says:—

The company, represented by Mr. Ingraham and a set of highly respectable men, as we are informed on good authority, at New Orleans, are either actually constructing or preparing to construct a railroad from New Orleans to Meridian, Miss., and they desire to obtain possession of the Alabama and Chattanooga road with its terminus at Chattanooga, and there connecting with the Great Eastern and Western lines to Louisville, Cincinnati, and St. Louis in one direction, and Knoxville, Baltimore, Philadelphia and New York in the other. They wish to purchase the lands with a view to the development of its mineral treasures, and to use the road as a means of conveying the product of their furnaces and manufactories and quarries to market. The scheme is one full of promise to the purchasing company should their plans be consummated; and provided the company is a perfectly reliable one, with strong English backing, as is generally believed, it is perhaps as beneficial an arrangements as can be made by the State. The sooner the A. and C. Railroad is disposed of by the State, and put in the hands of a company which will properly stock and run it regularly for the convenience of the public, the better. The New Orleans Company pay no back interest, but they assume all interest for the future. This is about the best, we imagine, that can be done.

TO INVESTORS.

To those who wish to REINVEST COUPONS or DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency, yielding an income more than one third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the postoffice address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

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Indianapolis, Cincinnati and Lafayette Railroad.

A Cincinnati paper says: "The Indianapolis, Cincinnati and Lafayette Railroad Co. is regarded now as practically free from financial embarrassment. During the two years that Mr. Ingalls has held the receivership, the entire indebtedness of the (road excepting the regular bonded debt), amounting to over $2,000,000, has been paid, in addition to all current expenses, improvements, &c. The road has also in good running order 40 per cent. more cars and 30 per cent. more locomotives than ever before. The management will now take the necessary steps to relieve the road from bankruptcy, and turn it over to the stockholders, which it is confidently expected will be accomplished by the first of May. The stockholders will then regularly elect a new board of directors, who will choose executive officers. To keep from pecuniary embarrassment hereafter the road must only save enough to pay the interest on its bonded indebtedness outside of the current expenses. That it can easily do better than this, under proper management, is demonstrated by the last two years' experience. In the new management Mr. Ingalls will probably be chosen president."

Portland, Bath and Seashore Railroad.

A meeting of the corporators of the Portland, Bath and Seashore Railroad Company was held at Bath, Me., on the 12th inst. The special object of the meeting was to accept the charter, and effect the organization of the company. Out of the 49 corporators named in the charter 47 were present.

The meeting was organized by the choice of Hon. Charles Levi Woodbury of Boston as President, and A. G. Page, Esq., of Bath as Clerk. On motion of Arthur Sewall of Bath, it was voted unanimously to accept the charter. Hon. J. H. Hubbard moved the adoption of the following by-laws:

First. At the meeting of the corporators a board of nine directors shall be elected by ballot, who shall be the executive committee of the company, and elect one of their own number president, and have power to open subscription books for the stock of the company whenever a majority vote determines it to be for the interest of the company so to do. Previous to opening such subscription books the directors shall give notice of the time and place, when and where, said books shall be opened, by an advertisement at least seven days prior to the time fixed in one of the newspapers in Bath and Rockland. The powers generally vested in a board of directors are to be exercised by these directors, so far as the corporation may legally act.

Second. The Board of Directors prescribed by the previous section shall elect a Treasurer and Clerk. The Clerk shall be sworn to the faithful discharge of his duties and have his office in the city of Bath.

Third. The meeting of corporators shall be called together again at Bath by the President and Clerk at such time or times as the majority of the Board of Directors shall deem advisable.

These by-laws were adopted by a vote of 26 to to 21. The following board of directors was then unanimously elected, viz: Charles Levi Woodbury of Boston, D. Lovering, Jr., of Boston, E. L. Giddings of Boston, T. H. Hubbard of Biddeford, Arthur Sewall of Bath, Charles W. Larrabee of

Bath, Franklin Reed of Bath, Joseph Farwell of Rockland, A. R. Reed of Waldoboro'. Subsequently the following were elected: Charles Levi Woodbury, President; Chas. E. Fuller of Boston, Treasurer; A. G. Page of Bath, Clerk.

The meeting then dissolved, subject to the call of the President and Clerk.

Vermont and Massachusetts Railroad.

The earnings of this road for the years ending September 30, 1871 and 1872, were as follows;

	1871.	1872.
From passengers	$195,917 25	$190,503 93
From freight	254,614 65	249,234 70
From rent of Rutland Railroad Company	35,000 00	42,000 00
From rent of Cheshire Railroad Company, for joint use of road from Fitchburg to Ashburnham, and of engine house, water, station building, and services performed at Fitchburg and other stations	51,000 00	51,500 00
From U. S. Mails	9,112 60	9,328 86
From expresses	7,487 50	6,825 00
From rents	4,845 46	4,705 03
From tolls	3,966 35	2,750 00
From miscellaneous	294 27	349 06
	$562,238 08	$557,196 58
Expenses viz:		
Repairs of road	$69,798 47	$80,435 77
" buildings	13,228 59	5,785 62
" locomotives	16,564 86	17,011 38
" cars	15,423 01	30,564 36
" bridges	10,592 71	8,671 78
" fences, etc	2,005 49	3,066 14
" tools, etc	2,534 10	3,412 23
Passenger department	31,580 76	33,186 42
Freight department	42,310 06	41,535 33
Switch, watchmen, etc	8,522 25	9,221 20
Fuel	39,280 62	44,863 01
Oil and Waste	4,055 04	4,552 43
Renewals of iron	31,114 00	24,286 86
Rent to Connecticut River R. R. Co.	3,938 50	2,475 00
Loss and damage	47,040 38	13,077 41
Taxes and insurance	7,690 73	7,016 73
Salaries	9,066 68	9,050 00
State tax	18,368 22	16,970 61
Rent of Troy and Greenfield Railroad	11,250 00	15,000 00
All other expenses	14,962 92	17,491 65
	$399,272 39	$387,673 93
Net earnings		$169,522 65
Balance of interest account		55,644 27
Net income		$113,878 38

The indebtedness of the company, as will appear by reference to the annexed statement, on the 30th of September, 1872, was $973,843; and the assets, (not including fuel, oil, waste, and stock materals on hand) $252,598 29—showing a balance of indebtedness of $721,244 71. The balance of indebtedness on the 30th of September, 1871, was $770,987 48—a reduction during the year of $49,742 77. The report says:

We have provided liberal accommodations for the public, but our business, as heretofore, has not been sufficient to pay a fair compensation for the capital invested. Our local business, however, is steadily increasing. Out of our income, the past year, we have kept our road safe and in good order, and our equipment sufficient for all the requirements of our business, and have paid to our stockholders during the year, two semi-annual dividends of two dollars each.

It will be seen that our rents furnished nearly enough to pay these dividends, and that substantially all we have received from the public, for freight and passenger business, has been expended for taxes, interest, and on the road and equipment, and in the operations thereof. With the same trains we could do a much larger business with little additional expense; but the convenience of the public will not warrant us in diminishing our trains.

We have commenced and nearly completed a new depot at Athol, which is designed to be of ample accommodations for the increased traffic of that station. It will also be used for a time by the Athol and Enfield Railroad, which has made its connection with our road at this place. We have made valuable improvements at this station in our supply of water.

The Ware River Railroad joins with our road at Baldwinsville Station, but this does not require much additional outlay for buildings for the accommodation of both companies at this place.

Some purchases of real estate at Lake Pleasant, adjoining our location, have been made. This place has been selected by the public for a summer resort for large parties, and our traffic in the warm season has been increased thereby. It was thought best that it should be under the control of the company, and we have secured thereby a large quantity of wood and timber easily accessible, and which will be of great value to the road.

Expenditures for station buildings at Gardner, where the Boston, Barre and Gardner Railroad joins us, will soon be needed. There should also be station buildings at Greenfield, but these will probably be built jointly with the Commonwealth, accommodating the Troy and Greenfield as well as our road.

Surveys for a double track from Fitchburg to Ashburnham have been completed, and it may be considered best to prepare and lay down the second track the coming season.

The certainty that the Hoosac Tunnel will be completed early the coming year, admonishes us that steps are soon to be taken all along the Hoosac Tunnel line of Railroad to prepare for the great changes this event will make. At that time, the lease from the Commonwealth, under which the Fitchburg R. R. Co. and our company operate the Troy and Greenfield Road, from Greenfield to the Tunnel, will expire, and the management and equipment thereof, as well as of the Tunnel, and some miles of railroad west thereof, will rest with the Commonwealth.

We have always hoped and supposed, the line of railroad, so long and so well known as the Hoosac Tunnel line, including the interest of the Commonwealth in the Tunnel, and in the Troy and Greenfield Railroad, would be consolidated into one corporation, in season to make preparation for the increased business which will follow the opening of the through line.

We regret that the Legislature of last year, before which the subject was started, did not see any necessity of action in this matter, but, on a report of a committee, referred the same to the next General Court. That the subject might then receive early attention, we have published notice of an intended petition to the Legislature of 1873, for consolidation of the whole or parts of the line. We deem early and definite action on the part of the Commonwealth of great importance, and renew our expressions of confidence, that the Commonwealth, which has always been a fearless friend of the Tunnel enterprise, will to the end take the wisest steps in relation thereto.

There are many improvements in the line, and much preparation for increasing business, which could be accomplishe usefully and satisfactorily by consolidation, and some of which could not be accomplished at all by the separate companies. For our local business, our road is generally sufficient and convenient, and changes of an expansive character thereon, if made at all, should be made by the whole line, with a view to be most generally beneficial.

Our present business would not warrant a great outlay on our route, as such outlay would impose upon us the burden of a largely increased debt, without a corresponding increase of income to ourselves, or convenient to the public.

The bridges on the line are under careful supervision and have been kept in complete order. The bridge across the Deerfield River and that across the Connecticut, in the branch, are new. Our road bed, sleepers, iron and equipment will compare favorably with those of other railroads. Within four years we have laid down over four thousand tons of new rails, with the most approved joints. This exceeds forty miles of track, or more than half of the whole road. The masonry is generally superior to that of most other lines, and, between Fitchburg and Ashburnham, is already completed for a double track. Very little additional outlay will be required on our present track to make it amply sufficient, so far as a single track is concerned, for the increased business we shall be likely to receive. The main outlay that will be required hereafter will be for additional equipment, a second track, and for contemplated changes of location, convenient to shorten distances and lessen the number of bridges, but of no immediate necessity.

If no consolidation takes place by the authority of this general court, it will remain for our company to carry out such arrangements, and make such expenditures, as the increased business of our road shall require. We have already, as announced in our last report, procured legislation authorizing the issuing of $1,500,000 in bonds and stock, that we may be prepared with the means of meeting all the demands of any reasonable increase of business. We have had the matter of these expenditures and improvements often under advisement. Our road is believed to be in good condition for a great increase of business, but before the completion of the Tunnel, double tracks may be laid in different parts of the road, and our equipment enlarged, furnishing further facilities.

Some new pieces of road have been authorized by law, such as the extension to Grout's Corner of our present Turner's Falls branch, so that our main line may pass through Turner's Falls, and changes in Ashburnham and Gardner; but we cannot now determine how soon such changes will be required, and how far the expenditures of money required therefor, would be warranted, before the actual completion of the Tunnel. The rapid increase of Turner's Falls will make an early change of our route in that quarter, of great public convenience.

We have made frequent and careful surveys of these improvements, and have had under consideration convenient and beneficial changes of this kind, but the estimates have seemed to require so large an outlay, that we have not yet felt authorized to adopt or enter upon them. They are in a condition to be taken up at any time, and the information we have procured concerning them, will leave the matter to be more easily settled, when the changes are required and warranted.

If it shall be the policy of the Commonwealth, that each company shall prepare its own line for the expected increase of business, we have arranged for ample means of performing our part of such preparation, in ample season, as we believe, and of entering upon other convenient, but not absolutely necessary, improvements at an early day.

But it will be seen at once that before any steps are taken by our company for large expenditures, on our part alone, we should know the policy of the Commonwealth as to the Tunnel, and the improvement and equipment of their part of the line, from Greenfield to the State boundary of Vermont. We have every hope that these matters will be settled early in the present session of the Legislature, leaving in any event, ample time for all improvements of road and equipment, on the part of our company, which necessity or convenience can require.

Our stockholders, who examine into the condition of our affairs, will find that they have a valuable property in good condition and carefully cared for, and of great value and importance to the public, in the changes which are about occur-

ring in the routes of railroad traffic in this Commonwealth. We see no reasons why they will not soon receive a fair return on their investment.

The earnings of the Vermont and Massachusetts Railroad were $481,217 58; of the Troy and Greenfield Railroad, $50,561 94; and of the Turner's Falls Branch, $25,387 06—total, as above, $557,196 58.

TREASURER'S TRIAL BALANCE.

Construction of main road	$3,004,920 03
" Greenfield branch	248,570 08
Equipment, engines and cars	231,233 61
	$3,514,723 75
Materials	63,104 33
Balance due from agents, connecting roads for carrying mails, &c.	14,427 53
Loans on interest	70,976 72
Cash and cash funds	24,453 49
Sinking fund	49,000 00
Sundry accounts	18,606 06
Buildings and furniture at Hoosac Tunnel	14,866 35
Real estate in Fitchburg	48,512 81
Turner's Falls Branch	145,300 63
Real estate in Brattleboro'	3,802 95
Real estate in Westminster	350 00
Real estate in Athol	800 00
Real estate in Deerfield	457 65
Shelburne Falls passenger station	1 009 00
Engine House at Hoosac Tunnel	1,947 69
Lake Pleasant	14,219 67
	$3,986,649 63
Capital stock (28,600 shares)	$2,860,000 00
Mortgage bonds due July 1, 1883.	550,000 00
Convertible bonds " July 1, 1879.	200,000 00
Convertible bonds " July 1, 1885.	150,000 00
Bond certificates July 1, 1865.	135 00
Notes payable	68,794 00
Balance of road income to September 30, 1872	152,806 63
Dividends unpaid	4,944 00
	$3,986,549 63

President.—DANIEL S. RICHARDSON.

Directors.—Daniel S. Richardson, William H. Hill, James A. Dupee, George F. Fay, Francis Goodhue, Wendell T. Davis, Thorton K. Ware.

Treasurer.—FRANKLIN N. POOR.

Superintendent.—OTIS T. RUGGLES.

Boston and Albany Railroad.

The fifth annual meeting of the stockholders of this company was held in Boston on the 12th inst.

The meeting was called to order by Chester W. Chapin, Esq., of Springfield, President of the corporation. The call for the meeting was read by the Clerk and Secretary of the company, J. A. Rumrill of Springfield, who also read the records of the last annual meeting, which were accepted.

The President presented the last annual report, which has been published, and which, on motion of Mr. Samuel H. Russell of Boston, was accepted.

Mr. Seth Bemis of Watertown offered a resolution, in support of which he said that at a meeting of the Board of Trade some gentlemen formerly connected with this road said that the managers of this road were hardly filling the expectations of the public. But he defended the officers from the imputation, inasmuch as the facilities for the transaction of business had been increased and the rates of transportation had been reduced.

He thought that someaction should be taken to bring before the Legislature the subject of filling up the flats of the corporation at South Boston, in order to obtain additional legislation, and requested Mr. Chapin to state his views.

The President said that it was a distasteful matter to be obliged to go into the market and borrow money, and the bonds they were authorized to issue were a heavy load to carry. They had not been able to improve their property because neither the State nor the Boston, Hartford and Erie Railroad had improved their portion of the flats. It had been urged as an excuse that this company was doing all the business they could, but it was constantly increasing, and he thought the State ought to allow them to issue such stock instead of bonds.

They did not feel particularly proud of the depot accommodations in Boston, and hoped that they would soon be able to improve them.

The resolution of Mr. Bemis, which was adopted, is as follows:

Resolved, That a vote of thanks be given to the President and Directors of this corporation for the successful manner in which they have managed the business of the road for the five years of its consolidation from Boston to Albany, not only in our interests as stockholders, but also for the public good, showing by the report an increase of the through business of nearly two hundred per cent., and at a reduction of thirty-four per cent., whereby we are promoting the welfare of Boston and the whole Commonwealth, and fulfilling the most sanguine expectations resulting from the amalgamation of the two roads.

Mr. John M. Hunt of Arlington said there was great commotion in the State growing out of the efforts for the consolidation of the Fitchburg and Lowell Railroads, and he thought some action should be taken to prevent the creation of a great rival company. He offered a series of resolutions to that effect, and in favor of the consolidation into one line of Boston the and Albany Railroad and the Fitchburg and Hoosac lines to be called the Boston and Pacific Railrond, which, on motion of Mr. William Mixter of Boston, were laid upon the table.

Mr. Moses Kimball said that he thought the disposal of the resolutions offered by Mr. Hunt was very proper, although his motives were doubtless sincere. The directors of this road had all they could do to manage its business without interfering with the schemes of other corporations before the legislature. Never in his connection with this road and his experience in the legislature had he known of an instance where the directors had ever suggested that the president should take measures to oppose any of the so-called rival lines, the Boston, Hartford and Erie and the tunnel lines. He defended the company from the charges of attempting to control the grain trade by doubling the rates of storage after it had remained in their elevators for a certain time. The fact was that parties kept their grain in the company's elevators until they could create a rise. Shippers come and say we are stealing their grain when we refuse to deliver more grain than the way bill called for. Instead of putting only ten tons in a car, shippers load cars with sixteen tons, and all over the amount called for in the bill is retained by the company until the owner can prove his property.

An election was then held for a board of directors for the ensuing year, which resulted in the choice of the following gentlemen: Chester W. Chapin of Springfield; D. Waldo Lincoln of Worcester; Ignatius Sargent of Brookline; James M. Beebe of Boston; George O. Crocker of New Bedford; Ginery Twitchell of Brookline; Henry Colt of Pittsfield; Edward B. Gillette of Westfield.

Illinois and St. Louis Bridge.

The steel bridge at St. Louis, Mo., it is anticipated, will be completed by July 1st. The piers and abutments have already been built, and contain 110,000 cubic yards of stone, weighing 287,600 tons. The eastern abutment, which may be considered as a type of all the piers, has its foundations 100 feet below the natural bottom of the river, and rises to a height of 212 feet. The stone used is magnesian limestone and sandstone, and the piers from two feet below low water mark are faced with red and gray granite; of the latter 10,000 cubic yards were brought from Maine by way of the Gulf of Mexico and the Mississippi, at a cost of $40 per ton. The remainder of the granite used was taken from the fine quarries of red granite, discovered near Iron Mountain. The engineers are at present engaged in placing on the piers large hydraulic jacks, to be used in raising strongly-built wooden towers, on which the chains that support the arch cords are to rest while being put together. These chains are composed of links of one-eighth inch iron, six inches wide and thirty five feet long. Five strands of these links will be formed into each chain, which will be made of sufficient length to extend over the tower and hang down about one hundred feet on each side. The arch cords will be composed of staved tubes twelve feet in length, hooped like barrels and made of steel. The entire number of tubes will be 1,012, of which 900 are completed, and the remainder are being turned out at the rate of 200 a month. The tubes are made perfectly straight, and the arching is accomplished by slightly bowing the side ends. They are to be fitted together perfectly, the joints being secured by cast steel hammered clamps, with slats cut in the inside to correspond with a series of turned collars on the tubes. The St. Louis approach, composed of trestle and iron works will be completed in about three months.

The Peninsular Railway.

We learn from the Dowagiac *Republican* that an arrangement has been made between the Peninsular Railway Company and the Pennsylvania Company, under which the latter have agreed to advance to the former $375,000 upon receiving their bonds to the amount of $75,000. By this contract the passengers from the Peninsular Railroad will be taken into Chicago on the Fort Wayne road, saving the cost of constructing another line. It is thought that the traffic of the road will be increased $50,000 per month when it is completed to Valparaiso, and passenger cars can run without change between Chicago and Lansing.

☞ The Governor of Texas says that since his last regular message, two years ago, 567 additional miles of railroads have been completed and put in running order, measuring, together with 511 miles previously completed, a total of 1,078 miles within the State. Great progress in the construction of railroads is now making, and there is good prospect that within the present year 500 miles more will be finished.

☞ The last session of the Texas Legislature granted a charter to certain citizens of Tyler to construct a railroad to be known as the Tyler Tap road, to connect with any road within a radius of forty miles. This empowers it to establish a connection with either the Houston and Great Northern on the south at Palestine, or with the Texas and Pacific, at or near Longview.

Vermont and Massachusetts Railroad.

The annual meeting of the stockholders of the Vermont and Massachusetts Railroad Company was held at Fitchburg on the 12th inst., Daniel S. Richardson, Esq., President, in the chair. The annual report was presented, and printed copies offered for distribution. An election was then held for a board of directors for the ensuing year, and the old board, namely, Daniel S. Richardson, William H. Hill, James A. Dupee, George F. Fay, Francis Goodhue, Wendell T. Davis and Thornton K. Ware, were unanimously re-elected.

Mr. T. K. Ware presented a document from the Vermont Legislature, which confirmed every act passed by the State of Massachusetts in favor of the Vermont and Massachusetts Railroad. The document was received by the Secretary and placed on file.

Mr. Snow, of Fitchburg, offered a set of resolutions, with a brief explanation of the reasons he had for them. He said many years had passed since this road, in connection with the Troy and Boston road, contemplated in the future a through Western route. The faith of these corporations and that of the State was pledged to carry out this work. They have gone on, until now the prize seems almost at hand. It seems to me that we must go forward or prove false to our pledges of faith. The Vermont and Massachusetts Road should give out a full assurance that they intend to keep these pledges. Resolutions should be adopted upholding our President and Directors in their labors looking to consolidation, and also taking notice of those railroads who are interfering unasked in the matters of our road. I think it ill becomes these roads to interfere with our plans now, after we have in long struggles, bearing the burden and heat of the day alone, come to be able to stand on our own footing.

Mr. Snow's resolutions are as follows:

Whereas, For many years the faith of the Fitchburg, the Vermont and Massachusetts, and the Troy and Boston Railroads, together with the faith of the Commonwealth, have been pledged to each other for the construction and establishment of a consolidated route to the West, through the Hoosac Tunnel, and

Whereas, To that intent and purpose they have jointly and faithfully labored, and made large pecuniary sacrifices, it is now hereby

Resolved, That the Vermont and Massachusetts Railroad Company, having during so long a season of difficulty and uncertainty been true to its pledged faith, does not now, when the success of the undertaking has been made a certainty, propose in any particular to depart from it; but to carry out all its agreements faithfully and honorably, not to the letter only, but fully and in the spirit in which they were made.

Resolved, That we approve, and as far as we are able at this meeting, ratify and sanction the course thus far pursued by our President and Directors for a consolidated Western route. And that we authorize and sanction such further and similar measures as may tend to secure to us and to the roads that have been engaged with us, and to the Commonwealth, the return of so many years of labor and sacrifice.

Resolved, That we are willing to extend to all the roads connected with the proposed route its full advantages and benefits, and upon terms of full equality with ourselves.

Resolved, That this undertaking is not dependent for full and final success upon the unsolicited offers of assistance of any corporation by situation and position wholly unconnected with and alien to the proposed consolidated line; and that we rely on the same energy, perseverance, and liberality that have carried this great work to its present stage to insure its final completion.

Mr. G. W. Warren thought there should be a through Tunnel line, but believed the Vermont and Massachusetts road was likely to lose the control of the Tunnel, as there was such a clamoring for it. He offered the following resolution:

Resolved, That the doings of the Board of Director in presenting and prosecuting their petition to the Legislature for consolidating the Hoosac Tunnel Line be confirmed, and that they be further authorized to make such terms with the Commonwealth and other railroad corporations on such terms in behalf of the Vermont and Massachusetts Railroad as may seem to them to be just, fair and remunerative, subject to the ratification of the stockholders.

On motion of Mr. Crocker, the resolutions offered by Mr. Snow, with that presented by Mr. Warren as an amendment, were unanimously passed.

Texas and Pacific Railway.

The editor of the Texas *Iron Age* recently visited the shops now being erected by the California and Texas Railway Construction company for the use of the Texas and Pacific Railway. He says:

The company has some sixty acres of land in a contiguous body. The foundation for the Machine and Car Shops has been laid, the dimensions of which are 224x214 feet. The Machine Shop is to be two stories in height, and the Car Shop one story. The transfer table will be situated between the two buildings which are contiguous. On each side of the shops two round houses will be built to house the engines, one for the use of the Texas and Pacific and one for the Trans Continental. Blacksmith's shops will also adjoin each round house. The machine shop, car shop, and repair shop for locomotives will all be connected, so that it will be virtually but one building. Over a million and a half of brick have been used in constructing the foundations of the shops, it is estimated that from three to four million will be required to complete the buildings. All the brick used are manufactured here in Marshall by the Construction Company.

Location of Furnaces in Pennsylvania in 1871.

The following is the location of the Furnaces in Pennsylvania and the product in 1871, as reported under oath to the State Statistical Bureau at Harrisburg:

Furnaces:	Tons.
ALLEGHENY COUNTY.	
Shoenberger Furnace, Shoenberger, Blair and Co., Pittsburg	24,069
Eliza Furnaces, Laughlin and Co., Pittsburg	23,549
	47,618
ARMSTRONG.	
Brady's Bend Furnace, Brady's Bend Iron Co., Brady's Bend	10,905
Monticello Furnance M'Knight, Porter and Co., Monticello	7,631
Pine Creek Furnace, Brown and Morgan, West Valley Township	3,075
Mahoning Furnace, J. A. Colwell and Co., Mahoning	3,056
Stewardson Furc., F. B. and A. Laughlin	1,904
	26,573
BEDFORD.	
Kemble Furnace, Kemble Coal and Iron Co., Riddlesburg	15,879
Hopewell Furnace, Lawry, Eichelberger and Co., Hopewell	1,176
	17,055
BERKS.	
Henry Clay Furnace, Isaac Eckert, Reading	11,213
Keystone Furnace, Bushong and Co., Reading	10,692
Reading Furnace, Seyfert, McManus and Co., Reading	5,792
Temple Furnace, Clymer, McHose and Co., Reading	4,000
Monocacy Furnace, Wright, Cook and Co., Monocacy	5,274
	86,971
BLAIR.	
Juniata Furnace, Williamsburg Mfg. Co., Williamsburg	2,009
Sarah Furnace, E. Hamond, Greenfield township	2,000
Gap Furnace, Hollidaysburg and Gap Iron Co. (Johnson & Hempeace), McKee's Station	1,713
Springfield Furnace, John Boyer, Morrison's Cove	1,350
	7,073
CAMBRIA.	
Cambria Iron Works, Cambria Iron Co., Johnstown	21,202
Cambria Iron Works, Cambria Iron Co., Conemaugh	3,845
	25,047
CARBON.	
Carbon Iron Works, Carbon Iron Co., Parrysville	25,927
CHESTER.	
Phœnix Iron Co., Phœnix Iron Co., Phœnixville	
Isabella Furnace, Smith & Brother, Phœnixville	687
	18,077
CLARION.	
Red Bank Furnace, Reynolds, Madison Township	6,041
COLUMBIA.	
Iron Dale Furnace, Bloomsburg Iron Co., Bloomsburg	9,877
Bloomsburg Furnace, McKelvy & Neal, Bloomsburg	6,125
	16,002
CUMBERLAND.	
Carlisle Iron Works, C. W. & D. O. Ahl. Boiling Springs	1,250
Pine Grove Furnace, South Mountain Iron Co., Pine Grove	2,317
	3,567
DAUPHIN.	
Wister Furnace, J. and J. Wister, Harrisburg	6,756
Harrisburg Furnace, Price, Brother & Sharp, Harrisburg	5,794
Paxton Furnace, McCormick & Co.	4,700
Cameron Furnace, Cameron, Colder, Ely & Co., Middletown	6,508
Middletown Furnace, Meily, Bro. & Nutting, Middletown	2,064
	25,822
ERIE.	
Erie Furnace, Rawle, Noble & Co., Erie	8,292
FULTON.	
Mt. Alto Iron Works, Mt. Alto Iron Co., Mt. Alto	2,590
Franklin Fur'e, Hunter & Sprague, Saint Thomas	1,557
Carrick Furnace, Isaac McHose, Fannettsburg	765
	4,912
FAYETTE.	
Fairchance Furnace, Fairchance Iron Co. Fairchance	85

HUNTINGDON.

Huntingdon Furnace, G. & J. H. Shoenberger, Huntingdon	1,800

LANCASTER.

Chestnut Hill Furnace, Chestnut Hill Iron Co., Columbia	12,835
Kauffman Furnace, Kauffman Iron Co., Columbia	5,646
St. Charles Furnace, C. B. Grubb & Son, Columbia	4,693
Chickies Furnace, E. Haldeman & Co., Chickies	10,841
Henry Clay Furnace, Denny & Hess, Chickies	4,200
Marietta Furnace, Henry M. Watts & Son, Marietta	9,501
Donegal Furnace, Myers & Benson, Marietta	6,097
Musselman Furnace, H. Musselman & Son, Marietta	5,835
Conestoga Furnace, Thomas & Peacock, near Lancaster	5,523
Mount Hope Furnace, A. Bates, Grubb & Co., Mount Hope	114
	65,285

LAWRENCE.

Ætna Furnace, Ætna Iron Co., No. 1, New Castle	9,155
Ætna Furnace, Ætna Co., No. 2, New Castle	8,459
Shenango Furnace, Reis, Brown & Berger, New Castle	13,527
Wampum Furnace, Wampum Furnace Co., Wampum	7,365
Hope Furnace, James S. Brown & Co., Rose Point	1,300
	39,805

LEBANON.

Lebanon Furnace, G. & D. Coleman, North Lebanon Township	18,457
Cornwall Anthracite Furnace, heirs of R. W. & Wm. Coleman, deceased, Cornwall	8,993
Cornwell Furnace, Leirs of R. W. & Wm. Coleman, deceased, Cornwall,	762
Donagmore Furnace, heirs of R. W. & Wm. Coleman, deceased, Lebanon	3,976
Lebanon Valley Furnace, Mellys Brs. & Nutting, Lebanon	5,804
Sheridan Furnace, Wm. M. Kauffman, Sheridan,	4,294
	39,286

LEHIGH.

Thomas Iron Works, Thomas Iron Co., Hokendauqua Thomas Iron Works, Thomas Iron Co., Alburtis	58,927
Lehigh Crane Furnace, Lehigh Crane Iron Co., Catasauqua	53,134
Lehigh Valley Furnace, Lehigh Valley Iron Co., Coplay	22,889
Allentown Furnace, Allentown Rolling Mill Co., Allentown	14,805
Lehigh Furnace, Lehigh Iron Co., Allentown	9,304
	159,059

LUZERNE.

Lackawanna Iron Works, Lackawanna Iron and Coal Co., Scranton	23,211

MERCER.

Mount Hickory Furnace, Jas. Peirce and Wm. L. Scott, Sharpsville	16,775
Allen Furnace, Henderson, Allen & Co., Sharpsville	11,398
Sharpsville Furnace, James Peirce & Son, Sharpsville	7,458
Douglass Furnace, Peirce, Kelley & Co., Sharpsville	6,857
Westerman Furnace, Westerman Iron Co., Sharon	9,601
Valley Furnace, Otis Iron Co., Sharon	7,783
	59,872

MIFFLIN.

Lewistown F'ce, Glamorgan Iron Co., Lewistown	5,700
Matilda Furnace, Mount Union Iron Co., Wayner Township	2,857
	8,557

MONTGOMERY.

William Penn Furnace, D. O. & H. S. Hitner, Spring Mill	15,505
Plymouth Furnace, Plymouth Iron Co., Conshohocken	14,604
Marion Furnace, J. B. Moorehead & Co., West Conshohocken	10,129
Swede's Furnace, James Lanigan, Swedeland	12,488
Pottstown Furnace, Pottstown Iron Co., Pottstown	11,168
Norristown Furnace, James Hoover & Sons, Norristown	3,552
Lucinda Furnace, Schall & Co., Norristown	3,173
Montgomery Furnace, Montgomery Iron Co., Port Kennedy	1,356
	71,975

MONTOUR.

Pennsylvania Iron Works, Waterman & Beaver	19,744
Columbia Furnace, Grove Brothers, Danville	6,382
National Iron Co's Works, National Iron Co., Danville	5,647
	31,733

NORTHAMPT

Glendon Furnace, Glendon Iron Co. near Easton	51,180
Saucon Furnace, Saucon Iron Co., Hellertown	19,520
Bethlehem Furnace, Bethlehem Iron Co., Bethlehem	15,340
Coleraine Furnace, Wm. F. Carter, Readington	11,360
North Penn Furnace, North Penn Iron Co., Bingen	5,696
Easton Furnace, Uhler & Fulmer, Glendon	3,622
	106,718

PERRY.

Duncannon Iron Co., Duncannon Iron Co., Duncannon	3,953

SCHUYLKILL.

Pioneer Furnace, Atkins Brothers, Pottsville	15,083
Saint Clair Furnace, Jas. Lanigan Saint Clair	7,749
Stanhope Furnace, Wynkoop Bros., Stanhope	2,768
	25,601

UNION.

Union Furnace, Beaver, Marsh & Co., Union	4,431

YORK.

Aurora Furnace, Wrightsville Iron Co., Wrightsville	4,161
Total product	923,527

Total product in the United States in 1871, estimated at 1,900,000 tons.

☞ At the annual meeting of the stockholders of the Massillon and Cleveland Railroad Company, at Massillon, Ohio, on the 3d inst., the following gentlemen were elected directors: G. W. Cass, J. N. McCullough, Thomas D. Messler, Wm. Stewart, of Pittsburg, Kent Jarvis, and J. G. Warwick, of Massillon, and Daniel P. Rhodes, of Cleveland. At a subsequent meeting of the board, an organization was effected by the election of Thomas D. Messler as President, and F. M. Hutchinson, Secretary and Treasurer.

Exports of Railway Iron.

The exports of railway iron from the United Kingdom were pretty well maintained in December, having amounted in that month to 65,938 tons, as compared with 59,127 tons in December, 1871, and 75 174 tons in December, 1870. In these totals the exports to the United States figured for 31,686 tons as compared with 37,372 tons in December, 1871, and 5,174 tons in December, 1870. In the twelve months ending December 31 last year, the aggregate exports of railway iron from the United Kingdom were 947,548 tons as compared with 981,197 tons in 1871, and 1,051,392 tons in 1870. The exports have thus been progressively declining during the last two years, in consequence, no doubt, of the greatly enhanced prices current. The exports of railway iron to the United States last year were 472,760 tons, against 512,277 tons in 1871, and 421,824 tons in 1870. The exports increased last year to Russia, Sweden, Brazil, Peru, British America, and Australia; but they decreased as regards Germany, Holland, France, Spain, Austria, Egypt, the United States, the Spanish West Indies, Chili, and British India. The value of the exports in December was £809,686 as compared with £508,118 in December, 1871, and £623,678 in December, 1870; and in the whole of 1872, £10,237,768, as compared with £8,084,619 in 1871, and £8,756,552 in 1870.—*Herapath.*

The Indiana and Illinois Central Railway Co.

Offers for sale its FIRST MORTGAGE 7 PER CENT. GOLD BONDS, 30 years to run, with ample Sinking Fund.

The Road runs due EAST and WEST from INDIANAPOLIS to DECATUR, 152 miles, through the richest settled country of the West. It crosses the BLOCK COAL FIELD of Indiana at its best point, and it cannot fail to have a LARGE LOCAL AND THROUGH BUSINESS, as it makes a great saving of distance and has low grades.

It is building for cash, by responsible stockholders, and is BONDED FOR MUCH LESS THAN ITS COST. Eighty five miles will be done and in profitable operation this Spring, the residue within the year. There is no better bond on the market. For pamphlets and information apply to

Walker, Andrews & Co.

No. 14 WALL-ST.

☞ At Yedo, Japan, a suspension bridge two hundred and thirty-four feet long and seventeen feet wide has just been completed. It is designed for the use of the Mikado and his court, and crosses a deep ravine between the palace and the imperial park. The bridge has been built by Japanese workmen, under the superintendence of an English engineer, who is Surveyor General of the Empire.

☞ The exports from Philadelphia to foreign countries during the month of January amounted in value to $1,311,593. Of the total amount, $265,637 worth of goods were exported in American and $1,045,956 in foreign vessels.

☞ Two hundred and thirteen marine telegraphic cables have been laid up to the present time with an aggregate length of 43,783½ miles.

☞ After three months' suspension the running of through trains on the Alabama Central Railroad has been resumed.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,655
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	282,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394.176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,409	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	542,223	571,836	875,763	949,568	1,380,923	1,138,473	1,2 2,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267.094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	454,916	361,171	5,164,897
1873	352,568	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932.683	754,671	547.842	7,976,490
1866	525,566	399,917	523,845	537,519	858,948	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	853,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,182	774,994	787,641	1,084,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,465	193,959	203.696	218,347	271,425	287,451	293,296	262,798	280,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,627	354,766	366,960	378,493	326,434	330,970	404,256	419,439	428,598	386,914	337,404	4,380,129
1873	358,812	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971.193	1,201,500	1,253,955	1,443,272	1,498,494	1,720,078	1,664,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,333,994	1,294,976	1,460,173	1,548,812	1,729,218	1,463,961	1,550,023	1,525 243	1,643,454	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,418	696,677	8,823,482
1870	623,383	661,789	601,726	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	569,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	863,746	681,332	640,183	.....
1873	680,499	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1 082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1 368,943	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,276,150	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,624,882	1,625,812	1,433,931	17,322,614
1873	1,412,368	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 383	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	108,246	110.213	111,117	111,127	113,407	132,998	163,531	144,023	141,376	1,418,869
1871	130,483	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	389,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,696	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,808	550,908	667,849	785,338	616,024	576,783	6,988,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775.616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.814	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	720,700	755,737	636,434	661,020	808,318	906,313	791,014	529.758	7,420,421
1871	396,760	327,431	400,149	483,884	662,568	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 8.8	513,787	6,957,739
1873	.....	.....	.....	.....	.....	. .....	.....	.....	.....	... ...	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,705	271,207	3,184,282
1870	202,447	200,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236.108	3,438,930
1871	212.005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254.319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,395	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,908	1,454,026	1,294,621	1,235,866	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1-9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,902	1,510,088	1,213,303	1,359,633	1,418,141	1,418,643	1,423,278	.....	.....
1872	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,893	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	166,969	154,641	147,540	149,532	130,145	161,496	177,085	201,648	178,169	155,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127.412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,294	213,325	226,503	207,967	2,270,540
1873	146,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	523,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,630	348,891	310,800	450.246	4 0,720	422,869	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,899	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	139,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,490	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	23,500	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 139	539,238	706,606	802,586	746,450	643,058	664 051	728,521	719,698	570.168	505,053	7,654,094
1871	479,573	373,925	499,809	584,540	724,466	728,174	673,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	278,936	584,116	565,861	699 430	890,442	855,459	742,882	789,567	868,754	960,706	915,727	.....	.....
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,500	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.88	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,008	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn, City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyp) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14.667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.& B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3(	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,655	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads....N.Y.	43,006	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	6.00	72	13	Federal St. & Pl. Val.(Pbg.)Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y	46,789	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	50½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,522	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	50
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,884	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,018	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	25	10½
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,216	—	100	100	....
Sept. 30,'71	3.50	—	—	Malden and Melrose (Bin). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	456,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	84½
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.29	177	53	Ninth Avenue (N.Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	6,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	10
Oct. 31,'71	12.87	145	25	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	43
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.86	52	32	Salem.....Mass.	283,736	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	998	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	68½
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	9.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,908	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa	.....	997,700	—	—	173,479	48,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	76,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31,'71	30.00	694	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown...Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,269	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	488	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	90
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.88	12	4	Williamsport .....Pa.	38,625	15,000	6,000	22,213	10,486	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	8,000	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,412	40,000	88,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
Albany:	$	pc			
1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....	1,600,000	7	J.&D.	1884	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M.& N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F.& A	1882	....
2d Mortgage.....	200,000	7	M.& N	1890	....
Citizens' (Phg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M.&S.	'74'6	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A.&O.	1873	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M.&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly):					
1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M.&N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&	1885	....
Conv. bonds.....	315,000	7	M.&N	1888	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J	1889	....
Third Avenue (N. Y.):					
1st Mortgage.....	1,000,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A.&O.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M.&N	1888	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	6	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.					
1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A.&O.	1890	....
Worcester:					
1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	6,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Sueq*.....100	$3 280.000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2 2 6 350	— & —	....
Atlanta and West Point.100	1 232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,444,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	....
Avon,Genesee & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M & N	Nov '72 5
Washington Br.....100	1.650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680 685	— & —	....
Berkshire* 100	600,000	J. A J&O	Jan. '73 1½
Boosburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633 200	— & —	....
Agricultural Br guar..100	60,000	J. & D	Dec. '72
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N	Nov. '72 5
Boston and Providence.100	8,950,000	M & N	Nov. '72 5
Buffalo, N. Y. and Erie* 100	650,000	F. & A	Feb. '73 3½
Burlington and Mo. Riv.100	1 38 ,000	J. & J.	July '72 4
" " pref.100	1 83 400	J & J.	July '72 4
Camden and Amboy* ..100	5,847,800	J A J.O.	Jan. '73 2½
Camden and Atlantic....50	379,020	— & —	....
" " pref. 50	752,700	— & —	Oct. '72 3½
"	915,57	J & J.	Jan.'72 $2½
Cape Cod 50	447,000	J & D.	Dec. '72 3
Cape May and Millvil e* 50	426,900	Novemb.	Nov.'71 6
Catasauqua & Fogelav.. 50	1,1 9,500	— & —	....
Catawissa*.....50	2,200,000	M. & N.	May '72 3½
" pref. 50	589,110	J. & J.	Jan. '73 5
Cayuga and Sueq.*..... 50	6,850 400	M. & N.	Nov. '72 1½
Cedar Rapids & Mo. R.*100	769,600	F. & A	Feb. '73 3½
" " pref.100	4,666,800	J & J	Jan. '73 5
Central of Georgia.....100	15,000 000	J.AJ&O.	Jan. '73 2½
Central of New Jersey..100	2,425,000	J. & D.	Dec. '72 3
Central Ohio*.....50	400,000	J. & D.	Dec. '72 3
" pref.....50	380.000	J.A.J&O	Oct. '72 1½
Chemung*.....100	2 100,000	J. & J.	Jan. '73 3
Cheshire, preferred 100	8 925 500	M. & S.	Mar. '73 6
Chicago and Alton.....100	2,425,400	M. & S.	Mar. '73 5
" " pref..100	20,000,000	M. & S.	Mar. '73 5a
Chicago,Burl. & Quincy.100	3,9 6 300	J. & J.	Jan. '73 4
Chicago, Iowa & Nebras*100	5,033,480	J. & D.	Dec. '72 3½
Chicago & N. Western..100	21,2 9,563	J. & D.	Dec. '72 3½
" " pref.100	19,000,000	A. & O.	Oct. '72 4
Chicago, R I. & Pacific..100	3,500,000	A. & O.	Oct. '72 4
Cin , Ham. & Dayton*..100	2,980,550	— & —	Apl. '72 10s
Cin., Sand. and Clev.* .. 50	429,046	M. & N.	Nov. '72 3
" " pref.. 50	13,914 000	F. & A.	Feb. '73 3½
Clev., Col., Cin. & Ind....100	2,057,599	M. & N.	May '72 3½
Cleveland & Mahoning*. 50	11 250,854	F.M.AN	Feb. '73 2½
Cleveland & Pittsburg*.. 50	13,000,000	....	....
Col., Chic. & Ind. Cen.*.100	1,586,800	M.J.S.D.	Dec. '72 2
Columbus and Xenia*... 5	848,964	F. & A	Aug. '72 5
Colum. & Hocking Val.100	1,500,000	M. & N.	Nov. '72 5
Concord 10	350,000	J. & J.	Jan. '73 3½
Concord and Porta.*.....10	2,100,000	F. & A	Feb. '73 3
Conn. & P ssum p Riv..1 0	1,85 ,0 0	J. & J.	Jan. '73 5
Connecticut River..... 0	507,383	— & —	....
Cooperstown and Susq.100	1,494.250	A & O	Oct '72 4
Cumberland Valley..... 50	400,000	M.J.S.D.	Dec '71 4
Danbury and Norw l . 50	1,230,941	J. & J	Jan. '73 3
Delaware*.....50	18,868,850	J.A J.O.	Oct. '72 0
Del., Lackaw & Westn. 50	452,450	— & —	....
Detroit & Milwaukee *.. 5	2 095,000	J. & J	Dec.'69 7
" " pref. 50	5,000,000	J. & J	Oct. '72 3
Dubuque & Sioux City*100	392,950	J. & J.	Jan. '73 4
East Pennsylvania* 50	1 9 .2	J. & J.	Jan. '73 3
East Mahanoy * 50	4,492,600	J & J.	Jan. '72 3
Eastern (Mass.).....100	492,500	J. & J.	Jan. '73 3
Eastern (N. H.) 100	600,000	F. & A.	Feb. '73 2½
Elmira, Jef & Canand*..50	500,000	M. & N.	Nov. '72 2½
Elmira & Williamsport* 50	500,000	J. & J.	Jan. '73 3½
" " pref. 50	78,000,00	March.	Mar. '73 1½
Erie Railway 100	8,638,910	J & J.	Mar. '73 3½
" pref.....100	1,090,250	M.J.S.D.	Dec. '72 1½
Erie and Pittsburg* 50	4,000 000	J. & J.	Jan '73 4
Fitchburg 100	4,156,000	J. & J.	July '72 4
Georgia 100	1.000.000	— & —	....
Grand River Val.* guar 100	14,367,946	— & —	....
Grand Trunk, (Ca.) 100	19,237,404	A. & O.	Oct '72 3½
Great Western, (Ca.) . 100	4,151,700	F. & A.	Aug.'70 3½
Hannibal & St Joseph..100	5,078,224	Annual	Aug. '70 7
" " pref.100	116,850	M. & N.	Nov. '72 5
Hanover Branch, (Pa.). 50	4,000.000	— & —	....
Harlem Extension 100	1,182,500	J. & J.	Jan. '73 3
Harrisburg & Lancaster* 50	1,180,000	J. & J.	Jan. '73 4
Housatonic, pref. 100	616,000	— & —	....
Huntingdon & B'd Top. 50	218,350	J. & J	July '68 3½
" " pref. 50	1,000,000	— & —	....
Illinois Central 100	25 289,51	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	....
Jeffersonv. Mad. & Ind..100	2,000,0 0	A & J	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J O.	Oct. '72 1½
Joliet & North. Indiana* 1 0	300 000	J & J	July '72 4
Lake Shore & Mich. So..100	49 446,900	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '72 5
Lawrence*..... 50	260,200	— & —	....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N	May '67 5
Lehigh Valley 50	21,468,800	J.A. J O.	Jan. '73 2½
Little Miami.*..... 50	5 871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,643,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000.000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2.500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3½
Memphis & Charleston* 25	5,312.725	J. & D.	Jan. '69 3
Michigan Central 100	17,989 548	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323.3 5	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,45	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck 100	1,864,400	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov.'72 5
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp...100	605 000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J	Jan. '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J A. O.J.	Jan. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov.'72 3
N rthern N. Hampsh...100	3,088,400	J. & D.	Dec. '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,25 ,450	J.A. J.O.	Jan '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb '73 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. '73 —
Panama.....100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	....
Paterson and Ramapo *.100	543,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M & N	Nov.'72 5
Peoria & Bureau Val.*.100	1,500,000	F. & A.	Feb. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Dec '72 3
Philadelphia & Reading 50	30.014,775	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams...100	400,000	J. & J.	Jan '73 3
Port and and Konnebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J & J.	Jan. '73 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*.110	557,500	— & —	....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	....
" " " pref.100	2.040.000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12 000,000	....	....
" " pref.100	12,000,000	....	Nov. '72 3½
Saratoga and Schenec.*.100	300.000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 00	267 80	M. & N.	May '72 3
Summit Branch*..... 50	2,502 250	F. & A.	Feb. '73 3
Sussex (N. J.) 50	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	Sept '72 4
Taunton Branch 100	5 0.000	J & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,7 ,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800.000	M. & N.	Nov.'72 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July'72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	.... 2½
Baltimore City 100	800.000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900.000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,00	J. & D.	Jan.'70
Brooklyn City 100	1,500.000	F.M.A.N	Feb. '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Soulhw.(Ph.) 50	491 750	J. & J.	Jan. '73 5
Germantown (Ph) 50	1,000.000	J. & J.	Jan. '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston 10	200 000	— & —	....
Malden and Melrose....100	200.000	— & —	....
Metropolitan (Boston)... 50	1,500.000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	197,320	— & —	....
Orange and Newark.....100	282,555	— & —	....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200.000	J & J	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Jan. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Feb. '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75.000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,565	J. & D.	Dec. '72 3
Chesapeake and Ohio .. 25	8,229.594	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000 000	F. & A	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J A. J.O.	Jan. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.) 50	2,838,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2.002,746	— & —	....
Union..... 50		— & —	....
" preferred 50	2,907,850	— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	....
Butler Coal 25	500,000	J. & D.	Dec'69 85c
Canton.....18½	731,250	— & —	....
Consolidation(Md.)Coal.10	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	....
" pref.....100	8,693,400	— & —	....
" certif.....100	2,324,000	J. & J.	....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	....	.... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 5
Pullman Palace Car.....100	4,000.000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700 000	— & —	....
" preferred 100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	....
United States Express....100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest — Rate.	Interest — Payable.	WHEN PAYABLE.	Market Price.
National Securities Feb. 1, 1873.					
Loan of June 14, 1858 ..... registered	96,045,000	5	Jan. & July.	1874	110
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,752,000	6	Jan. & July.	1880	117¾
.. .. coupon	4,663,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,503 350	6	Jan. & July	1881	117¾
.. .. coupon	63,818,000	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s) ..... registered	31,938,050	6	May & Nov.	1882	115¾
.. .. .. (5-20s) ..... coupon	234,948,100	6	" "	1882	115¾
Loan of March 3, 1863 ..... registered	53,479,450	6	Jan. & July.	1881	117¾
.. .. coupon	21,520,550	6	" "	1881	118½
Loan of March 3, 1864 (5-20s) ..... registered	2,296,000	6	May & Nov.	1884	113
Loan of June 30, 1864 (5-20s) ..... registered	32,967,050	6	May & Nov.	1884	113
.. .. .. (5-20s) ..... coupon	35.902,300	6	" "	1884	115¾
Loan of March 3, 1865 (5-20s) ..... registered	36.413,800	6	May & Nov.	1885	115½
.. .. .. (5-20s) ..... coupon	119,648,750	6	" "	1885	115½
.. .. 2d series (5-20s) ..... registered	58,720,650	6	Jan. & July.	1885	115
.. .. .. (5-20s) ..... coupon	150,420,950	6	" "	1885	114½
.. .. 3d series (5-20s) ..... registered	90,674,550	6	Jan. & July.	1887	114½
.. .. .. (5-20s) ..... coupon	225,197,450	6	" "	1887	116½
.. .. 4th series (5-20s) ..... registered	14.007,500	6	Jan. & July.	1888	115
.. .. .. (5-20s) ..... coupon	24.630 300	6	" "	1888	116½
Loan of March 3, 1864, (10-40s) ..... registered	139,901,350	5	Mar. & Sept.	1904	111¾
.. .. .. (10-40s) ..... coupon	54.665.950	5	" "	1904	114¾
Consols of July 14, '70 & Jan. 20, '71 .registered	128,086.000	5	F. M. A. & N.	1881	115
.. .. coupon	71,914,000	5	" "	1881	113¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	1,980,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623.512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	404,155,833	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ...	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'0 '91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	43
.. Levee Bonds, 1871	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64 ..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386.000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($,7 8,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870 ...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872	12,000,000	7	Various.	'90-'92	85
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,810):					
.. State Bonds 1834 and '43	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)	300,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866 ...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869 ...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64 ...	3,832,500	6	"	'83-'89	99¼
.. Municipal Equalization Bonds	3,084,400	6	April & Oct.	1890	100
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838 ...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39	590,040	6	" "	1890	90½
.. Bonds to Ches. & Ohio Canal 1870	3,630,545	6	Jan. & July.	1893	...
.. Bounty War Bonds, 1868	511,355	6	J. A. J. & O.	1888	104½

	Amounts outstanding.	Interest — Rate.	Interest — Payable.	PAYABLE.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'86	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	99½
.. Bounty Loan, 1864	4,379,500	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar ...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1868	463,400	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1866	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69 ..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar ..	14,496,000	7	" "	74-'90	98½
.. State Bonds, funding, 1867-68	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861	812,000	6	Jan. & July.	71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'89	99
.. War Loan Bonds, Oct. 1, 1866	750,000	6	April & Oct.	72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'73-'84	101
.. War Loan Bonds, 1863, tax free	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock	1,105,420	5	" "	1874	....
.. Canal Stock	7,408,000	6	" "	72-'73	....
.. Canal Stock	2,572,000	6	" "	'74-'75	106
.. Canal Stock	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered	20,675,000	7	Jan. & July.	1877	107
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860	4,738,000	6	Jan. & July.	72-'92	33
.. State (old) Bonds 1848 to 1860	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	18½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd	1,495,369	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd	2,400,000	6	" "	1886	....
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s)	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s)	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	77-'82	105½
.. Loan of Feb. 1867 (15-25s)	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s)	9,271,850	6	" "	82-'92	108½
.. Inclined Plane Loan, of April 1849	400,000	6	April & Oct.	1879	....
.. State Stocks (old)	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)	.....	5	" "	'77-'78	....
.. .. (old)	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863	200,000	6	April & Oct.	1893	....
.. .. of June 1863	602,000	6	Jan. & July.	1893	....
.. .. of May 1864	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66 ...	1,233,183	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68	1,750,000	6	April & Oct	1888	25
.. .. '66-'69	2,262,714	6	Jan. & July.	'87-'97	21½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869	7,374,700	6	" "	1888	....
.. .. .. 1870	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds	31,300,417	6	Jan. & July.	long.	7¼
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	72½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870 ...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	Mar. & Sept.	1876	77
Vermont—($8 ,000):					
.. War Loan Bonds, coupons	621,000	6	June & Dec.	71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	86-'00	49
.. State Bonds (old) coupon	11,105,000	6	" "	86-'0	....
.. State Bonds, sterling coupon	1,865,000	5	" "	86-'00	....
.. Funded Interest, 1866-'67	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867	486,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	6	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850-'80	579,500	6	" "	"	1880	96½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	98
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,800,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	338,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (A. Co. and	498,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	42
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	56½
Mass. L. (con'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	680,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	93⅞
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	91½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	110½
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1908	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,900	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	88½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1915	87½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	81½
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170.000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh. C. & Nav. Co. (assu'd)	2,340,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	104½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	110½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	909,400	6	Jan. & July.	Boston.	'75-'80	85½
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	97
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26 m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,785,000	7	Feb. & Aug.	" "	1892	101
2d Mort. (Gal. & Chic. 248 m.).	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	2,500,000	7	F. M. A. & N.	" "	1915	90½
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	597,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R. W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $20,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R. I. & Pac.)	8,600,000	7	" "	" "	1896	102
Chi. & Southwes'n (C., R. I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I. C. & La. F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. & Cin.) S. F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70–'95	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	84½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	74½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv. Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Devot bonds guar.	169,500	7	March & Sept.	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	97½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,660,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	95
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94½
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91½
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	93½
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	102½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	101½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	98
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	600,000	8	Jan & July.	"	1896	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 335.	14,191,6 5	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8		Various.	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	93½
1st Mort. (Q. & Palm. R.R. 15 m.)	300,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m.)	1,200,000	10	Jan. & July.	" "	1886	100
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,5 0 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,600,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,060,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penns.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	101
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.& CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(8dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,989,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1-55.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	2.0,000	7	Jan. & July.	" "	1851	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B's.& Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	101
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	96
3d Mort.Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	98½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	95
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Alt.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	31½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	346,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	95½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	95½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	82½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	55
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	105½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	92½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	89½
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95½
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	106
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,600	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July	N. Y. & N. H.	1889	....
Convertible	400,600	6	April & Oct.	" "	1850	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (").	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	1 0,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96
2d Mortgage	1,358,500	7	May & Nov.	"	1896	96½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,080	6*	" "	"	1900	92½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div)	534,000	7	" "	" "	1874	87½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	93½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	83
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	80½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	77
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,001	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	77½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1851	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	90
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	82
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.L.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	82½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	80
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1889	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	1,462,000	7	" "	"	1911	103
	Gold or stg coup.	4,000,000	6*	" "	"	Phil or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	"	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	76½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	76½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1850	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500.000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	150,000	6	June & Dec.	"	1878	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	91½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1890	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free.	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	220,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.)						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	560,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'86	....
1st Mortgage (L.) currency	897,500	7	" "	New York.	'82-'86	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	.....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	.....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	86
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W)						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	58
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	82
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.)						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &)						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.'	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1895	94
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	78
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	75
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug.	New York.	1875	97
Loan of 1883 (" " ").	450,000	6	" "	" "	1875	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	87
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	97
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	40½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	20
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	96½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,800	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	880,000	7	April & Oct.	Philadelphia.	1882	82
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	90½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1878	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	80
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87
Mortgage Loan reg	2,0 0,000	6	F. M A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	94
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	79½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	92
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	72
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds(Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	86
Boat and Car Loan	756,650	6	" "	"	1885	85
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed an	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	86.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	567,211	367,061	283,874	1,069,996	267,487	7	100	92½
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg †.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,421,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	984,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,267	*	.....	.....	567,544	—	579,081	—	—	(Under	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	—	(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to		Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,685,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	25½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinish	ed—No o	perations.)			—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,080	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf †.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* †.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper.	by Central	of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	50	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	—	(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio †.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,284	.....	.....	9,913,390	4,006,503	8	100	160
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset	.)	—	103.5	836,437	.....	.....	733,096	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	*	.....	.....	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	148½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,000	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218,888	1,800,000	1,060,000	10,167	476,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie †..Mass. & Conn.	28,770,008	*	.....	21,373,900	.....	25,000,000	21,200,000	7,349,164	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	9½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	138
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	149.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	124
Sept. 30, 1871	44.0	14.5	62.0	—	35	67	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	—	201,861	11,106	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	21.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	.....	—	26.0	—	(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	.....	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila..N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	209.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,398	320,574	2,406,840	1,111,881	10e	100	117
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*			4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companies.)		43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,624	41,740	76.5	171,754	285,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	—	—	350,000	200,000	—	—	17.5	(Open	ed January	y 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	—	—	376,594	150,000	—	—	—	(Compl	eted 18 m	iles Jan. 1	, 1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,331	.....	487,452	654,328	202,575	—	50	43½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—	—	(Recently	opened—	No repor	t.)	—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,284,000	—	—	—	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	680.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	—	—	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,659	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702 373	3,944,103	990,591	6,841,379	3,035,235	10	100	103½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	36½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,646	*Central Pacific of California* †..California.	120,432,717	5,784,303	.....	.....	54,283,190	62,208,000	.....	—	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S.Car.	5,611,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,428,267	1,234,906	—	233.1	481 522	(Leased	to Pennsyl	vania.)		—	50	....
																				133,427	99,596	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	289.6	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side.....New York.	989,941	*	.....	.....	306,045	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225		10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	.....	1,056,000	1,871,000	.....		100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109 0	—	2.7	—	.....	.....	.....	.....	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	.....	.....	.....	Framingham and Lowell.....Mass.	797,683	116,000	.....	.....	493,840	477,500	100,707		—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	.....	99,267		22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,926,841	263,536	72,540	10,551	1,738,468	534,000	.....		85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,384,012	527,777	6	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilmen, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	.....	.....	.....	.....	Goshen and Deekertown.....New York.	290,901	.....	49,893	.....	104,294	226,500	19,000		11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	.....	.....	.....	.....	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....		239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	.....	.....	.....	.....	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....		94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....		1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	.....	.....	.....	.....	Greene.....New York.	320,386	.....	.....	.....	200,000	.....	120,386		8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....		....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0 5	—	.....	.....	.....	.....	Greenwich and Johnsonville...New York.	273,893	.....	.....	.....	130,090	130,000	.....		14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	.....	(No statement furnished.)	.....	.....	.....	.....	.....		.....	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....		5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	.....	.....	.....	.....	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	319,600	.....		28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	.....	.....	.....	.....	Hannibal and Central Missouri. Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....		70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	.....	.....	.....	.....	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....		52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	47
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	.....	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	.....	222,150		12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	.....	5	1	146	Harlem Extension.....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509		116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	.....	.....	.....	.....	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....		.....	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven...Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N. Haven and Hartford R. R.)						—	...	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	.....	.....	.....	.....	*Hastings and Dakota*.....Minn.	710,000	.....	.....	.....	703 000	.....	7,000		47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	150,000	.....	.....		5.5	.....	.....	83,892	46,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	.....	.....	.....	.....	Holly, Wayne and Monroe.....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....		.....	(Leased to Flint & Pere Marquette.)					—	100	....
Sept 30, 1871	10.3	—	.....	—	.....	.....	.....	.....	Holyoke and Westfield.....Mass.	450,003	.....	.....	.....	200,000	200,000	50,000		10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic.....Connecticut.	2,105,558	.....	261,663	306,847	2,000,000	391,000	67,899		119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	.....	5,636		93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....		62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370		1,110.9	5,710,954	1,286,584	1,831,944	8,401,142	2,732,847	10	100	120
Dec. 31, 1871	65.5	—	3.3	—	.....	.....	.....	.....	Illinois Grand Trunk.....Illinois.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....		65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	.....	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000		(Under construction, to cost $4,500,000.)						—	100	....
Apl. 20, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	16,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517		217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....		75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486		72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	82,717		117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	.....	.....	.....	.....	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....		183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	.....	.....	.....	.....	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	.....	.....	.....		73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron.....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	.....	.....	.....	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....		11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....		....	(Leased to Erie.)					—	100	....
Dec. 31, 1871	37.7	—	4.2	—	.....	.....	.....	.....	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	44.5	—	4.5	—	.....	.....	.....	.....	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....		—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	4.6	—	9.1	—	.....	.....	.....	.....	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	.....	800,000	.....		—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction (Phila.).....Pennsylvania.	898,320	.....	.....	.....	185,250	800,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	58.0	—	2.8	—	.....	.....	.....	.....	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	32.0	—	1.6	—	.....	.....	.....	.....	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....		58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....		32.0	(Leased to Michigan Central.)					—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Dec. 31, 1871	31.9	—	1.8	—	.....	.....	.....	.....	Kansas City (3 feet gauge).....Kansas.	620,000	*	370,000	.....	990,000	.....	.....		35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	38	47	19	1,032	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....		—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Kansas Pacific.....Kansas & Col.	33,409,600	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905		672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Dec. 31, 1871	80.0	—	23.5	—	24	3	4	842	Knox and Lincoln ..... Maine.	1,871,641	.....	513,826	190,333	861,097	2,020,000	6,730		....	(Recently opened.)					—	100	24
Dec. 31, 1871	80.0	—	4.0	—	.....	.....	.....	.....	Lackawanna and Bloomsburg .....Penn	3,334,978	625,000	.....	.....	1,335,000	2,225,000	202,271		80 0	969.043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	36.0	—	1.3	79.9	.....	.....	.....	.....	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000.000	1,300,000	.....		—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	.....	.....	.....	.....	.....	.....	.....	.....	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	.....	.....	117,073	666,000	.....		—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	510.0	538.9	383.5	148.8	346	161	64	6,996	Lake Ontario Shore Line.....New York.	54,309	.....	.....	138,261	192,510	.....	.....		—	(Under construction.)					—	100	....
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore & Mich. S..N.Y..P..O. Ind. Ill.	48,311,203	10,420,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.6	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	95½
									Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	.....				(Recently opened.)					100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$			$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,96[illegible]			—	.....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110						135,300		7.0		(Recently	opened—	No returns.)		—	.....
Sept. 30, 1872	124 3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	74,700		126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	141½
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	1,377,592	262.0	408,252	475,215	137,151	441,741	74,512	—	100	.....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston.	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	.....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616				1,000,000					(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	.....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858		.....	.....	.....	.....	.....										
May 31, 1871	223.0	—	9.6	—	25	29	18	314	North Carolina ¶	North Carolina.	4,947,746	*	.....	.....	500,000	500,500	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	.....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	326,372	354,666	4,000,000	555,415	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	.....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.			24,990	42,518	1,009,950	1,161,604	39,568	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	.....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	72.0		(No accounts.)				—	100	.....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	93½
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,550	995,437	97.5	645,593	178,610	307,968	777,499	177,704	—	100	.....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,579	252,916	3,068,400	102.100	164,729	146,661	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	86
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	82	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....		82.6	523,592	181,100	445,210	722,774	187,741	8	100	111
Dec. 31, 1871	278.0	.....	.....	1,700	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)		.....	.....	100,000,000	50,000 p.m	.....		278.0		(Leased to	Erie Com	pany.)		8	100	.....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	.....	.....	.....	.....	.....				(No acc	essible ret	urns.)			100	.....
Dec. 31, 1871	113.0	22.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	1,448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	125½
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	(Government bonds and cash.)				145.0	336,549	234,305	211,003	314,257	34,384	—	100	.....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	163,412	388,837	1,027,699	347,867	6	100	59½
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	34,259	450,000	.....	2,767	24,477	12.0	.....	.....	58,979	48,986	29,048	6	100	.....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,338,386	1,008,331	.....	.....	24,030,000	6,534,800	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	46½
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport.	Massachusetts.	8,029,088	*	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	67
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808'022	59,000	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111½
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,699,731	12,564	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	.....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000				2,692,540	5,346,676	574,313		292.6	555,236	185,604	121,911	939,680	359,677	—	100	.....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953				375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	.....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	.....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)		1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,261	8	100	.....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific of Missouri* ¶	Missouri.	747,670	3,704,078	.....	.....	1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	.....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	55½
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	2,425,000	1,071,000	.....	.....	63.5		(No return	s furnished	d.)		—	100	.....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	250,000						(Under	construct	ion.)	.....	—	100	.....
Apl. 20, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000		800,000		7,000,000	2,993,177			47.5		(No | returns.)			—	100	126
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000				600,000	1,200,000			34.0		(Construc	tion in pro	gress.)	245,662	5	100	.....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000				330,000				14.5		(Leased t | o Erie.)		53,410	—	100	.....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				500,000	500,000			12.0	(Leased	to Erie at	35 p. c.)			—	100	.....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250		87,758		248,000	80,000			15.1		(Leased t | o Erie.)			—	100	.....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.					1,500,000	1,076,000			67.3	(Leased	to Tol. Wa	b. and We	stern.)	29,758	6	100	.....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	538,692				342,150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	.....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	875,000				500,000	375,000			18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	.....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	.....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,860,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	121½
Dec. 31, 1871				21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	225
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	231,098		.....	.....	132,412	700,000	100,000				(To be co	mpleted in	1872.)			50	.....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	4,829,887	401,990	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271,228	306,306	—	50	.....
Dec. 31, 1871	83.6	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	1,800,000		.....	.....	1,200,000	600,000			46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	.....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	.....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.	N. Jersey.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co	mpanies	Dec. 1, 1	871.)	100	.....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	214,581		.....	.....	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	.....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,719,113	*	.....	63,753	1,342,200	258,500	50,305	31,860	82.	168,592	54,953	52,345	263,432	85,236	5	100	.....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	.....
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	18	192	Phila., Germantown and Norristown	Pa.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	54
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	1,146,528	368,262	.....	.....	2,231,900				33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	171½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	116½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	1,259,600		329,620	.....	1,259,100			286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	113
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	468,478	*	.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	.....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	18,030,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	.....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	353,247		.....	.....	250,000	100,000	3,247		7.0	9,000	8,639	.....	14,159	Loss.	—	50	.....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	33,394,515	*	.....	.....	10,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	92½
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	443,678		.....	.....	450,000					(Lease	d to Bost	on and Al	bany.)		6	100	.....
Dec. 31, 1871	60.0	—	8.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	609,058	101,524	13,131	128,950	1,007,847	800,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	1,807,847	*	.....	.....	250,000	218,500	.....		.....		(Not in ru	nning ord	er.)		—	100	.....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	550,000	*	.....	.....	631,712	934,000	70,458		27.5	.....	2,880	6,375	14,221	.....	—	100	.....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,664,882	*	25,000	49,819	1,500,000				52.5	106,614	105,285	31,200	85,570	30,616	—	100	.....
May 31, 1872	50.6	—	.....	60.0	2	.....	.....	.....	1,359,836	*	585.069	79,576	3,000,000	2,800,000	.....	.....	.....	51.3	331,257	389,322	.....	.....	628,430	180,561	10	100	132
Mar. 3 1,1871	26.0	—	0.2	—	3	3	2	66	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	170,000	200,000	.....				(Not in op	eration at	date.)		—	100	.....
Sept. 30, 1871	20.8	—	1.5	25.4	5	5	—	25	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	524,464	380,300	226,830		26.0	.....	.....	.....	97,204	33,511	—	100	95½
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	437,917	50,000	63,611		.....	40,208	53,052	6,110	34,021	5,673	—	100	.....
									Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981					13.6	43,413	257,332	18,020	85,905	29,509	—	100	.....

Sept. 30, 1871	43.4	—	23.1	—	23	24	6	516	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	143
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,600,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	.....	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	.....	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,935	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	625,781	457,454	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,521	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	844,235	—	100	....
Sept. 30, 1871	75.5	114	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,213,989	*	454,301	160,946	1,509,829	735,554	114,075	504,775	75.5	181,709	.....	.....	328,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	.....	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	———	.....	.....	557,560	———	5,000	.....	———	(Leased	to Erie at	48 p. c.)	———	———	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	16	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	———	———	———	20.0	———	(No return	s furnished.)	———	———	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	215.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	.....	.....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,056	.....	239.0	(Leased	to Vermo	nt Central.)	———	———	—	100	13
Apr. 30, 1872	192.0	—	....	89.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	112.0	———	(No return	s furnished.)	———	———	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	———	250,483	4,340,000	7,000,000	250,483	.....	286.0	———	———	———	940,788	666,966	—	100	....
Dec. 31, 1871	196.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,983	1,636,904	667,319	—	100	92
Dec. 31, 1871	149.7	—	7.5	—	———	———	———	———	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	———	———	———	2,623,850	2,725,000	———	———	———	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 20	, 1871—No	returns.)	.....	—	100	....
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	.....	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	———	———	———	———	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St	. Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968'600	16,206,500	318,423	5,313,636	———	———	———	———	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465.310	*	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	———	———	———	———	Salem and Lowell .....Massachusetts.	468,969	———	———	2,295	243,305	226,000	1,063	.....	———	(Leased	to Boston	and Lowe	ll.)	17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	5	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	.....	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,885	*	50,132	———	150,000	281,000	.....	.....	15.0	.....	28,882	120,601	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	.....	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	———	———	———	———	Shamokin Valley and Pottsville....Penn.	1,569,400	———	———	2,295	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,624,000	.....	.....	157.0	.....	(No repor	t furnished.)	.....	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	.....	243.6	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259'685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	.....	66.0	338,420	611,784	67,077	408,615	142,987	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,830	*	27,430	.....	1,714,732	1,640,000	10,529	.....	89.0	108,748	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	.....	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	———	———	1,250,000	222,000	432,083	.....	66.0	———	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	.....	.....	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	———	700,000	200,000	40,000	———	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	72½
Sept. 30, 1871	84.9	—	9.1	—	13	11	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	122½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,966	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,813,681	*	.....	.....	2,558,600	———	———	———	89.3	158,800	244,486	170,816	300,776	66,161	—	100	64
Dec. 31, 1871	47.0	25.5	8.9	—	———	———	———	———	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	———	———	———	———	(Leased	to Vermo	nt Central.)	———	———	8	100	....
May 31, 1871	118.0	—	108.0	—	170	125	54	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,584	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	87
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	.....	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	.....	47.5	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	———	———	———	———	Warren.....New Jersey.	3,061,400	———	———	———	1,800,000	1,261,409	———	———	———	(Leased	to Del., L	acka. and	Western.	)	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	———	———	———	———	Warwick Valley .....New York.	199,162	———	———	———	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	.....	44.0	91,096	41,120	22,560	95,063	20,193	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	10	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	.....	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	.....	160.0	27,571	113,980	.....	668,176	225,152	—	100	....
Dec. 31, 1871	138.0	—	18 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgi	a.)	.....	306,088	.....	.....	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	———	———	———	———	Western Pennsylvania.....Pennsylvania.	3,730,263	———	———	———	1,022,450	1,800,000	907,813	.....	———	(Leased	to Pennsy	lvania.)	———	———	—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.089	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,852	*	1,270,069	223,646	1,208,900	2,398,600	46,105	83,202	123.9	300,658	567,661	112,346	625,410	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford. N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta. N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	767,729	1,973,600	118,704	.....	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	159,968	181.0	502,792	109,174	89,055	570,830	202,686	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,060	71,633	.....	143.5	247,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	———	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	132
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,662,316	———	258,679	151,967	2,031,988	2,039,150	1,825	.....	12.5	———	———	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	———	.....	.....	8,229,594	.....	.....	.....	184.5	———	———	———	———	———	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	———	———	———	1,633,350	800,000	———	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97½
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	7,164,420	———	17,835,580	.....	5,000,000	10,000,000	.....	.....	108.0	———	———	1,428,755	113,361	loss.	10	100	123½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,888,749	———	———	———	3,847,400	———	———	———	65.5	———	———	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	———	19,323,506	.....	8,739,850	15,038,656	.....	.....	108.0	———	———	982,188	678,462	31,978	—	50	76
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	———	.....	.....	1.003.800	110.000	8,179	.....	85.0	———	———	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	———	———	110,579	2,200.000	1,621,965	197,815	82,206	103.0	———	———	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	———	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	———	———	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	———	.....	.....	4,453,045	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	651,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,857,105	———	.....	.....	2,002,710	2,686,310	270,506	.....	84.0	———	———	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	———	.....	.....	2,907,850	3,000,000	.....	.....	84.0	———	———	127,287	58,500	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,946,728	———	.....	.....	1,100,000	748,000	100,728	.....	123.0	(Leased	to Pennsylvania.)	———	———	———	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, ¶6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	62 50	@ — —
Gartsherrie		59	@ 60 —
Glengarnock		57	@ 58 —
Eglinton		55	@ 56 —
Pig, American, No. 1		50	@ — —
Pig, American, No. 2		47	@ 48 —
Pig, American, Forge		42	@ 44 —
Bar, Refined, English and American		110	@ — —
Bar, Swedes, assorted sizes	(gold)	120	@130 —
		STORE PRICES.	
Bar, Swedes, 1½ x ⅜ & 1¼ x ½ to ½ & ⅝ sq. 1½ to 5x½ to ¾ & ⅞ to 2 sq. 6 to 12 x ¾ & ⅞		145	@155 —
Bar, Refined, ⅞ to 2 in. rd. & sq.—1 to 6 in. x ½ to 1 in		105	@ — —
Bar, Refined, 1½ to 6 by ⅞ & 5-16 in.		110	@ — —
Bar, Refined, 1 & 1½ by ⅞ & 5-16		112 50	@ — —
Large Rounds, 2½ to 2⅞ to 3¾ to 4 in.		112 50	@125 —
Scroll		120	@150 —
Ovals and Half-round		130	@150 —
Band, 1 to 6 in. by 3-16 to No. 12		—	@122 50
Horse Shoe		117 50	@127 50
Rods, ⅜@3-16 inch		110	@152 50
Hoop, ⅞ by No. 22 to 1 & 1½ by 13 & 14		130	@172 50
Nail Rod	per lb.	—	@ — 9
Sheet, Russia, as to assortment	(gold)	16	@ — 16½
Sheet, Single D. and T. Common		—	8½@ — 7½
Sheet, Doubles and Trebles, Charcoal		—	7½@ — 8½
Sheet, Galvanized	List. 15 per ct. disc.		
Rails, English	(gold) per ton.	—	@ 70 —
Rails, American, at Works in Penna. c'y.		80	@ — —
Anvils, (Eagle)	per lb currency.	—	9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18	@ — 22
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 11½	@ — 16
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 11½	@ — 12
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Spring		— —	@ — 11
American Machinery		— —	@ — 11½
American German		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— —	@ 5 25
8d. and 9d.	"	— —	@ 5 50
6d. and 7d.	"	— —	@ 5 75
4d. and 5d.	"	— —	@ 6 —
3d.	"	— —	@ 6 75
Cut, 2d and 3d. Fine		— —	@ 7 50
4d. and 4½d. Sugar Box		— —	@ 6 —
Cut Spikes, all sizes		— —	@ 5 50
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal Sheathing and Slating		— 27	@ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— —	@ — 37½
Straits	(gold)	— 32½	@ — 32½
English	(gold)	— 31½	@ — 32

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box, 11 — @ —	13 75	@ 14 —	
I. C. Coke		10 25 @10 75	12 — @ 12 50	
Coke Terne	9 — @ 9 75	10 50	@ 11 50	
Charcoal Terne	10 25 @10 50	12 —	@ 12 37½	

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— 8½	@ — 9
Crude, 40 @ 47 gravity (in shipping order)		— 14½	@ — —
Refined, Standard White (in ship'g order)		— 19½	@ — 20
Refined, S. W. (in jobbing lots)		— 20	@ — 20½
Refined, S. W. (in tin)		— 26½	@ — 27
Naptha, Refined, (65 @ 73 gravity)		— 13½	@ — 14½
Residuum	per gall.	— —	@ — —

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@— 43
Copper, Bolts		— —	@— 45
Copper, Braziers' (over 16 oz.)		— —	@— 45
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 28	@— 30
Copper, English Pig		— 30½	@— 30½
Copper, American Ingot		— 34½	@— 35

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p.ct.

Spanish	(gold) per 100 lb.	6 37½	@ 6 50
German	(gold)	6 37½	@ 6 50
English	(gold)	6 50	@ 7 —
Bar		— —	@ 9 25
Sheet		— —	@10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe		1.5c pr. lb.	

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		— —	@18 —
Liverpool House Cannel		— —	@— 21
Anthracite (by cargo)	per ton of 2,000 lb.	5 25	@ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19
Boston, Hart. & Erie	9⅛	9⅛	9¼	9⅛	9⅛	9¼
Canton Co.	100½	....	....	101½	....	....
Central Pacific 6s	104½	104½	104½	104½	104½	104½
Central of N. Jersey	105½	104½	104⅝	104½	103½	103⅝
Chicago & Alton	115½	....	115½	....	115½	115½
" pref.	....	....	....	....	118	....
" 1 M.	102½	....	....	....	103½	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	96½	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	118½	117½
" 8s, 1883	110½	....	....	....	....	....
Chic. & Northwestern	....	....	....	....	....	....
" pref.	90⅝	....	....	91	91	90
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	91	....	90⅝	....	....	....
Chic., Rock Isl. & Pac.	112⅝	113½	112⅝	112⅝	112⅝	112⅝
Chi., R. I. & Pa. 7s, 1896	....	....	102	....	102	....
Clev., Col., C. and Ind.	....	....	....	94½	93⅝	93⅝
Clev. & Pittsburg guar.	91½	91⅝	....	....	90	90
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	84½	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	41⅞	42⅛	41½	41⅛	41⅝	41⅛
" 1 M.	91½	92½	....	91⅝	91⅝	91⅝
" 2 M.	....	74⅛	74⅛	....	....	....
Del. & Hudson Canal	....	....	....	....	....	....
Del. Lack. & Western	101½	102⅝	102⅝	102	102	102
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	64½	65	63½	65½	64⅝	64½
" pref.	80	....	79½	79	....	79½
" 1 M. 7s, 1897.	102	102½	102½	....	102½	....
" 2 M. 7s, 1879	101½	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	100	....	....
" 4 M. 7s, 1880	....	....	....	....	98	....
" 5 M. 7s, 1888	....	....	....	....	94	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	90	....
Hannibal & St. Joseph.	48½	....	49	48½	48	47
" pref.	68	....	....	....	....	....
" 8s, conv.	94	94	....	....	93⅝	93½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	121	....	120	120	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	96⅜	97½	96⅜	96⅜	96	95½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	108½	....	....	109	....	108
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	1
Milw. and St. Paul.	51⅞	52⅛	51⅞	52	52⅛	52⅛
" pref.	74	74⅛	74	74⅛	....	74
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	105	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	94⅛	94	94	94⅛
" H. & St. J. iss	....	....	....	91⅛	....	....
Morris and Essex	91½	91⅛	....	....	....	91⅛
" 1st mort.	....	....	106	....	....	....
" 2d mort.	97½	....	....	96⅞	....	96⅞
N. Y. Cen. & Hud. Riv.	103½	103	103⅛	103	103	102⅝
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s. S. F. 1883	93⅞	....	....	....	....	....
" 6s, S. F. 1887	....	....	....	92	92	....
N. York and Harlem	121	120½	120⅛	124½	123⅛	123½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	102½	....	102½	102	....	....
N. York, N. Hav. & Hart.	142	....	....	141⅛	141⅛	141⅛
N. Carolina 6s. old	....	....	....	38	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	46⅞	46⅝	46⅛	46⅛	46⅛	46⅛
" pref.	74⅛	75	....	....	....	74⅛
" 2d M.	87⅞	87⅞	....	....	87⅛	....
Pacific Mail S. S. Co.	75⅛	75	72⅛	72⅛	72⅛	72⅛
Panama	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	94	92½	....	93	....	93⅛
" 1 M.	....	....	106	....	106	....
" 2 M.	98	98⅛	....	98⅛	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	43⅛	....	44⅛	45⅛	45⅛	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	100	....
" 2 M. pref.	....	....	....	....	90	90
" Income bds.	82½	....	....	....	....	....
Tennessee 6s, old	79⅛	79	....	79	79⅝	79⅝
" new	79⅛	78⅝	79	78⅝	79⅛	79⅛
Tol., Wab. & Western	72⅛	72⅛	72⅝	72⅛	72⅛	72⅛
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	95½	....
" 2 M.	....	....	92	....	93⅛	94
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	89⅞	90	90½	....	90	....
Union Pacific	33⅛	33⅞	33⅛	33⅝	34⅛	33⅞
" 1st mort.	87⅝	87⅛	87⅛	87⅛	87⅝	87⅛
" L. Gt. 7s	....	77⅛	77⅛	....	78⅛	78
" Inc. 10s	73⅛	76⅛	77⅛	77	76	75
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	55⅛	....	55⅛	55⅛	55⅛	55⅛
" def. cert.	....	14⅛	14⅛	14⅛	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	110	....	....	
U. S. 5s, 1874, coup.	....	....	....	....	....	
U. S. 5s, 10-40s, reg.	....	111⅜	....	111⅜	....	
U. S. 5s, 10-40s, coup.	114⅛	114⅛	114⅛	114⅛	....	
U. S. 5s, 1881, reg.	....	....	....	....	....	
U. S. 5s, 1881, coup.	....	....	....	....	....	
U. S. 6s, 1881, reg.	117	117⅛	....	....	....	
U. S. 6s, 1881, coup.	....	....	118⅛	118⅛	....	
U. S. 6s, 5-20s, reg. '62	....	....	115⅛	115⅛	....	
U. S. 6s, 5-20s, c. 1862	115⅛	114⅛	115⅛	115⅛	115⅛	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	115⅛	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	115⅛	....
U. S. 6s, 5-20s, c. 1865	....	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	114⅛	....	114⅛	....	....	114⅛
U. S. 6s, 5-20s, reg. '67	....	....	....	114⅛	....	114⅛
U. S. 6s, 5-20s, c. 1867	116⅛	116⅛	....	116⅛	116⅛	116⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	116⅛	....	....
U. S. 6s, Pac. RR issue	114⅛	115	115	....	114⅛	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	W. 12.	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18
Catawissa preferred	44⅛	44⅛	44⅛	....	44⅛	
Camden and Amboy	....	....	....	....	....	
" 6s, 1875	....	....	....	....	....	
" 6s, 1883	....	....	....	....	....	
" 6s, 1889	....	....	....	....	....	
" mort. 6s, '89	98	....	97	96⅛	97	
Elmira & Williamsport	....	....	....	....	....	
" pref.	....	....	....	....	....	
" 7s	....	....	....	....	....	
Lehigh Navigation	37⅛	38	38	37⅞	37⅛	38
" 6s, 1884	....	....	....	....	....	87
" Gold L.	....	....	92½	92	91½	91
" R. R. L.	....	....	....	....	....	
" Conv. L.	....	....	....	....	....	
Lehigh Valley R. R.	60½	60½	60⅝	60⅞	60⅝	60⅞
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	98	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	46⅛	....	46⅛
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	46⅛	....	....
" 6s, 1880	....	....	96	....	....	....
" 7s	....	....	96½	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	46	44½	42	44½	
Oil Creek & Alleg. Riv.	34	33⅛	34	....	33⅛	
" 7s	77½	....	....	....	....	
Pennsylvania R. R.	59⅛	60½	61⅛	61	60⅛	60⅝
" 1st s. M.	....	100	....	....	100	
" 2d M.	....	....	99⅛	....	....	
" Gen. mort.	....	91⅛	....	....	....	
" " reg.	94⅛	....	....	....	....	
Penn. State 6s, 1st series	102	....	102	102	....	102⅛
" 6s, 2d series	....	105⅛	....	....	105⅛	
" 6s, 3d series	....	....	108⅛	108	108⅛	
Philadelphia City, 6s	....	....	96⅛	96⅛	96⅛	
" new	100⅛	100⅛	100⅛	100⅛	100⅛	100⅛
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	57⅛	57⅞	58⅛	57⅞	57⅛	
Philadelphia and Erie	....	....	26⅞	....	....	
" 6s	91	....	....	....	....	
" 7s	91⅛	....	....	....	....	91⅛
Phila., Wilm. & Balt.	....	....	....	....	....	
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	75	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	122⅛	122⅛	122⅛	....	122⅛	122⅛
Hestonville, (Horse)	19⅛	....	....	....	....	....
Chestnut & Wal.	....	....	....	59	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	58⅛	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	20	19⅛	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.

	W. 12.	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18
Baltimore City 6s, 1875	99	....	....	99	....	
" 1886	....	....	....	....	....	
" 1890	98⅛	98⅛	99	98⅛	98⅛	98⅛
" 1884	....	....	....	....	....	....
" 1900	....	....	....	98	98⅛	98⅛
Balt and Ohio	160	160	....	160	....	
" bonds, 1875	....	....	....	....	99	....
" " 1880	96⅛	....	....	....	....	....
" " 1885	....	....	97	....	....	98
Marietta & Cin. 1st M.	98⅛	98⅛	98⅛	98⅛	98⅛	98⅛
" 2d M.	90⅛	....	91	91	91⅛	91⅛
" 3d M. 8s	82	82⅛	82⅛	....	....	....
Northern Central	....	....	....	47	42⅛	44
" bonds, 1885	....	....	....	....	....	93
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	94⅛	94⅛	94⅛	94⅛
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	56	55⅛	....	56	56	
" Defer. Certif.	....	14⅛	....	14⅛	....	
City Passenger R. R.	23	22⅛	22	....	22⅛	

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.

	Th.13.	F 14.	Sat.15.	M 17.	Tu.18.	W.19
Boston and Albany	....	....	147¾	148½	148¼	148½
Boston and Lowell	....	....	....	138	....	....
Boston and Maine	123½	122¼	....	122	....	124
Boston and Providence	....	....	....	149	....	149
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	....	....	42	41½	....
Cheshire, pref	....	77	....	....	....	....
Chi., Burl. & Quincy	118¼	118¼	....	118½	118¼	118
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	106	106	106½	....	106½	106¾
Fitchburg	....	130½	130½	....	130½	130½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	110	109	109	108¾	108¾	108
Northern, N. H	111	111	110	....	....	111
Ogdens. & Lake Champ	....	....	....	59½	....	....
" pref	....	....	....	102	....	....
Old Colony	111	111¼	111¼	..	111¾	111¾
Ph., Wil. & Baltimore	56	....	55⅝	56	56½	56¼
Portl'd, Saco & Ports	....	....	....	132	....	....
Union Pacific	....	34½	....	....	....	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	74¾	....	74½	....	....
" Income 10s	68½	69	71¼	72¼	72	71
Vermont & Canada	64	....	....	....	....	....
Vermont & Mass	....	86	....	87	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	34	....	....
Copper Falls ..	29	29½	29¼	31	31	31
Franklin ..	9⅞	9½	....	9¾	9¾	9¼
National ..	....	....	....	6	6	....
Pewabic ..	12⅜	12⅜	....	....	12¾	12½
Quincy ..	46¼	46	47	48	48	48

London Stock Exchange.

	—Closing Prices.— Feb. 7.	Jan. 31.
Atlantic & Gt. W. 1st mort., $1,000	75 — 74	73 — 75
Do. 2d mort., $1,000	68 — 70	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	36 — 38	34 — 36
Do. Reorg. Scrip	98 —100	98 —100
Do. Leas. Lines, Rental Bonds	91½— 92⅝	91 — 92
Detroit & Milwaukee 1st mort. Bonds	74 — 77	74 — 77
Do. 2d do.	74 — 77	74 — 77
Erie shares 100 dol. all paid	52½— 53	52½— 52⅝
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	97 — 99	96 — 98
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	95 — 97	96 — 98
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —100
Marietta and Cincinnati Rail. Bonds	82 — 87	85 — 90
Michigan Central 8s 1882, conv.	85 — 89	85 — 89
Panama 2d mort	— — —	— — —
Panama General mort	95 — 97	94 — 96
Pennsylvania, 2d mort	100 —102	99 —101
Do. General mort	96 — 97	95 — 96
Do. $50 shares	47 — 48	46½— 47½
Philadelphia and Erie 1st mort	97 — 99	95 — 97
Do. with option to be paid in Phila.	97 — 99	95 — 97

American Railroad Journal.

Saturday, February 22, 1873.

Stock Exchange and Money Market.

Money has been decidedly active and close all through the week, with 7 cent. currency and gold as the minimum call loan rate, in most nogotiations, the Stock Exchange firms having been generally obliged to pay the gold prices, and, in several instances, a fractional commission, (1/32@ 1/16th of one per cent.) for the necessary aid. The banks have not been in a position to extend much help. Their deposits, legal tender reserve and specie hoard were all materially reduced; and, consequently, their loan and discount averages were cut down nearly 2½ millions, the last statement having been deemed the most unfavorable weekly exhibit of the year, thus far. The bank averages fell 1¼ millions short of the requisite 25 per cent legal tender reserve, as against their liabilities. The fact that they are now so poor in reserve is said to be due to the severe contraction last year of Three Per Cent. Certificates, and by the unusually heavy shipments of specie within the last six months, which in turn, was caused by the fact that Europe took few American securities during the latter part of 1872. Private lenders were more exacting in their demands. The discount market has been comparatively tame. The best grades of business paper have been in favor within the range of 9@12 per cent per annum. While Money is close and dear here, and in most of the domestic markets, the report from London, is of unusual ease, and very low rates for the temporary use of funds.

The city banks, in their latest return, show a falling off of $2,329,400 of legal tender notes, $2,574,400 of specie, and of $5,685,800 in their deposits, with a contraction of $2,418,300 in their loan and discount averages, and an addition of $19,200 to their item of circulation. The city bank exchanges, last week, averaged 139⅞ millions. The banks now hold $1,299,000 of specie and legal tender notes less than the 25 per cent. of their liabilities required by the National Banking Act.

The clearances of the banks averaged through the week 139⅜ millions a day, and amounted in the aggregate, for the whole week, to $835,845,447 as against $823,394,604 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance more than a million, and its coin reserve about ⅞ths of a million as the result of the week's business.

The specie reserve of the city banks according to the latest return is $16,461,000, against $19,589,400 same time last year. The city bank deposits are now $214,613,400 against $217,697,200, week ending Feb. 17, 1873. The legal tender reserve amounts to $42,778,300, against $45,620,800 same time last year. The circulation now stands at $27,539,800 against $28,149,200 same time last year. The loans are now $291,520,700 against $284,911,300 at this date last year.

The coin reserve of the city banks is now a about 16½ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is about 42¾ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 214⅝ millions, against 247½ millions on the 20th of July. Last week the city banks fell $1,299,000 short of the required 25 per cent reserve of legal tender. In the corresponding week last year they held $3,700,000 above the 25 per cent reserve; in 1871, $19,100,000 above; in 1870, $32,900,000 above; in 1869, $21,300,000 above; in 1868, $25,000,000 above; and in 1867, $23,700,000 above. So that it will be seen the banks are considerably lower in reserve than last year, and very far below the next preceding five years.

Government revenues have been more liberal since our last. The excises yielded within the week about two millions and thus far in the current fiscal year beginning with July 1, 1872, about 74¾ millions. The customs at the port of New York, for the week, were $4,027,556, and at the outports, about $1,400,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $3,889,636 of currency, and $5,528,903 of gold, the latter including $4,087,000 from customs; and disbursed $4,898,092 of currency and $6,418,023 of gold, the latter embracing $1,066,907 of coin interest.

The U. S. Treasury balances at the close of business on Monday were: of coin, $64,759,775; currency, $5,223,510; legal tenders, special deposit for redemption of banking certificates, $29,570,000. Coin certificates are outstanding for $23,392,000.

Gold speculation has been decidedly strong and buoyant, through the week, on an enlarged volume of dealings at the Gold Board. The Customs drain has been much heavier, having exceeded four millions. The export movement has been moderate. The range of the price during the week has been from 114@114⅞, and the closing quotation on Wednesday was 114⅝ against 114⅛ on Wednesday of the preceding week. The specie outflow last week, was $759,802. The Gold Exchange Bank clearances have averaged about 64¼ millions per day during the week.

The customs demand for Gold last week, averaged $681,167 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873 have been $126,525 against $113,489 in 1872. The total customs revenue of the Government in coin, at this port, since July 1, has been $86,197,500 against $99,299,527 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $57,204,781, against $58,503,394 during the same time in 1871-2.

The export drain of specie was $759,802 last week, against $154,730 same week preceding year. The shipments since July 1, 1872, have been $44,649,019 against $24,085,542 during the same portion of 1871.

On Wednesday, the specie export was $289,557, all in silver.

Foreign Exchange has been offered with comparative freedom, to the depression of rates, on a moderate call for even prime bills. Bankers' sixty day bills on London closed at 108⅞@ 109⅛; sight bills on London, at 109¾@110. The week's exports of Domestic Produce have been to the currency value of $5,641,336.

Government proposes, under the Treasury programme for February, to sell, during the month, through the local office here, Gold as follows: Thursday, February 27—$1,500,000, And to buy in Five-Twenties, as follows: Wednesday February 26—$1,000,000.

Government securities have been in very good demand, and have held their own well as to values, despite the continued activity in Money. There has been an improved export inquiry for the gold-bearing bonds, especially the six per cents of 1881, and the later issues of the Five-Twenties, largely on German account. The offerings of all issues have been comparatively moderate.

Government bought in on Wednesday a million Five Twenties, from 113 70@113 85 net out of an aggregate offering of $5,128,150.

U. S. sixes of 1881 closed on Wednesday of this week at 118¼@118½ U. S. Five-Twenties of 1862, 115½@115⅝; U. S. Five-Twenties of 1864 at 115½@115⅝; U. S. Five-Twenties of 1865, 115½@116; U. S. Five-Twenties of 1865 consolidated, 114⅜@114⅝; U. S. Five-Twenties of 1867, 116⅛@116⅜; U. S. Five-Twenties of 1868, 116¼@116½; U. S. Ten-forties at 114¼@114½; U. S. Fives of 1881 (Funding Loan) 113½@113¾; Six per cent. currency Sixes from 114⅝@114⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 5.	Feb. 12.	Feb. 19.
Consols	92⅜	92⅜	92⅝
U. S. 6-20s, 1865....	92⅞	92⅝	92¾
" 1867	94¼	93½	93¼
" 10-40s	92⅛	91½	89½
New Fives of 1881...	91@91⅛	90½	90½
Erie	52¼	52¼	51½

State bonds have been comparatively quiet, as a rule, with more than ordinary irregularity as to values.

In the better class of Railway Mortgages an increased business has been transacted at firm and buoyant rates. The inquiry has been mostly for investment purposes, in good part, on foreign account. Central Pacific Sixes closed strong at from 104⅛@104¼, with a limited amount of the bonds available, and a good demand noted. Chesapeake and Ohio Sixes have been in better request, and closing firmly at 87 and interest. Western Pacific Sixes have been more sought after and quoted up to 94¾@95. The Northern Pacific 7-30 Loan has been of ready sale to investment purchasers at par and interest.

Railway and Miscellaneous share property has been quite active, and, notwithstanding the Money stringency, values have been well maintained, as a rule, though the later dealings indicated rather less buoyancy.

The Metal trade has been less active, but held with increasing confidence; sales, 150,000 lbs. at 34½c.@35c., cash, and 50 tons best selected English at 30c.@30⅜c. Scotch Pig-iron held at high figures on light offerings, checking business; sales, 100 tons Eglinton at $55@$56; 50 tons Glengarnock at $58; 25 tons Gartsherrie at $60. American Pig-iron steady and in demand; 300 tons Allentown and Cold Spring sold at $50 and $49, and 400 tons White Mottled on private terms. Iron Rails and Wrought Scrap-iron quoted as before on a dull market. Lead quiet at 6 37½@6 50, gold, for ordinary foreign. Spelter sold to the extent of 25 tons Silesian, at 7⅜c., gold; market firm. Pig-iron inactive, with Straits quoted at 32c.@32⅜c., on sales of 250 slabs, at 32c., and English, at 31¾c.@33c., gold, here and to arrive, with sales of 10 tons. Tin Plates in fair request, at full rates; sales 2,500 boxes charcoal, at $11 50@$11 62 ; 1,000 boxes Coke, at $10 25; and 800 boxes Charcoal Terne, at $10 50, gold, per box. Zinc quiet at previous figures.

General business has shown less animation in the line of domestic produce. Breadstuffs, Cotton, Wool, Hay, Hops and Seeds closed less firmly. Provisions and Petroleum stronger. Middling upland cotton, left off tamely on Wednesday at 21@21⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,540,183 bales, against 2,132,775 bales same time in the preceding year; exports 1,273,524 bales against 1,146,948 bales in the previous year; stock at the ports at latest dates, 524,500 bales against 587,100 bales same date 1871.

Foreign goods have been somewhat brisker. The dry goods movement has been more animated. Groceries have attracted more attention; Sugars quoted less firm. The week's imports amounted to $11,364,868, including $5,095,845 of dry goods.

Ocean freights have been moderately active, at generally firm rates, though Grain to Liverpool was taken by steam at easier figures. Vessels yet quite scarce.

At the Live Stock Markets, Beeves have been in good request at from 8@14½ cts.; Veals at 7@12 cts.; Sheep at from 4½@8 cts.; Swine at 5¼@5⅝ cts. per lb., all live weight. The week's receipts were 7,388 Beeves, 660 Veal Calves, 14,168 Sheep and Lambs, and 36,712 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Apl. and Oct., 25; do. Jan. and July, 21¼; Georgia 7s, end., 85; N. Y. State 7s, B. L. 107; Buffalo and Erie 7s, new, 98; Long Dock bonds, 95¼; Albany and Susq. 2d mort., 96⅞; Central of New Jersey 1st mort. new 103; Ohio and Mississippi 7s, consol., 93¼; Toledo, Peoria and Warsaw 1st E. D., 92; do. 2d mort., 82; Toledo, Wabash and Western 7s. consol. 87½; Cedar Falls and Minnesota 1st, mort., 82; Clev. Col., Cin. and Ind 1st mort., 103; Lafayette, Bloomington and Miss. 1st mort., 86; Gt. Western 1st mort. 1888, 94; Burlington, Cedar Rapids and Minnesota 1st mort., 91¾; Pacific R. R. 7s, guar. by Mo., 98¼; Boston, Hartford and Erie 1st mort., 42; Louisville and Nashville 7s, consol. 1898, 95⅛; Milwaukee and St. Paul 1st mort. La C. div., 92¼; Western Pacific R. R. bonds, 94⅛; Long Island R. R., 1st mort., 92; North Missouri 1st mort., 91¼; Delaware, Lackawanna and Western 7s, conv., 100; Buffalo, N. Y. and Erie 1st mort., 93⅞; New Jersey Southern R. R., 27⅛; do. 1st mort., 74; Atlantic and Pacific pref., 31⅜; Pacific R. R., of Mo., 55⅜; South Side (L. I.) R. R., 50; St. Louis, Kansas City and Northern pref., 66; St. Louis and Iron Mt. R. R., 92; Dubuque and Sioux City R.R., 63; New Central Coal, 44; Consol. Coal of Md., 51¾; American Coal, 64; Maryland Coal, 24; Cumberland C. and I., 76; Penna. Coal, 225; Western Union Tel., 89¼; do. 7s, 100; Quicksilver pref., 56; Atlantic M. S. S. Co., 6; Mariposa L. and M., 16¼: Am. Mer. Union Exp., 68⅜; U. S Exp., 76¼; Wells-Fargo Exp., 85⅞; Adams Exp., 98.

Philadelphia.—Westchester and Philadelphia R. R., 7s, 103; Philadelphia and Reading 7s, new conv., 102¼; do. deben. bonds 80; do. Gen'l mort. 7s, coupon, 101¼; do. reg., 103; Chesapeake and Delaware 6s, 90; Morris Canal 2d mort., 93; Pittsburg, Cincinnati and St. Louis 7s, 76½; Elmira and Williamsport 5s, 60; Delaware Division Canal 6s, 90; Allegheny Valley 7 3-10s, 91½; Lehigh Valley 7s, new, 106; Harrisburg and Lancaster R. R. 6s, 92; Pennsylvania and New York 7s, 96⅜; Camden and Burlington County R. R. 6s, 89; East Pennsylvania R. R., 40; Ridge Avenue R. R., 43; Fifth and Sixth Streets R. R., 50½; Nesquehoning R. R. 56½; Huntingdon and Broad Top Mt. R. R., 12; Catawissa R. R., 21⅝; do. new pref., 33; Susq. Canal 7. The latest quotations are: City 6s, 96⅛@97; do. free of tax, 100⅝@100¾; Pennsylvania State 6s, 1st series, 102@102¼; do. 2d series, 105½@106; do. 3d series, 108@108½; Philadelphia and Reading, 57¾@57⅞; do. Gen'l mort. 7s, coup., 101⅛@101½; do. reg., 102¾@102½; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 102@102½; United New Jersey R. R. and Canal Co., 122@122¼; Camden and Amboy mort. 6s, 1889, 96@97; do. 1883, do 89@90; 1889, 86½@87; Pennsylvania R. R., 60¾@61; do. 1st mort., 99¾@100; do. 2d mort., 89@100; do. General mort. coupon, 91⅛@91¾; do. reg., 95@95⅛; Little Schuylkill R. R., 46½@47; Morris Canal, 48@48½; do. pref., 121½@122 ; do. 6s, 92@94; Susquehanna Canal, 7@10; do. 6s, —@78¾; Schuylkill Nav., 7@7; do. pref., 14@14¼; do. 6s, 1882, 75@75½; do. 1872, 80@82; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 94@95; do. 5s, 60@62; Lehigh Coal and Navigation, 87⅛@88; do. 6s, 1884, 87@87½; do. R. R. Loan, 93¼@94; do. Gold Loan, 91@91¼; North Pennsylvania, 46@47½; do. 6s, 96½@98; do., 7s, 95¼@96½; do. Chattle 10s, 110@112; Philadelphia and Erie, 26½@27; do. 6s, 90½@91; Minehill, 53@53¼; Catawissa, 21@22; do. pref., 44½@44¾; do. 7s, 1900, 101@102; Lehigh Valley, 60¾@61; do. 6s, new coupon, 95¼@96; do. reg., 98@98¼; do. 7s, 106@106½; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 58½@59; Thirteenth and Fifteenth, 19@20½; Spruce and Pine, 32@33; Green and Coates, 50@51; Chestnut and Walnut, 57½@58½; Hestonville, 19@19½; Union, —@73; Germantown, 34@—.

Boston.—Old Colony 6s, 1875, 98; Vermont and Canada Equipment 8s, 80; Chicago, Burlington and Quincy 7s, 95¾; do. rights, 24; Burlington and Missouri R. R. in Nebraska, 69⅞; do. 8s, 100¼; Missisquoi R. R. 7s, 1891, 68½; Central Pacific R. R. 7s, gold, 1883, 100; Vermont and Massachusetts 7s, 1879, 96½; Grand River Valley 2d mort. 8s, 100¾; Central R. R. of Iowa 2d mort. 7s, gold, 79; Cedar Rapid and Missouri 7s, 1916, 87¾; Eastern R. R. 7s, 1883, 101; Kalamazoo, Allegan and Grand Rapids 8s, 95; Vermont Central 1st mort., 40½; Illinois Grand Trunk 8s, 1890, 99⅝; Missouri River, Ft. Scott and Gulf 1st mort., 10s, 1899, 85; Michigan Central 8s, 1890, 105⅜; Little Rock and Ft. Smith 1st mort. 7s, L. G., 81¾; do., 6s, 81¼; Stony Brook R. R., 98½; Eastern (N. H.) R. R., 102; Portsmouth, Gt. Falls and Conway R.R., 95¼; Chicago, Iowa and Nebraska R. R., 110; Michigan Central scrip, 108½; Cincinnati, Sandusky and Cleveland R. R., 18¾; Atchison, Topeka and Santa Fe R. R., 25½; do. 1st mort. 7s, gold, 1879, 78½; do. L. G., 78; Burlington and Missouri River R. R., in Iowa, 117; Norwich and Worcester R. R., 125½; Taunton Branch, 115½; Rutland pref., 56; do. scrip, 87½; do. No. 1, 91; No. 2, 90½; No. 3, 88½; Boston and Lowell R. R., new, 114; Boston Water Power, 4½; do. scrip, 68; Cary Imp., 18½; Waverly Land, 5; Brookline Land, 6¼; Maine 6s, 1889, 99¾; New Hampshire 6s, 1874, 99½; Charlestown 6s, 1890, 94¾; Portland 6s, 1877, 96¼; St. Louis 6s, 1889, 98; Lowell 6s, 1890, 95¼; Boston 5s, 1878, gold, 100; do. 6s, 1875@1877, currency, 99; Chicago 7s, 1881, 98½; Cleveland 7s, 1873, 99; Allouez Mining Co., 21½; Calumet and Hecla, 155½; Canada, 20c.; Dana, 1⅝; Hanover, 1; Humboldt, 2⅛; International silver, 2⅛; Mesnard, 2¾; Madison, 95c.; Native, 30c.; Petherick, 4⅝; Pontiac, 1½; Phœnix, 22½; Ridge, 12½; Rockland, 3; St. Clair, 4; Shuniah Silver, 2¾; Star, 1⅜; Tremont, 1½.

Baltimore.—Western Maryland 2d mort., guar., 97½; do. 3d mort. 96½; Orange, Alex. and Manasses 7s, 77¾; Central Ohio 1st mort., 89¼ Wilmington, Columbia and Augusta 7s, 80; South Side 2d mort. 6s, 72½; Parkersburg R. R., 10; Memphis City 6s, 58; Maryland Defense 6s, 104¼; Am. Gas Coal, 0.34. The latest quotations are: Chesapeake and Ohio R. R. stock, 80@83;

do. bonds, 80@83; St. Joseph and Denver City 8s, W. D., 54@56; Wilmington, Columbia and Augusta bonds, 80@80¾; Pittsburg and Connellsville 7s, 1898, 94⅛@94⅜; Baltimore and Ohio, 159@163; do., 6s, 1875, 99@—; do., 1880, 96½@97; do., 1885, 98@98¼; Parkersburg Branch, 11@—; Northern Central 43½@44; do. 6s, 1885, 93@93½; do., 1900, 87¼@—; do., 6s, 1900 gold 92¾@93; N. W. Va. 1st mort., 103@105; do., 2d mort., —@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98⅝@98¾; do., 2d mort., 7s, 91½@92; do., 3d mort., 8s, 83@83½; Central Ohio, 38⅛@40; do., pref., 40@40; do. 1st mort., 89¼@89½; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 97@—; do. 2d mort pref., 80@—; do., 2d mort. guar. by Washington Co., 84@85; Richmond and Danville 1st mort., 76½@77¼; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort. 6s, 87¼@88¼; do.,3d mort. 8s, 95½@96; do., 4th mort. 8s, 83@83½; Orange, Alex. and Manassas 7s, 77½@78; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77¼@78; do. 8s, 3d mort., 88¼@88½; Baltimore 6s, 1875, 98@99½; do., 1884, 98⅜@98½; do. 1886, 97@97; do., 1890, 98¾@98¾; do., 1893, 97@97; do. 1893, exempt, 98⅛@100; do., 1900, exempt, 98¼@98½; do. 1900, new, 96@98; do. 1902, 98@98½; Memphis City 6s, 58@58½; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 38@40; do. consol. 6s, 55⅛@55¾; do. reg. 51@53; do. coupon, 82@83; West Virginia, 14¼@15; City Passenger R.R., 21¾@22¼; George's Creek Coal, 113@124.

☞ The Hillsboro (N. C.) *Recorder* publishes the proceedings of a meeting held at Leasburg, N. C., in behalf of the prosecution of the Danville and Fayetteville Railroad, and represents that the people in the vicinity of the proposed line are waking up to its importance, and mean to give it a helping hand. It calls for a meeting of the people of Hillsboro to take the subject into consideration.

☞ The Pittsburg and Bellefontaine Railroad Company has been organized, with a capital stock of $1,000,000, to construct a railroad from Loudonville, in Ashland County, Ohio, through Ashland, Richland, Knox, Morrow, Marion, Delaware, Union and Logan Counties, to Bellefontaine. The corporators are G. W. Kemp, E. J. Howenstine, H. Cassell, E. Dix, T. P. Cratty, N. B. Wigatt and I. N. McBeth.

☞ It is expected that the Portland and Ogdensburg Railroad will be finished to within eight miles of the White Mountain Notch the coming summer.

☞ The survey of the Lyme and Colchester (Conn.) Railroad is completed. The estimate of the whole cost of the road and equipment does not much exceed $500,000.

☞ The coal tonnage of the Columbus and Hocking Valley Railroad in January was 64,752 tons. The total earnings of the company for January were $86,782 90.

☞ The Ridge Copper Company has declared a dividend of $2.50 per share, payable February 24th.

Toledo and St. Louis Air-Line Railroad.

The Toledo, Thorntown and St. Louis Railroad has been consolidated with the St. Louis, Shelbyville and Detroit line, under the name Toledo and St. Louis Air Line Railroad. At a recent meeting held at Indianapolis the following officers were elected: R. Gardner, Kalamazoo, Michigan, President; Colonel Thomas S. Sprague, Detroit, Michigan, Vice-President; Mr. Cowgill, Wabashtown, Indiana, Treasurer, and Hal. McNeal, Detroit, Secretary. Mr. M. B. Garten was made General Agent for the Indiana division. The proposed road will run through a level and very productive country, rich in agricultural and mineral wealth, and will open up to the world the rich veins of coal and iron in Fountain and Vermillion Counties, Indiana, through which it will run. The total length of the road will be 393 miles from Toledo to St. Louis. Forty miles of the road from Shelbyville, to Arcola, Illinois are graded and ready for the iron. This enterprise was projected in June, 1871, and it is intended to have the road built and the cars running over the entire line by January, 1875.

☞ Mr. J. A. Adamson, Superintendent of ties Texas and Pacific Railway, reports the work generally progressing rapidly. Roe, Zoebringer & Co., contractors for track laying, have commenced laying iron at Dallas. There are seven miles of iron at that point. At Sherman the warehouse of the company is nearly completed, and the grading of the road through that town finished. The prospects for a rapid pushing forward of the work are very favorable, and renewed activity will be manifested as the Spring opens.

☞ The officers of the California and Texas Railway Construction Company are as follows: B. H. Bristoe, of Philadelphia, President; Judge E. B. Hart, of New York, Secretary; Geo. D. Krumbhaar, of Philadelphia, Treasurer; Gen. G. M. Dodge, Chief Engineer; J. M. Eddy, Assistant Superintendent; M. H. Goble, Auditor; C. L. Frost, Cashier; D. C. Adams, General Supply Agent.

☞ In pursuance of the general railroad law of 1872, articles of incorporation have been filed with the Secretary of State of Wisconsin, and a patent has been issued organizing the Wisconsin and Superior Railway Company. The capital stock of the company is fixed at $2,000,000. It authorizes the company to construct a road from Oshkosh northerly to Lake Superior.

☞ A Company has been incorporated to build a broad gauge railroad from Salt Lake City to the Union Pacific at Echo, through Parley Park Canon, with a capital of $2,000,000. Jacob Lawrence is president of the company.

☞ Work on General P. E. Connor's Salt Lake, Sevier and Pioche Narrow Gauge Railroad has been commenced. He expects to have the cars running to Ophir in July.

☞ Mr. E. B. Ward, proprietor of the rolling mill at Detroit, has taken the contract to build the Texas extension of the Mobile and Chattanooga Railroad.

☞ There was 15,000 tons of iron shipped from the Davis iron ore mine in Salisbury, Conn., in 1872.

☞ The Treasurer of the State of Maryland has subscribed $163,000 to the capital stock of the Southern Maryland Railroad Company. The road will extend from Point Lookout, in St. Mary's to some point in Prince George's county, and, it is said, thence continuously to Washington city, to connect either with the Baltimore and Ohio or Potomac Road. The Baltimore and Drum Point Railroad Company has also received a subscription of $152,000. It is stated that both of these roads are prosecuting the construction of their lines vigorously. The sums subscribed are payable from the State Treasury.

☞ The Alexandria (Va.) *Gazette* states that the surveys for the Piedmont and Potomac Railroad, the proposed connection between Washington and Staunton, have been pressed forward with energy, and but for the severity of the winter would have now been finished. The route is favorable, and when completed it will form part of a new line from the Pacific to the Atlantic seaboard, *via* the national capital.

☞ The Coal River and West Virginia Mining and Railroad Company was organized in Cincinnati a few days since. They purpose to mine coal on Coal river and its tributaries, and to transport it to the mouth of Coal river, where their railway will strike the Chesapeake and Ohio Railroad, and also the Kanawha river, giving the advantage of transportation by water and rail.

☞ The charter of the Elkton and Oxford Railroad Company has been filed at Annapolis Md. The termini of the road are Oxford, in Chester county, Penn., and Middletown, Del. The road is to run near or through Elkton, Md. The capital stock of the company is $250,000.

☞ The Chicago *Tribune* announces that Yankton has secured all-rail connections with that city, the Dakota Southern Railroad supplying the link. The line runs northward from Sioux City, Iowa, along the east bank of the Missouri River, a distance of sixty-two miles to Yankton.

☞ The Green Bay *Advocate* says that the first consignments of wheat from St Paul are now on the way there over the Green Bay and Lake Pepin and the West Wisconsin Railroads. The distance from Green Bay to St. Paul over these lines is 282 miles.

☞ The Little Rock (Ark.) *Republican* of February 11th says track laying on the Little Rock and Fort Smith road is progressing at the rate of one mile per day. Trains will run to Russellville within two weeks, and to Clarksville the last of the coming month.

☞ Mr. James B. Hodgskin, treasurer of the Atlantic and Great Western Railroad Company, has been elected vice-president, and will hereafter fill the double position of vice-president and treasurer.

☞ The Marysville, Washington and Denver City Road is projected to start at Marysville, Marshall county, Kansas, and run westward through the Northern tier of counties.

☞ The Cheyenne, Iron Mountain and Pacific Railroad has been organized, with Dr. H. Latham as president, and Governor J. A. Campbell as vice-president.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO ANIMALS—CONSTRUCTION OF STATUTE.

The facts of the recent case of The Jeffersonville, Madison and Indianapolis Railroad Company *vs.* Parkhurst, (34 Ind., 501,) are fully and clearly stated in the following opinion by

PETTIT, C. J.—This suit was brought before a Justice of the Peace, by the appellee, against the appellant, for killing a cow by its train of cars, There was a judgment for the appellee before the justice, and appellant appealed to the said Court of Common Pleas. Trial and judgment for appellee in that court, from which it is brought to this court by the appellant.

The first assignment of error is the giving of instructions, which are as follows:

"1st. This is an action by the plaintiff against the defendant to recover damages for the killing of a cow on the track of the defendant, in Johnson county, and the plaintiff sets up in his complaint two grounds of recovery.

"2d. The first paragraph of the complaint alleges that the cow was killed at a point on the railroad where it was the duty of the defendant to fence against stock, and that the defendant had not so fenced in her track, by reason of which the cow strayed upon the track, and was thus killed.

"3d. The second paragraph of the complaint alleges, that the defendant so carelessly and negligently ran her locomotive and cars over the road, that the cow was killed by reason of such negligence in the defendant.

"4th. To enable the plaintiff to recover on the first paragraph of the complaint, he must show that the place where the cow strayed upon the railroad was at a point where the company were bound to fence the road, and that such point was not so fenced, or that such point was where the company were bound to maintain a cattle guard, and that such guard was not in proper condition to keep stock off the track of the road.

"5th. If you should find from the evidence in this case that the place where the cow got on the track was inside the corporate limits of the city of Franklin, you must further find that such place was not at the crossing of any street or alley, or at a point where, from the necessary use of the grounds, it would be unlawful or unreasonable to require the railroad company to maintain a fence, before the road would be liable for not fencing.

"6th. The railroad company would not be bound to erect and maintain cattle guards at the crossings of the public streets and alleys inside the corporate limits of the city of Franklin, nor would said road be bound to fence the lots lying on either side of her track between the crossings of such streets or alleys over the railroad; but beyond such crossings the road would be bound to maintain her fences and guards, the same as if running outside the corporation."

We think and hold that there was no error in giving these instructions and that they were clearly the law of, and proper in, the case. The appellant could not complain of them.

The judgment is affirmed, with ten per cent, damages and costs.

☞ The Metropolitan Branch of the Baltimore and Ohio Railroad, extending from Washington to Point of Rocks has been completed. ‖

☞ The Reading Coal and Iron Company have issued a circular indicating the course it proposes to pursue under its new scheme to regulate the trade. It promises that no mixture of different grades of coal will be permitted, and a rigid system of inspection is to be carried out at different points to insure the coal being delivered in a proper condition. Once a month the Company will issue circulars fixing the price of coal for the ensuing month, and contracts may be made subject to these circular prices. Thirty-one collieries are named that are worked by the Company, and twenty-six others are quoted whose product will be disposed of through their agency. This circular inaugurates the first active step in the new policy, which has already been somewhat widely discussed, and the practical workings of the system will soon be exemplified.

☞ The Philadelphia *Ledger* of 17th inst. fixes the total anthracite tonnage for the week ending 15th inst. at 288,661 tons, and for the coal year at 1,390,859 tons, against 1,619,265 tons to corresponding time last year, being a decrease of 42,124 tons. The bituminous tonnage for the week is 26,857 tons, and for the year 168,078 tons, giving a total of all kinds for the week of 265,518 tons, and for the year 1,787,343, being an increase as against production to same time last year of 18,237 tons.

☞ From the returns of the coal trade of Nova Scotia for 1872, the following figures are culled: Sold round, 716,329 tons; slack, 69,585 tons; consumed at the collieries, 95,036 tons; total quantity raised, 880,950 tons, being an increase of 207,708 tons over 1871. The increase in the sales of 1872 over 1871 was 189,496 tons.

Anthracite Coal Trade of the United States.

Last year the quantity of Anthracite sent to market was 15,198,103 tons, and the estimated consumption in the coal regions was put at 2,720,000, making the whole quantity mined 17,918,103 tons, as follows:

	Sent to market. Official.	Home consumption. Estimated.	Total. product'n.
Schuylkill and Columbia	5,124,780	900,000	6,024,780
Northumberland..	*628,866	170,000	798,866
Lehigh Region	2,249,356	400,000	2,649,356
Wyoming Region.	6,713,773	1,200,000	7,913,773
Lykens Valley	481,328	50,000	531,328
	15,198,103	2,780,000	17,918,103

* Only a portion of the trade for Northumberland County. The balance is reported elsewhere.

The whole quantity mined and sent to market in 1872, was as follows:

	Sent to market. Official.	Home consumption. Estimated.	Total. product'n.
Schuylkill	4,186,953	875,000	5,011,593
Columbia	319,260	25,000	344,220
Northumberland..	1,221,527	170,000	1,391,327
Lehigh Region	3,610,074	500,000	4,110,374
Wyoming	9,191,171	1,500,000	10,691,171
Lykens Valley	450,328	40,000	490,328
	18,929,313	3,110,000	22,039,313

The total supply of Anthracite Coal sent to market sums up as follows:

In 1872	18,929,313
In 1871	15,198,103
Increase in 1872, tons	3,731,210

Notwithstanding the large increase in 1872, we believe the market will take an increase of about 2,000,000 tons Anthracite in 1873.

OFFICIAL TABULAR STATEMENT.

Of the whole product of Anthracite Coal, and that portion of Bituminous Coal moved toward the seaboard in 1872, compared with 1871:

	1871. Tons.	1872. Tons.
Schuylkill Region:		
Reading Railroad	3,716,584	*4,092,540
Schuylkill Canal	1,010,171	838,191
Lehigh and Mahanoy	470,163	370,215
	5,196,918	5,301,946
Less Shamokin reported double	72,138	194,495
	5,124,780	5,107,451
	5,107,451	
Decrease in 1872	17,329	
Lehigh Region:		
Lehigh Valley Railroad	2,488,704	†3,492,608
Lehigh and Susquehanna Railroad	1,360,921	‡1,727,611
Lehigh Canal	740,636	767,094
	4,590,261	5,987,313
Less Wyoming & Schuyl.	2,340,905	2,376,639
	2,249,356	3,610,674
		2,249,356
Increase in 1872		1,361,318
Wyoming Region:		
Pennsylvania Canal Co.	331,507	321,311
Canal, North	7,299	
Pennsylvania Coal Co.	801,079	1,213,478
Lackawanna & W. R. North	559,973	842,470
" " South.	1,356,513	1,994,478
Delaware and Hudson Co.	1,598,773	‖2,516,565
Lackawanna & Bloomsburg	187,487	296,445
Via Lehigh	1,871,142	2,006,424
	6,713,773	9,191,171
		6,713,773
Increase in 1872		2,477,398
Shamokin Region	628,866	§569,689
	569,689	
Decrease in 1872	59,177	
Lykens Valley Region	481,328	450,328
	450,328	
Decrease in 1872	31,000	
Total Anthracite	15,198,103	18,929,313
		15,198,103
Increase in 1872		3,731,210

The supply of Anthracite Coal sent to market in 1871 and 1872 was furnished as follows:

* The whole coal tonnage of the Reading Railroad and branches in 1872 was 6,185,434 tons, including 221,146 tons of Anthracite and 452,835 tons of Bituminous coal received at Harrisburg and other points, all of which is reported elsewhere.

† The total coal tonnage of the Lehigh Valley Railroad, was Anthracite 3,850,117, and 27,061 tons of Bituminous, in all 3,877,179 tons, part of which is reported by other companies in their tonnage.

‡ The total coal tonnage of the Lehigh and Susquehanna Railroad in 1872, was 2,527,069 tons. The balance is reported elsewhere in detailed statement.

‖ The total tonnage of the Delaware and Hudson Canal Company, was 2,749,965 tons—but 233,400 tons is reported *via* Lehigh.

§ The whole product of the Northumberland County Coal Trade in 1872, was 1,221,327 tons. The balance is reported by other companies.

	1871. Tons.	1872. Tons.
Schuylkill & Columbia Co's.	5,124,780	5,107,451
Northumberland	628,866	569,689
Wyoming Region	6,713,773	9,191,171
Lehigh	2,249,356	3,610,674
Lykens Valley	481,328	450,328
	15,198,103	18,929,313
		15,198,103
		3,731,210

Since 1860 we give below the quantities of coal sent to market from the three principal Regions—the Schuylkill, the Wyoming, and the Lehigh:

Year.	Schuylkill.	Wyoming.	Lehigh.
1860	3,270,516	2,941,817	1,821,774
1861	2,607,489	3,055,140	1,738,377
1862	2,890,198	1,145,770	1,351,054
1863	3,443,265	3,759,610	1,984,713
1864	3,642,218	3,960,836	2,054,669
1865	3,735,802	3,256,658	1,822,535
1866	4,633,487	3,786,616	2,128,867
1867	4,334,820	5,328,322	2,062,446
1868	4,414,356	5,989,813	2,507,582
1869	4,748,960	6,068,395	1,929,583
1870	3,720,103	7,599,902	1,040,303
1871	5,124,780	6,481,171	2,249,356
1872	5,107,451	9,191,171	3,610,674

This table shows where Schuylkill County is drifting, and also the necessity of energetic measures of some kind to rescue it from its downward tendency. In 1866, the Schuylkill Region sent to market 4,633,487 tons, and the Wyoming and Lehigh sent 5,865,483 tons, an excess of only 1,231,996 tons. In 1872 the quantity furnished by the Schuylkill Region was 5,107,451 tons, an increase of only 473,964 tons, while the Wyoming and Lehigh Regions furnished in 1872 12,801,845 tons, an increase of 6,936,362 tons. Under such circumstances it was absolutely necessary that a change of some kind should take place—but whether the change proposed will prove to be beneficial or not to the Regions and its business, remains to be tested. One thing is certain that corporations and individuals side by side, and both engaged in the same business, never have succeeded together, nor never will—one or the other must go under. Such has been the result in the Wyoming Region, and such will be the result in this Region. It is a question of power; and unless the Railroad Company can be stripped of all mining privileges, and confined to transportation alone, it is not difficult for any person to judge of the result. One thing, however, is certain, that the Railroad Company must build up the Region in order to build up itself, and we heartily sympathize with those who are affected in their business relations by the radical change that is taking place in order to rescue the Region from its downward career.—*Pottsville Miners' Journal.*

☞ The Delplos, Ohio, *Hrrald* says that the managers of the Toledo, Delphos and Indianapolis Railroad are working persistently and spending a good deal of money, that the best of feeling exists all along the line, and that right of way and local aid is being augmented quite rapidly. The directors have before them proposals for building a good part of the line, and may at any time place a portion under contract.

☞ S. W. Dorsey has been elected president; T. M. Mahan, vice-president; Frank S. Davis, treasurer, and C. C. Waters, secretary of the Memphis, Pine Bluff and Shreveport Railroad Company.

☞ The tunnel on the Albany and Susquehanna Railroad, distant three miles from Binghamton, has been completed. Trains have been running through for nearly four years, but the arching was not finished until quite recently.

☞ The Davenport and St. Paul Railroad now has 146 miles of track laid and in use. On the main line, the iron is laid up to two miles north of Strawberry Point. Beyond that point the grading is nearly completed to Fayette, and iron sufficient to lay the track to that place has already been received. From Fayette north fully two-thirds of the grading for forty-five miles of road has been done, while the entire work has been let to the Minnesota line. On the opening of the spring, work will be resumed and pressed forward until Cresco is reached, by midsummer.

☞ The rails for the Wisconsin Valley road, from Tomah to Grand Rapids, a distance of forty five miles, have been purchased. Passenger, express and baggage cars, and 300 freight cars, for this line, have since been ordered. This road is being built, or at least assisted, by the Dubuque and Minnesota Railroad, and it is designed to form one of the principal feeders for that line. The southern terminus will be at some point below La Crosse.

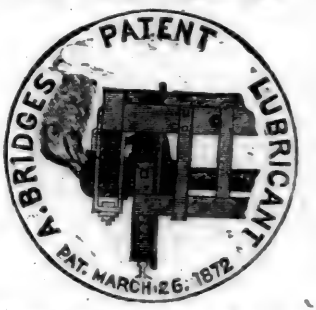
☞ Surveys have been made for a double-track iron bridge for the Troy and Greenfield Railroad over the south branch of the Hoosac, at North Adams, and the tunnel through Robinson's is to be enlarged so as to admit of another track.

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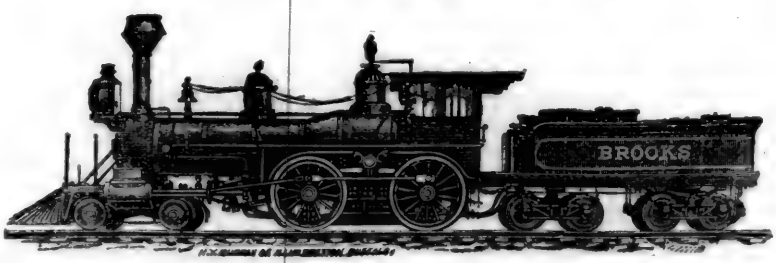
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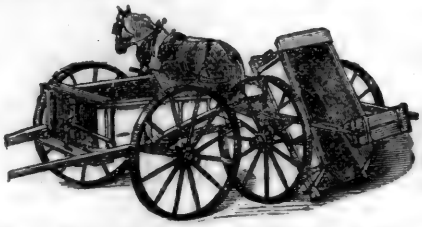
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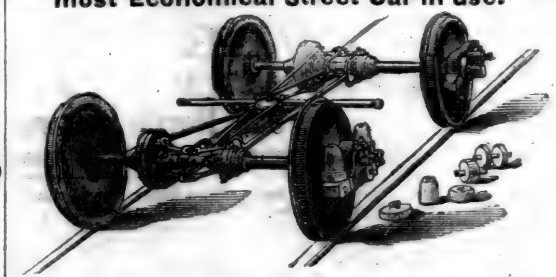
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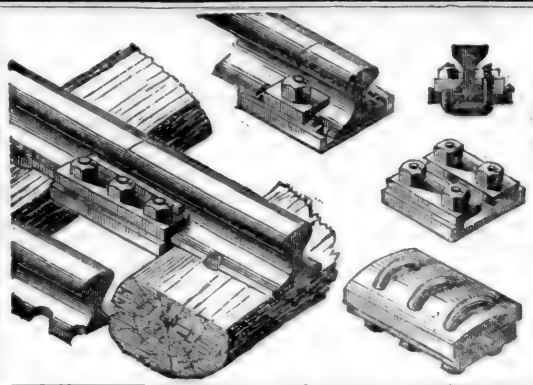
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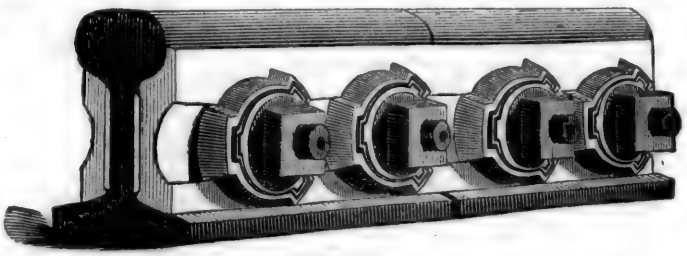
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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, March 1, 1873.

Philadelphia and Reading Railroad.

The Philadelphia and Reading Railroad Company has fifteen classes of bonds, namely—the 6 per cent coupon mortgage loan of 1893 for $1,189,500, the 7 per cent debenture coupon bonds of 1890 for $28,000, the 6 per cent mortgage coupon bonds of 1896 for $96,000, the 6 per cent mortgage coupon bonds of 1880 for $1,521,000, the 6 per cent sterling coupon mortgage bonds of 1880 for $976,800, sterling 5 per cent mortgage coupon bonds of 1880 for $182,400, sterling 7 per cent mortgage coupon bonds of 1874 for $43,200, sterling 7 per cent mortgage coupon bonds of 1877 for $134,400. All the foregoing bonds have their semi-annual interest periods in January and July. Besides these it has a 7 per cent dollar mortgage coupon bond of 1893 for $2,700,000, the semi-annual interest on which is payable in April and October; a 7 per cent coupon consolidated mortgage loan of 1911 for $7,696,000, the semi-annual interest periods of which are June and December; a 6 per cent mortgage sterling or gold loan of 1911 for $7,000,000, a 6 per cent dollar loan of 1911 for $376,000, a 7 per cent registered mortgage loan of 1911 for $3,414,000, and a 6 per cent gold mortgage bond of 1911 for $624,000, the semi-annual interest periods of which are also June and December. The new consolidated 7 per cent bonds, to the amount of ten and a half millions, have the privilege of conversion into capital stock at par, and this privilege, in the opinion of many, gives them a preference at present prices over the other bonds of the company.

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New York, Philadelphia and Washington.

☞ The Troy and Albia Railroad is about three miles long, and was maintained and operated during the past year at a cost of $16,647, while the total receipts were $20,728. The company have seven passenger cars and thirty-five horses. Capital stock $50,000, $44,700 of which has been paid in. The funded and floating debt amounts to $35,410. 245,124 passengers were carried during the fiscal year.

☞ The work upon the road for rapid transit in Brooklyn will no doubt be commenced in a short time, as the 5,000 shares of the Steam Transit Company have all been taken up, and the first instalment of ten per cent on the shares was paid in at the Nassau National Bank on the 25th ult.

Chicago and Northern Pacific Air-Line Railway.

Chicago is about to grapple with the resources of a new, vast territory that has not yet paid it tribute. The project has assumed a definite shape, and is nothing less than the construction of an air-line railroad to Duluth. It was some months ago that the project was first agitated among New York capitalists and railroad men. A glance at a railroad map showed that the Nothern Pacific Railroad had not been properly provided for in respect to an eastern terminus, as long as Chicago had been left out of consideration. The necessity for a road which should traverse the country between Chicago and Duluth was readily seen. Some time since, a party of New York gentlemen, who had given financial encouragement to the proposed new road, went to Chicago, accompanied by surveyors and engineers. The right of way, as far as the State of Wisconsin is concerned, was determined upon and purchased, and work was begun immediately. The company has been formed in this city, with a capital stock of $10,000,000, and an additional $10,000,000 in bonds. The officers are: George E. White, formerly President of the Western Union Railroad, President; George M. Graves, formerly a director of the Erie Railway, Vice-President; John C. Barnes, Treasurer; H. A. Warren, Secretary; Nelson Luddington and J. R. Young, of Chicago, and James L. Anthony of New York, a gentleman largely interested in railroad operations, Directors. After the formation of the company a number of Chicago parties became interested in the proposed new railroad and invested largely.

The route through the State of Wisconsin has been decided upon, and already about forty-five miles of road is graded, ten of which is in operation. The road at present starts from Richmond, on the Wisconsin State line, and the grading operations have reached Jefferson. It will thence extend to Portage City, crossing the Wisconsin River, the Yellowstone, thence continue through Nealsville and Neenah, and afterward proceed in a due north-westerly direction to Duluth. The course to pursue in constructing the Illinois portion of the line has not yet been determined. The new line, as its course indicates, will be called

the Chicago and Northern Pacific Air Line Railway. It will indeed be virtually an extension of the Northern Pacific Railroad, making Chicago the eastern terminus.

Boston and Lowell Railroad.

The receipts from operations of this road for the years ending September 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers....	$529,863 77	$553,590 09
" freight.....	649,019 37	712,452 03
" mails.....	6,580 53	6,593 46
" expresses.....	20,167 75	21,334 09
	$1,205,631 42	$1,293,969 67
Expenses, viz:		
Repairs of road.....	$189,986 85	$191,825 00
" engines....	63,388 61	53,643 65
" cars.....	102,724 40	86,922 98
" bridges....	27,618 68	38,118 67
" depots, etc.	33,029 98	52,721 24
Fuel	119,910 55	125,082 12
Freight department & watch.....	91,279 22	113,093 98
Conductors, etc.....	32,975 03	37,855 16
Engine and firemen...	50,716 39	57,152 08
Stationmen	21,369 28	26,298 08
Switch and gatemen..	18,849 18	24,397 51
Office expenses.....	12,986 75	13,757 79
Advertising, etc.....	8,051 43	10,380 52
Gratuities & damages.	12,440 99	26,796 36
Taxes and insurance..	59 120 97	52,601 31
Oil and waste	18,267 95	20,909 33
Removing ice & snow.	1,764 21	978 95
Miscellaneous	32,214 73	29,781 93
	$896,645 26	$962,316 66
Net receipts.....	$308,986 16	$331,653 01
To which add accumulation of interest upon the sinking fund...		27,557 78
Premiums received during the year on bonds sold.....		41,190 00
Net income.....		$400,400 79
From which deduct—		
Rents	$90,636 72	
Interest.....	39,456 30	
Interest on scrip, Jan. 1, 1873	10,980 00	
Dividends, 8 per cent....	178,720 00	
Amount of interest added to sinking fund.....	27,557 78	
Surplus in bond accounts.	41,190 00	
		388,540 80
Balance carried to sinking and contingent fund.....		$11,859 99

The increase of traffic revenue over last year is $88,338 25, and the increase in traffic expenses $72,191 06. The report says:

The average increase of traffic revenue for the last five years is 6 per cent. per annum. For the past year it amounts to 7 per cent.

The traffic expenses of the past season are charged with some extraordinary items, which are not likely to occur every year. A lawsuit with the town of Woburn to recover for injuries caused to a person from stepping into a post-hole, dug by an employee of the railroad at the side of the highway to accommodate private persons in moving a building, was decided against the town, and the damages paid were recovered from the railroad, amounting, with costs, to $22,642 67.

Unusual expenditures have been made upon the bridge structures and wharves about the Charles River. These structures are now put in such thorough repair, that, with the exception of a new draw required by the Legislature to be made in the freight bridge, they will demand but small comparative outlays for many years to come.

In constructing the new station-house, at Boston, while occupying the same grounds for passenger traffic, there has been a very considerable cost for temporary structures and tracks, and of removals, which has gone to swell the current expense. The permanent structures are now so far completed that further outlays of this character will be comparatively small.

The equipment of the joint roads has been kept in good repair, and all depreciations covered by the construction of new cars and engines in place of such as had become unserviceable, besides which, large additions have been made, to meet the growing wants of the business. Since 1868, the number of locomotives has been increased from 40 to 54; of passenger and baggage cars from 66 to 93; of freight and gravel cars from 1026 to 1360.

In the same time the freight handled per annum, including that taken in cars belonging to other roads, has increased from about 600,000 to 928,000 tons, and the passenger hauled one mile in our cars and others, increased from 22,718,000 to 37,053,000.

The amount charged by this company to construction account, for their proportion (69 per cent) of the increase of equipment above named, is $69,000.

As authorized by you at the last annual meeting, an issue has been made of bonds of this company, bearing 7 per cent interest, and having 20 years to run. Of the one million to be issued, there had been sold on the first day of October, $686,500. These sales were effected in our own office, without brokerage and at a premium of 6 per cent.; yielding a bonus of $41,190. Since the first of October, other sales of considerable amount have been made, indicating the probability that the entire lot will be disposed of at the same rate.

Arrangements have been entered into with the Nashua and Lowell Railroad Company, under which the interest accounts on our investments in the Lexington and Arlington Branch, the Stoneham Branch, the Mystic River Branch, improvements and real estate in Boston, Charlestown, and Winchester, and purchases of stock in the Lowell and Lawrence and Salem and Lowell Roads, amounting in all, at the present time, to about one million eight hundred and forty thousand dollars, is paid out of the joint moneys of the Boston and Lowell and Nashua and Lowell Roads.

Since the date of the last annual report, the improvements in Boston have been carried on vigorously. The train-house of the new passenger station is very nearly completed. The walls of the head-house are up, and the roof is now being put in place. The entire completion of the structure and its approaches may be expected during the coming summer.

At East Cambridge a large tract of our flats is being walled and filled for the wants of our growing business.

At the Mystic River we have under contract, and in progress, the walling and filling of about five acres of land, and also the dredging and pier wharfing requisite for about one thousand feet of water front, suitable for docking the largest ocean steamships. By next midsummer we expect to have ample accommodations for the European traffic for which these improvements are designed. Negotiations are now progressing with several foreign steamship lines for occupation of these docks when completed.

For a large portion of the coal traffic of our roads we have heretofore been dependant upon temporary arrangements with the proprietors of Phillip's Wharf, in Salem, to furnish dockage facilities and terminal handling. The precarious nature of these arrangements seemed so prejudicial to the interest of our company as to induce us to look for a more permanent and sure means of access to the water at that point. We have accordingly leased the wharf, including about nine acres of solid land, for a period of twenty years, with the privilege of buying at a fixed price, and the business there is now under our direct control.

Some complaint has, at times, been made of demurrage charges by vessels arriving at our wharves with coal, in such numbers as to render their prompt discharge impossible. To meet this difficulty, we have been induced to enter into arrangements with the Central Railroad of New Jersey and sundry extensive coal companies of Pennsylvania, whereby large deposits of coal are to be made on our wharves at Salem and Mystic River, and the coal companies are to contract to deliver in purchasers' yards at Lowell or elsewhere, at fixed prices, covering all costs of production and transportation. In this way the purchaser is enabled to relieve himself from all risk of demurrage and all trouble of transportation. The contracting parties have leased of us for ten years, about six acres of wharf at Mystic and Salem, for this purpose, at remunerative prices.

We shall ask you at the annual meeting to ratify and approve the following leases and contracts for new lines now being built to connect with and extend our roads:

THE PETERBOROUGH RAILROAD.

This road is an extension of the Wilton Road, and is now being constructed from Wilton, ten miles, to the town of Greenfield. The Nashua and Lowell Railroad leases this extension for joint account of the Boston and Lowell and Nashua and Lowell Roads, for a period of twenty years, at six per cent upon its cost, over and above certain gratuities to be paid in by towns in New Hampshire benefited by its construction.

THE MIDDLESEX CENTRAL RAILROAD.

This road is an extension of Lexington Branch, and is now being constructed from Lexington, eight miles, to Concord. It is to be leased by this company, for account of the Boston and Lowell and Nashua and Lowell Railroads, for thirty years, at six per cent upon an agreed cost, and to be bought at that cost within the life of the lease.

THE MASSACHUSETTS CENTRAL RAILROAD.

This road, which is being constructed from Boston to Northampton, about 100 miles, has contracted with us to furnish them, for twenty years, with terminal facilities and service in Boston, and the use of a track to be built by us on our lands, between Boston and Somerville or Arlington at a compensation fixed for five years, and thereafter subject to periodical revision as the business increases.

These several contracts will be submitted to you in full at the annual meeting.

The details of the financial condition of the company are exhibited to you in the accompanying balance sheet. They show us to be in easy circumstances; the demand for our bonds and stock being yet in excess of our requirements for expenditures. The notes payable account is largely made up of notes having some years to run, and some of them are without interest, having been given for purchases so conditioned. We are not, therefore, likely to be disturbed by any temporary pressure of the money market, and if our road continues to maintain its steady growth of business as heretofore, we may hope for reasonable and permanent returns upon the investment.

TREASURER'S BALANCE SHEET, Sept. 30, 1872.

Construction and equipment.....	$2,722,300 12
East Cambridge Flats	74,123 85
Mystic River Quay.....	203,205 82
Mystic River Railroad.....	112,431 18
Stoneham Branch Railroad.....	50,000 00
Lexington and Arlington Railroad, and Bedford extension	254,116 19
Improvements in Boston.....	767,713 27
Improvements in Winchester.....	36,909 56
Trustee of stock in Salem and Lowell and Lowell and Lawrence Railroads.	344,698 00
Trustee of sinking fund.....	487,094 01
Working materials.....	170,671 31
Nashua and Lowell Railroad acco'nt, Mystic River Quay and Interest..	54,827 66
Suspense account.....	9,968 41
Notes receivable.....	83,200 00
Cash,.....	169,941 96
	$5,541,201 84

Capital stock	$2,234,000 00
Instalments paid on new stock	618,900 00
Bonds due 1873	36,000 00
" 1879	200 000 00
" 1892	686,500 00
Notes payable	848,523 74
Contingent fund	374,416 62
Salem and Lowell Railroad	2,187 50
" " coupons.	62 97
Unclaimed dividends	2 151 00
Scrip dividend due 1873	366 000 00
Dividend No. 72, due Jan. 1, 1873	89,360 00
Dividend on scrip	16,980 00
Coupon No. 16, bonds of 1879	6,000 00
" 1, " 1892	24,027 50
Interest on new stock	902 01
Premium on bonds of 1892	41,190 00
	$5,541,201 34

President.—F. B. CROWNINSHIELD.

Directors.—Francis B. Crowninshield, Josiah G. Abbott, Hocum Hosford, Edward W. Codman, T. Jefferson Coolidge.

Manager.—GEORGE STARK.

Superintendent.—JOHN B. WINSLOW.

Treasurer.—C. E. A. BARTLETT.

Canadian Pacific Railway.

We give elsewhere an abstract of the text of the contract between the Government and the Pacific Railway for the construction of a road described in the Act of last Parliamentary Session: "From some point on or near Lake Nipissing on the South shore thereof, to some point on the shore of the Pacific Ocean." Subsidies for branches to Lake Superior and from Pembina to Fort Garry are authorized to be included in the contract. It is understood that the road is to be quite equal to the Union Pacific Railway; in case it should not be, the matter to be referred to the arbitration of three Engineers—one appointed by Government, one by the company, and the third by these two. It is to be divided into five sections, as follows:—1st, from the Eastern terminus to Red River; 2d, from some point on the Eastern section to Lake Superior; 3d, from Red River to a point in the longitude of Fort Edmonton; 4th, from the main line in the Province of Manitoba to the boundary of the United States; 5th, from a point in the longitude of Fort Edmonton to the Pacific Coast. The fourth section is to be completed 31st Dec., 1874; the third, Dec. 31st, 1876; the work on the Eastern and Western sections to be prosecuted simultaneously, and to be completed on the 1st of July, 1881, unless the company be allowed an extention of time by Parliament. The following summary is from the Montreal *Gazette*, in which paper the contract is published in full, occupying five and a half solid columns:—

The capital stock of the company is fixed at ten millions of dollars, ten per cent of which is to be paid in to the Government within one month from the date of signing the contract. This stock, as inferred from the terms of the contract, is to be received as the guarantee for the completion of the road. The company is not required to make any further calls, or rather has not the power to make any other calls, except for the completion and equipment of the line. No transfer of stock can take place within six years, except by the consent of the Government, and the ninety per cent remaining unpaid will be held as security, to be called up only by consent of the Government, and instalments not exceeding ten per cent. Persons subscribing the ten millions of dollars do so with the full responsibility of the construction of the railway, and the Government has not only the one million which is actually deposited with them, and upon which they are required to pay the company five per cent interest, but the other ninety per cent as security for the completion of the road.

The land grant is to be along the line of the railway, twenty miles deep on either side, and from six to twelve miles wide, in alternate lots. Care is taken in the contract to preserve the rights of settlers upon any lands which might otherwise be ceded to the company, pre-emption claims and other reservations, such as those of the Hudson's Bay Company, being excepted, and in lieu of the land an equal amount is given to the company from the other wild and ungranted lands of the Crown. It is also provided that lands which are unfit for settlement need not be taken by the company, except to the extent of one mile deep along the line of the railway and that the lands generally are to be selected from between parallels 49 and 50 north latitude east of the Rocky Mountains and to be of the average quality of land best fitted for settlement. It is further agreed that the company are to have the right of way free through the Dominion lands. The grants are to be made each six months, on the basis of the work actually completed. As to the alternate blocks retained by the Government, is is agreed that the Government shall not sell them at a price less than $2 50 per acre, but they may sell them at a higher price, if there should be an agreement between the Government and the company to that effect, provided always that the price to be fixed must have special regard to the settlement of the country. The Government undertake also to extinguish the Indian titles to lands ceded to the company. These are the general features with respect to the land grants. The price fixed is that at which all lands on American Railways, and retained by the Government are sold, and the results of this policy will be to much more than indemnify the Government for the cash subsidy which they have to pay to the railway. This cash subsidy amounts to thirty millions of dollars. It is to be paid monthly as the work progresses, the expense of the surveys made, and yet to be made by the Government, being deducted from the gross amount.

For the administration of these securities of the company a board of trustees is to be appointed, one to be named by the company, one by the Government, and one by the bond-holders, the duties of the trustees being to receive the Government subsidy as designed to receive the profits of all land sales, and to invest the funds thus realized, and to provide for the payment of interest on bonds and redeem them as they fall due. The company may in addition, appoint commissioners for the management of the land grant, who will render annual accounts of their proceedings to the board of trustees. Authority is given to the company to issue scrip, redeemable in land, and also to make promissory notes for sums not less than one hundred dollars, the latter, however, not to be payable to bearer and not to circulate as money.

It will be seen that the road is practically to be built on bonds to be issued on security of the land grant and on the railway itself, that is at least for so much as is required over the thirty millions of money to be given by the Government. The company is authorized to issue bonds to the amount of sixty thousand dollars a mile, should as much be required; but they may agree with the bondholders for the restriction of the issue, and in such case the agreement is to be absolutely binding upon the company. In brief, therefore, the financial scheme is first, to secure the proper management of the lands through duly appointed commissioners; next, to secure the proper administration of the funds arising from their sale or lease by the appointment of trustees, the Government and the bondholders jointly appointing the majority of these; and, finally, to issue bonds upon the securities thus obtained. The company is authorized to appoint an agent in London for the management of its affairs there, an arrangement which follows as a matter of course upon the general terms of the charter.

Connections for the interchange of traffic, and for general running arrangements, are authorized to be made with any railway company either in the Dominion of Canada or the United States of America. The company is required to make full returns to Parliament every year of the traffic upon the railway, of the bonds sold by them, of price obtained, and generally of all the proceedings connected with it. It is authorised to use the telegraph which is required to be constructed for the transmission of ordinary messages, so that it becomes, in reality, a telegraph as well as a railway company. In the construction of the railways the plans of all bridges over navigable streams must be submitted to the Government before the bridge is built. The directors now appointed are merely provisional directors, the regular directors of the company being named by the shareholders as soon as all the stock is subscribed, the qualification being the holding of two hundred and fifty shares. Ottawa is made the chief place for the business of the company, and it is provided that in the event of arrangements not being completed for the commencement and progress of the work before the first of January, 1874, the Government may in the May following cancel the charter and arrange with other parties.

The Virginia Debt Compromise.

The following is the exact text of the bill reported in both houses of Assembly to carry out the agreement entered into with the bondholders in regard to the interest on the State debt for the year 1873:

1. Be it enacted by the General Assembly, That it shall be the duty of the Auditor of the Public Accounts to pay into the public treasury, subject to the warrant of the Second Auditor, so much of the public revenue as the Second Auditor may certify to be necessary to pay the interest on the public debt as herein provided.

2. There shall be paid when demanded after the passage of this act, and on the first day of July, 1873, two per centum interest upon the principal of the public debt, bearing an interest of six per centum per annum, as evidenced by bonds issued under the provisions of the act approved March 30, 1871, and upon that part of the public debt bearing an interest of five per cent. there shall be paid at the same time one and two-thirds per cent, and upon two-thirds of the debt, the securities representing which have not been changed since the 30th of March, 1871, there shall be paid a like interest; provided that the interest herein directed to be paid shall be limited to such interest as has or will fall due during the year 1873.

3. It shall be the duty of the Second Auditor, upon the payment of the interest herein provided for to the creditors of the State, to issue and deliver to such creditors non interest bearing certificates for that portion of the interest due and remaining unpaid, and where interest shall be paid and certificates given for interest due upon coupon bonds, it shall be the duty of the Second Auditor to take in, cancel and file away in his office the interest coupons so paid or redeemed.

4. Every interest certificate issued by authority of this act shall state upon its face the number and kind of bond upon which the interest accrued and the time it was due and payable, for which such certificate is given.

5. This act shall be in force from its passage.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending February 22d at 256,886 tons, and for the coal year 1,912,134 tons, against 1,886,696 tons to corresponding time last year, being an increase of 25,438 tons. The bituminous tonnage for the week is 28,469 tons, and for the year 203,105 tons, giving a total of all kinds for the week of 284,355 tons, and for the year 2,075,239, being an increase as against production to same time last year of 46,795 tons.

Canadian Pacific Railway.

The contract for the construction of the Canadian Pacific Railway was finally signed at Ottawa on the 5th February. The preamble recites the Canadian Pacific Railway Act wherein it is declared that the line "should extend from some point on or near Lake Nippissing and on the south thereof, to some point on the shore of the Pacific Ocean; both the same points to be determined by the Governor in Council." It is also declared that two branches shall be constructed from points on the main line—one to some point on Lake Superior in British Territory, and another to the line between the United States and Manitoba. Reference is also made to the fact that the two companies originally incorporated for the construction of the line failed to form one company, and the Government did not think it advisable to give the contract to either. They, therefore, deemed it advisable to have a company incorporated by charter, as in the said act provided. The contract then goes on to state that the various gentlemen whose names we have already published as directors on behalf of the various Provinces have formed a company and agreed to construct the road, and have subscribed a capital sum of ten million dollars secured to the satisfaction of the Governor in Council, and have so subscribed the same in the proportions following, that is to say: $3,846,000, or nearly five-thirteenths, in the Province of Ontario; $3,076,800, or nearly four thirteenths, in the Province of Quebec; and $769,300, or upwards or one thirteenth in each of the Provinces of Nova Scotia, New Brunswick, Manitoba and British Columbia respectively. The said company is therefore formally incorporated, under the name of "The Canadian Pacific Railway Company," with corporate seal and the usual powers and privileges.

Section 2 of the contract provides that the capital stock of the company shall not be increased above $10,000,000, except by the act of Parliament; that it shall be in shares of $100 each, and that ten per cent. thereof shall be paid into the hands of the Receiver-General, to be held by him under orders of Parliament as security for the fulfilment of the contract.

Secs. 3 and 4 provide for the transfer of the shares and the payment of the calls thereon; each call not to exceed ten per cent., and 90 days' notice to be given.

Secs. 5 and 6 provide that the gauge of the railway shall be four feet eight and a half inches, and that the line and branches shall be as already mentioned.

Sec. 7 provides that the railway shall be divided into sections as follows:—1. *The Eastern Section*—Extending form the Eastern Terminus to Red River. 2. *The Lake Superior Section*—Extending from some point on the Eastern Section to Lake Superior. 3. *The Central Section*—Extending from Red River to a point in the longitude of Fort Edmonton. 4. *The Manitoba Section*—Extending from the main line in the Province of Manitoba to the boundary of the United States. 5. *The Western Section*—Extending from a point in the longitude of Fort Edmonton to the Pacific coast.

Section 8 provides "That the company shall, within two years from the twentieth day of July in the year 1871, commence simultaneously the construction of the railway from the Pacific Ocean towards the Rocky Mountains, and from a point in the Province of Ontario, hereafter to be determined by the Government, towards the Pacific Ocean, to connect the seaboard of British Columbia with the railway system of Canada; and further, shall construct the Manitoba section by the thirty-first day of December, 1874; the Lake Superior section and such portion of the main line as should be required to complete communication between Lake Superior and Red River, by the thirty-first day of December, 1876; shall proceed with and construct the eastern and western sections simultaneously; shall prosecute the work of constructing the railway with all due diligence; and shall complete the whole railway within ten years from the said twentieth day of July, 1871; unless the last mentioned period be extended by Parliament, in which case the company shall complete the whole railway within such extended period."

Sec. 9 declares that the construction and equipment shall be according to specification to be agreed upon between the Government and the company. The choice of three engineers as arbiters on disputed points is provided for, and the Union Pacific Railway of the United States is fixed as an approximate standard whereby such matters may be regulated so far as the nature of country will admit of without undue expenditure.

Sec. 10, 11, 12, 13, provide for the immediate opening for traffic of any part of the line of over twenty miles that may be finished; for the appointment of Government inspectors; for the construction of a line of telegraph, and for periodical reports of progress.

Section 14 grants the company fifty million acres of land in Manitoba, British Columbia and the North-west in blocks not exceeding twenty miles in depth on each side of such main line, and not less than six nor more than twelve miles in width, alternating with blocks of like depth and width on each side thereof, reserved by the government. For the branch lines the company are to receive 25,000 acres per mile for that to Lake Superior, and 20,000 acres per mile for that in Manitoba; the company to have the right of way through Dominion lands. The lands thus appropriated to the company shall be granted from time to time, at intervals of six months, as any portion of the railway is proceeded with, in quantities proportionate to the length, difficulty of construction and expenditure upon such portion. Sec. 15, 16, 17, provide for the sale and subdivision of the blocks of land belonging to the company and government respectively, and for the extinction of the Indian title on the company's grants.

Sec. 18 grants the company a subsidy of $30,000,000, payable in monthly instalments in proportion to the work done. Sec. 19 conditions that the expense of the surveys for the line in 1871-72 and 73 shall be included as part of said subsidy. Sec. 20 provides that the company may accept subsidies from any local Government or municipality.

Section 21 to 25 provides for the appointment of a board of trustees—to consist of three persons—one to be elected by the Government, one by the directors, and the third by the bondholders of the company, their duties being to receive and deal with the moneys and investments of the concern.

Sections 26 and 27 provide for the appointment of agents to manage and dispose of the company's lands.

Sections 28 to 33 provide for the keeping of Stock and Bond Registers; for payment to shareholders of five per cent. on their paid up capital, pending the construction of the line; for issue by the company of promissory notes, bills of exchange, and scrip redeemable in land; for making agreements with incorporated railway companies in the United States; for branches, junctions, or running powers so as to facilitate mutual interchange of traffic; for submission to Parliament of yearly reports of the amount of expense, traffic, &c., on the line or parts of it after being opened, and for the transmission of messages for the public along the company's lines of telegraph, with charges therefor, and power to lease said telegraphs.

Sections 34 to 43 relate to the directors and their powers. As already mentioned Sir Hugh Allan, Adams George Archibald, Joseph Octave Beaubien, Jean Baptiste Beaudry, Egerton Ryerson Burpee, Frederic William Cumberland, Sanford Fleming, Robert Newton Hall, John Sabastain Helmcken, Andrew McDermot, Donald McInnes, Walter Shanly, and John Walker, have been appointed provisional directors of the company. These hold office till the election of their successors. It is provided that the annual meeting shall be held at Ottawa, which is declared the chief place of business of the company, on the first Wednesday of February, when the election of directors and other business shall be proceeded with. Each director shall be a subject of Her Majesty, and a holder of at least 250 shares of the stock. The president of the company, and a majority of the directors shall reside in Canada.

The directors are to be thirteen in number, seven of whom shall form a quorum, the directors shall retire in the following order; four at the end of the first and second years respectively, and five at the end of the third year, and so on in similar proportions, during succeeding years. The directors are empowered to issue bonds to the extent of $40,000 per mile, to form a first charge on the assets of the company. An agency may be established in London, England, for transaction of the company's business. The remaining sections of the contract (which contain 56 in all) contain a variety of miscellaneous provisions usual in Railway Acts, and it is provided that in the event of arrangements not being completed for the commencement and progress of the work before the 1st of January, 1874, the government may in the May following cancel the charter and arrange with other parties.

Boston, Hartford and Erie Railroad.

FORECLOSURE OF THE BERDELL MORTGAGE.

Since the appointment of the present trustees of the Boston, Hartford and Erie Railroad, Messrs. Hart, Clark and Oliphant, by the Supreme Court in 1871, the corporation has been beset with but few legal difficulties, and the general impression has been that on the 16th of March inst. the trustees would quietly proceed to foreclose the Berdell mortgage, and that the bondholders would at once organize a new corporation and place the road on a sound basis. But now the Erie Railway company, which claims that great injustice would be done them by the closing up of the affairs of the Boston, Hartford and Erie Railroad as proposed, has filed a bill in equity in the United States Circuit Court of Massachusetts to restrain the trustees of the Boston, Hartford and Erie Railroad and others from causing to be published any notices for the calling together the holders of Berdell bonds at any time before the 16th of March, 1873, for the purpose of forming a new corporation under the terms of the Berdell mortgage, or the organization of any such company, and that until the further order of the court the status of the title and rights of any and all parties to the franchises and property held by said trustees under the Berdell mortgage, and the property itself, shall be held as the same now are; also, to restrain George M. Barnard, Charles S. Bradley and Charles R. Chapman, assignees appointed in bankruptcy, from selling, assigning or otherwise disposing of the franchises or property of the Hartford and Erie Road.

The bill, after reviewing the history of the Norfolk County Railroad Company, the Boston and New York Central Railroad Company, the Southern Midland Railroad Company, the New York and Boston Railroad Company, and the Hartford, Providence and Fishkill Railroad Company, of all which corporations the Boston, Hartford and Erie Railroad Company became possessed subject to certain mortgages now existing, sets forth that on the 8th of December, 1865, the Boston, Hartford and Erie Company applied to the Erie Railway Company and asked because of the benefits to be by it derived from the completion of the Boston, Hartford and Erie Railroad, that the Erie Company would aid such completion both by counsel and with money and pecuniary credit; that said application was granted, and Messrs. Daniel Drew, H. L. Pearson, A. S. Murrey, Robert H. Berdell, Dudley S. Gregory, A. S. Diven and Wm. Evans, all directors in the Erie road, were named as candidates for election as directors in the Hartford and Erie road, and were duly elected and acted as such. That before and after Dec. 8, 1865, various discussions were had between

the directors, officers and counselors of the orator company and those of the Boston, Hartford and Erie Company, and by them various plans devised for the taking up and retiring the then existing mortgage debt and other claims resting on the property of the last named company, and for the construction and equipment of its railways; and also as to the mode and form in which the Erie Company could lawfully and with reasonable financial safety aid in such completion and equipment, and that such conferences resulted in the making of a mortgage or deed of indenture, dated, executed and acknowledged March 19, 1866, to Robert H. Berdell, Dudley S. Gregory and J. C. Bancoft Davis, as trustees to secure certain bonds to be issued under and secured by the same, and in and by such deed conveying to said trustees all the franchises and property of said grantor, then by it held, or any to be thereafter acquired. It was estimated that to complete and equip the Boston, Hartford and Erie road from Boston to the Hudson river would require between $8,000,000 and $9,000,000, and the Erie Company aver that $8,000 000 was a sum amply sufficient to construct and reasonably equip the road between Boston and Fishkill, and it was agreed by Drew and others, the committee, that if the Boston, Hartford and Erie Company would secure at least $3,000,000 of cash from other parties, the committee would recommend to the Erie Railway Company to guarantee the payment of the interest of $4,000,000 to $6,000,000 of the Berdell bonds.

Acting upon this declaration it was agreed between the orator company and the Boston, Hartford and Erie Company that the latter should apply to the Legislature of Massachusetts for aid, and an act was passed loaning the credit of the State to that company to the amount of more than $2,000,000. On the 27th of February, 1867, Mr. Berdell ceased to be a trustee under the mortgage long before any bonds were issued under the same, and that John S. Eldridge, a respondent to this bill, was on October 24, 1867, appointed a trustee in place of Mr. Berdell, and accepted said trust. That Davis and Gregory resigned and ceased to be trustees on December 1, 1868, and that on August 16, 1869, Mark Healy and Henry N. Farwell were appointed in their stead. Among the provisions in the Berdell mortgage were the following: (1.) Any outstanding bondholders might convert their bonds into new bonds. (2.) The trustees shall reserve sufficient bonds for the entire exchange of the old bonds. (3.) No contract for the completion of the road should be valid unless approved by the trustees. (4.) The trustees should by one of their numbers supervise the expenditure (in the construction and equipment of the road) of the proceeds of any bonds that might be sold.

On the 8th of October, 1867, the Erie Company executed the contract to the Hartford and Erie Railroad Company to guarantee the payment of Berdell bonds, with a provision that it should form a lien upon all money derived from Berdell bonds. On the 9th of July, 1868, the indorsement of the Erie Company was placed on five thousand of the Berdell bonds which were delivered to the trustees under that mortgage. The Erie Company also purchased 537 bonds then out as a collateral loan by Mr. Eldridge, and which became the property of the company. The amount paid by the Erie road to the Boston, Hartford and Erie Company on the 9th of July, 1868, was $2,000,000 in cash, and accepted drafts of the last named company as by the terms of the contract agreed to the amount of $1,574,000; and that afterward, and before January, 1869, said acceptances were sold by and realized upon by the Hartford and Erie Company, netting the face of such acceptances, less $150,000, and that these drafts were paid by the Erie Company in full. At the time of the sale and delivery of the indorsed bonds to the Erie road it was a part of the agreement, in consideration of the contract of purchase, that said indorsements or guaranty should stand and remain, while said bonds should remain the property of the orator company, and be treated in all respects as if sold by the Boston, Hartford and Erie Railroad Company to parties other than the orator company.

It is then alleged that the conditions of the Berdell mortgage were violated, and that, with the exception of the bonds sold to the Erie Company, no trustee under that mortgage ever supervised the sale of bonds, and no trustee ever gave written assent to the use of any means derived from said bonds, or as trustee supervised the expenditure of such money, and that all the trustees from the first to the last issue of said bonds and the use of money derived therefrom, did suffer the Boston, Hartford and Erie Railroad Company to do as it pleased with said bonds and money.

After the Berdell bonds to the amount of $3,600,000 were placed as collateral for that amount of scrip loaned by the State to the Boston, Hartford and Erie Company, it is claimed that there remained of the Berdell bonds over $3,000,000 in principal, which were sold for a sum exceeding $1,500,000; and that there was between July 8, 1868 and January 1, 1870, received more than $8,000,000 by the sale of Berdell bonds which properly expended under the then existing contracts and properly otherwise used, would have completed and reasonably equipped said railroad from Boston to Fishkill before October 1, 1870.

The bill further alleges that some time between July 9, 1868, and January, 1870, some or all of the trustees in office surrendered and gave up to the Boston, Hartford and Erie Company all of the twenty thousand bonds, reserving and keeping none to pay underlying bonds, which then amounted to more than $2,500,000; that instead of devoting the proceeds of the sale of Berdell bonds to the construction of the road, as they were bound to do, the trustees expended more than $5,000,000 for other purposes, and that in consequence of the wrongful diversion of money derived from the sale of Berdell bonds the Erie Railway Company has been deprived of a net profit of $500,000 per year which it would have derived had the Hartford and Erie road been completed as it might have been.

The Erie Company further claim that the Hartford and Erie Company have not paid any of the coupons on the bonds guaranteed by the first-named company, and that unless relief is granted, it will be held and obliged to pay all coupons matured since July, 1869, and to mature to and including January, 1900. Demands have been made since July, 1869, for the payment of more than $1,200,000, and the company has taken up and now holds of the same to the amount of $734,005 54. All said bonds are believed to be a good and valid lien upon the property and franchise conveyed under the Berdell mortgage, and cannot in equity be ignored or divested from the orator company, or in any manner canceled or discharged, as it is proposed to do by the present trustees of the Berdell mortgage. When the hearing on the bill shall take place, the complainants aver that they will show that 2,500 Berdell bonds were wrongfully and unlawfully issued, none of which can be held included in and among bonds secured by and under the Berdell mortgage.

The Erie Company further alleges that it is the owner of more than one thousand of said Berdell bonds, other than the twenty-five hundred, and so has a very large interest in the property of said Boston, Hartford and Erie Railroad Company, as well as under the contract of October 8, 1867, and of indorsements as aforesaid, and that if any organization of a new company under and in consequence of further acts to be done by said trustees as they purpose and declare, and as above alleged, it had, the results of such a course would be disastrous to every interest involved under the status of the property of said railroad company, and of the questions involved and declared in this bill, and so your orator declares that any such organization as is proposed as aforesaid would be contrary to law, and would destroy the rights of your orator in law and equity, as above disclosed, and thus such rights would be lost beyond remedy and recovery.

And your orator further shows that it has no remedy at law, and can have adequate relief in the premises only in a Court of Equity, where matters of the kind disclosed by this bill are cognizable and relievable.

The counsel for the complainants are Hon. B. R. Curtis, Barlow, Larocque and MacFarland of New York, Gen. Butler and Thomas E. Graves.

The Indiana and Illinois Central Railway Co.

Offers for sale its FIRST MORTGAGE 7 PER CENT. GOLD BONDS, 30 years to run, with ample Sinking Fund.

The Road runs due EAST and WEST from INDIANAPOLIS to DECATUR, 152 miles, through the richest settled country of the West. It crosses the BLOCK COAL FIELD of Indiana at its best point, and it cannot fail to have a LARGE LOCAL AND THROUGH BUSINESS, as it makes a great saving of distance and has low grades.

It is building for cash, by responsible stockholders, and is BONDED FOR MUCH LESS THAN ITS COST. Eighty five miles will be done and in profitable operation this Spring, the residue within the year. There is no better bond on the market. For pamphlets and information apply to

Walker, Andrews & Co.

No. 14 WALL-ST.

New Bedford Railroad.

The stockholders of the New Bedford and Taunton Railroad have unanimously ratified the action of the directors in transferring their franchises and property to the New Bedford Railroad. The *Mercury* comments upon this event as follows:

"This action virtually completes the sale of the New Bedford and Taunton road, and is an important step toward the formation of a railroad line, under the control of one corporation, from this city to Fitchburg. For the road between this point and Taunton will be leased to the Boston, Clinton and Fitchburg, which has already under lease the road from Mansfield to Framingham, leaving only eleven miles of road between Taunton and Mansfield to be secured. The Taunton Branch Company, we understand, decline to sell or lease their road. But a bill is now before the Legislature, which will undoubtedly pass, authorizing the Mansfield and Framingham Railroad Company to extend their road to Taunton.

The new corporation has the best wishes of our citizens for its success, and will have all the cooperation needful to secure it."

☞ The Wisconsin and Lake Superior Railroad Company has been organized by the election of a board of directors, and the following officers, viz: President, G. W. Washburn; Vice President, J. C. Hoxie, New London; Secretary, T. S. Allen, Oshkosh; Treasurer, G. W. Roe; Executive Committee, Gabe Bouck, Nelson Fletcher, G. W. Wakefield. Books of subscription will be opened immediately. Reports from Winneconne, New London and Shawano say the people are alive to the importance of the road, and surveys will be made at once from Oshkosh to New London.

☞ The coal tonnage of the Columbus and Hocking Valley Railroad Company for the two weeks ending February 15th, was 39,432 tons, or 1,064,664 bushels; total earnings of the road for the same time, $50,066 86.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,160	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	76,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	256,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,382	683,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,589	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	261,109	316,037	342,897	348,030	408,686	408,859	418,709	506,681	497,519	475,608	441,197	404,264	4,849,495
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,987	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	434,915	361,171	5,164,897
1873	352,568	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	266,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032,739
1868	724,890	807,473	860,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,961	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,924	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	160,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,627	364,786	368,960	378,498	326,434	330,970	404,286	419,439	428,598	386,914	337,404	4,380,129
1873	358,612	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,258,955	1,443,272	1,498,494	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,333,994	1,294,976	1,460,173	1,548,812	1,729,218	1,468,961	1,550,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	636,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,133	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,492
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	583,598	620,228	713,142	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	527,068	572,175	547,988	638,373	641,410	616,680	768,256	759,967	863,746	681,382	640,183	.....
1873	681,499	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,245.316	1,235,285	14,797,975
1872	1,276,150	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,524,882	1,525 812	1,433,931	17,322,614
1873	1,412,368	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,528	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	138,407	132,998	153,531	144,023	141,376	1,418,889
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,587	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	342,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,039	406,283	363,187	326 891	378,880	467,990	511,447	453,373	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,696	422,015	529,890	628,660	582,862	5 7,434	507,050	5,940.102
1872	505,586	484,022	558,533	607,678	595,641	505,314	505,808	580,908	667,849	785,338	616,024	576,783	6,988,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436.412	565,718	458,191	425,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	466,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,671	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 8 8	513,787	6,957,739
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,516	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,103	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,857	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	289,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,003	965,358	903,974	864,037	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	661,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	689,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,906	1,464,026	1,294,621	1,235,366	1,476,406	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	693,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	4 3,045	644,503	688,578	1,003,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	.....	.....
1872	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,916	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,760	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,306	158,627	163.285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	158,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	167,495	177,085	201,648	17 ,169	155,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,864	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,645,769
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,756	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,533	312,530	348,891	310,800	450.246	470,720	422,369	323.377	434,284	4,242,348
1870	267,664	293,645	295,279	318,099	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,456	443,611	453,709	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,031	5,944,570
1873	370,290	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	526,629	500 139	589,288	706,608	802,586	746,450	643,058	644 051	728 821	719,698	570 168	506,053	7,654,094
1871	479,573	373,925	499,509	584 540	724,466	728,174	678,698	681,805	800,402	777,362	708,142	542,908	7,574,949
1872	718,930	884,116	565,861	699 420	880,442	855,469	742,382	789,567	868,754	980,706	915,727	.....	.....
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.26	102	16	Albany.....N.Y.	157,600	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.26	12	...	Allentown.....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.60	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.60	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyp)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.& B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3?	16	East New York & Jamaica N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,064 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	50½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	50
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	10½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	253	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston).....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	280	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	84½
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	200,000	200,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,600	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	80,052	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	29	10
Oct. 31, '71	12.87	145	25	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	168,100	63,300	6,000	45,834	36,700	—	50	15	43
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ...Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58½
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	28,910	25,000	25,000	—	16,207	6,484	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lan	singb.)		—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	895,729	200,000	75,000	102,903	467,185	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown...Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany).....N.Y.	328,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	90
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Inter st Rate.	Inter st Pay-able.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	.....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1888	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1870	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	185,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1889	....
Second and Third st. (Ph.): 1st Mortgage.....	86,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Rea. estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1880	....
Watervliet: 1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage.....	28,000	7	.....	.....	.....
2d Mortgage.....	5,000	8	.....	.....	.....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	18,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Jan. '73 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence.100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J A J.O.	Jan. '73 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 100	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey..100	15,000,000	J.A J&O.	Jan. '73 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '72 3
" pref.....50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	380,000	J.A J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '73 6
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago,Burl. & Quincy.100	20,000,000	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '72 3½
Cleveland & Pittsburg*. 50	11,250,854	F.M.AN	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val..100	848,964	F. & A.	Aug.'72 5
Concord.....50	1,500,000	M. & N.	Nov. '72 5
Concord and Porta.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River.....100	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley.....50	1,494,250	A & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J. A J.O.	July '72 2½
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec.'69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy * 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,462,600	J. & J.	Jan. '72 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 3½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J & J	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug.'70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	49,446,500	F. & A.	Feb. '73 4
" " (guar.).100	538,500	F. & A.	Feb. '73 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Jan. '73 2½
Little Miami.*.....50	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4s
Mill Creek & Minehill* 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov.'72 5
N.Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	605,000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J	Jan. '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Jan. '73 2½
Nieg Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3,150,150	January.	Jan. '73 5s
Northern Central 50	5,000,000	M. & N	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. '73 —
Panama.....100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	75,000,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Dec. '72 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref... 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Jan. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J.O.	Jan. '73 1½
" Special Imp..100	2,000,000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adama..100	400,000	J. & J.	Jan. '73 3
Port'and and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome,Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	314,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	Nov.'72 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '73 3
Brooklyn and Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	802,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.'100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.).....50	1,000.000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July'71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov.'69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Jan. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Feb. '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,838,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Maripesa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Feb. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	110
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,752,000	6	Jan. & July.	1880	116½
.. .. coupon	4,663,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,503,350	6	Jan. & July	1881	116½
.. ..coupon	63,818,000	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s).....registered	31,938,050	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon	234,948,000	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,479,450	6	Jan. & July.	1881	116½
.. ..coupon	21,520,550	6	" "	1881	118½
Loan of March 3, 1864 (5-20s).....registered	2,295,000	6	May & Nov.	1884	115½
Loan of June 30, 1864 (5-20s).....registered	32,967,050	6	May & Nov.	1884	115½
.. .. .. (5-20s).....coupon	35,902,300	6	" "	1884	115½
Loan of March 3, 1865 (5-20s).....registered	36,413,800	6	May & Nov.	1885	115½
.. .. .. (5-20s).....coupon	119,648,750	6	" "	1885	116
.. .. 2d series (5-20s).....registered	58,720,650	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	150,420,950	6	" "	1885	114½
.. .. 3d series (5-20s).....registered	90,674,550	6	Jan. & July.	1887	114½
.. .. .. (5-20s).....coupon	225,197,450	6	" "	1887	116½
.. .. 4th series (5-20s).....registered	14,007,500	6	Jan. & July.	1888	115
.. .. .. (5-20s).....coupon	24,630,300	6	" "	1888	116½
Loan of March 3, 1864, (10-40s)....registered	139,901,350	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s).....coupon	54,665,950	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71.registered	128,086,000	5	F. M. A. & N.	1881	113½
.. .. coupon	71,914,000	5	" "	1881	113½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68..(cur.)	1,980,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	404,155,833	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 .0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'89-'00	43
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'98-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O., Mob. & Chat. R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
Maine—($7,227,900):	546,000	8	April & Oct.	1898	....
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	6	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	....
.. Bounty War Bonds, 1866.....	511,355	6	J. A. J. & O.	1895	104½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,060,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1866.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	96½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	'72-'74	....
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'75	....
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'02	33
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	18½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,496,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1883	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1862	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	823,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	25
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	20½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	82
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'86-'00	49
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'0.	....
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1856-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1847.....	466,250	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850-'80	579,500	6	" "	"	1880	96½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	98
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	37½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	59½
Mass. L.(sec'r'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1870	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	....
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	93½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	91
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	....
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	80
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	298,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	81½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	81½
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. C.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	104
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (1st. by State) gold	1,500,000	7*	" "	" "	1885	110½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	88½
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,826,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1888	97½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	97
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	2,560,000	7	F. M. A. & N.	" "	1915	90½
Equipm't (Eng & Cars, $2,750,0 0)	275,000	10	May & Nov.	" "	1871	
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	233,000	7	" "	" "	1883	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	102
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div.) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'96	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096.000	6	Jan. & July	" "	1892	85
Consol. sinking fund guar.	525,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	92
2d Mortgage Consol. skg fund	3,678,900	7	Feb. & Aug.	" "	1909	73½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	443,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	97½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,900,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.		8	Jan. & July.		1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94½
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91½
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	93½
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	101½
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372 800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	6	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,508,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,638,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	93½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	100
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	104
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	1,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	101
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	286,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 263.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000m)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,939,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	.86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $800,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)	1852. 123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.)	1865. 237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
3d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1891	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	....
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
1st Mort. (Junc.R.R.) Dec. 1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July	" "	1885	103
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	98½
1st Mort. May 1, 1856 M. S. & N. I.	5,256,000	7	May & Nov.	" "	1885	102
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	98½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al. & Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	106
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1885	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	31½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1907	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Lebt. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	95½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	638,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.)						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000 pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.) assu'd	1,900,000	8	Jan. & July.	" "	1890	105½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ") guar.	70,000	8	" "	" "	1859	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100.000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	91½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du Chien)	1,815,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $14,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	...
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'95	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1895	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgagg for $500,(00	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	782,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96
2d Mortgage	1,358,500	7	May & Nov.	"	1896	96½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	98½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100⅝
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div)	534,000	7	" "	" "	1874	87½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	80⅝
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	77
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96⅞
Plain Bonds	485,000	6	April & Oct.	"	1875	94
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	77½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	90
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	82
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	103
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287¼m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	88
Perth Amboy & Woodbr.(C& A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1886	80
Loan of 1870, convertible	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	113,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	110,400	7*	" "	"	1872	....
Morigage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	5,500,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	1,462,000	7	" "	"	1911	103
	Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	"	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	76½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1862	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100⅝
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1896	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1876	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	76-'90	76½
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,600	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis,Jacksonv.& Chic.(C.&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	91½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed.	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible.	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1898	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort.	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	446,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	85
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	82
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1883	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, nar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	646,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. W. R. R. W. D. 100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	94
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	86½
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	89½
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	78
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	77
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M. K. & T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville (O. C. & A. Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	97
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	88
Consolidated (mort.) Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J. (NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D. & HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	40½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	10
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca. R. R.)	795 500	8	June & Dec.	"	....	70
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	78½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	96½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	845,000	8	March & Sept.	" "	1900	88½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O. C. & AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103
Western of Alabama:						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1868	....
1st Mortgage (M. & W. Point R. R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	...	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1895	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N. Y. or Lond.	1896	....
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	210,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	80
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m.	1,585,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L. C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage re-gistered. — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-gistered. — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage re-gistered. — 3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	84
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	72
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	74
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1905	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	2	56	Adirondac.....New York.	3,108,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed an	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	6,689,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	92½
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	678,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,067,287	*	.....	.....	567,544	—	579,081	—	—	(Unde	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	—	(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	—	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	—	(Leased to	Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	25½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible re	turns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	166.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	—	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	406.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	.....	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	81,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2	—	(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	160
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset.)			103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	...	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec 31, 1871	21.2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,077	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,978	19,664,100	821,500	910,403	3,022,705	268.3	4,005,313	4,744,904	2,209,382	7,962,342	2,127,933	10	100	143½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4	—	(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	76,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,378,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	9½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,208,108	252,264	8	100	138
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	8,277,949	*	909,875	392,918	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,878,587	486,444	1,994,689	571,117	8	100	122½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0	—	(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,068	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	84,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983,932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,886	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,321	.....	779,569	467,741	—	100	....
Apr. 30, 1872	296.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,146	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	117½
Jan'y 1, 1872	100.0	—	3.0	16.0	6	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	—	—	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	—	—	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(9¼ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	—	—	17.5	(Open	ed Januar	y 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	—	—	376,594	150,000	—	—	—	(Compl	eted 18 m	iles Jan. 1	, 1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	428,000	—	—	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,281	.....	487,452	654,328	202,575	—	50	43½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—	—	(Recently	opened—	No report.)		—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,790	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,604	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	—	—	6,000,000	4,000,000	—	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,378	3,944,103	990,591	6,841,379	3,035,235	10	100	104
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	—	—	—	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	86½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,439,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.6	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.5	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,011,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	—	.....	.....	635,355	400,000	60,484	—	22.8	—	(Leased to	Pennsyl	vania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	30	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	90,596	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. & E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
ec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
ept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	.....	1,056,000	1,871,000	.....	.....	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	.....	.....	.....	.....	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....	.....	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	.....	.....	.....	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	.....	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	.....	99,267	.....	22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	668,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....			(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	.....	.....	.....	.....	Goshen and Deckertown .....New York.	290,901	.....	49,893	.....	104,294	226,500	19,000	.....	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	.....	.....	.....	.....	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....	.....	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	6.7	—	.....	.....	.....	.....	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	238	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	.....	.....	.....	.....	Greene.....New York.	320,386	.....	.....	.....	200,000	.....	120,386	.....	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	.....	.....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	.....	.....	.....	.....	Greenwich and Johnsonville...New York.	273,893	.....	.....	.....	130,090	130,000	.....	.....	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas		(No statement furnished.)								18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	.....	.....	.....	.....	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	319,600	.....	.....	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	.....	.....	.....	.....	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	.....	.....	.....	.....	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,284	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	46
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	.....	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	66,100	15,384	30,000	116,850	222,150	.....	.....	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	.....	116.0	164 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	.....	.....	.....	.....	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	780,000	.....	.....	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N. Haven and Hartford R. R.)								
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	.....	.....	.....	.....	*Hastings and Dakota*.....Minn.	710,000	.....	.....	.....	703 000	.....	7,000	.....	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	160,000	.....	.....	.....	5.5	.....	.....	33,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	.....	.....	.....	.....	Holly, Wayne and Monroe .....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	.....	—	.....	.....	.....	.....	Holyoke and Westfield.....Mass.	450,003	.....	.....	.....	200,000	200,000	50,000	.....	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	*	261,863	306,847	2,000,000	391,000	67,899	.....	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804		5,636	.....	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	146.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	.....	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	.....	62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	.....	1,110.9	5,710,954	1,286,584	1,831,944	8,401,142	2,732,847	10	100	119½
Dec. 31, 1871	65.5	—	3.3	—	.....	.....	.....	.....	Illinois Grand Trunk.....Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	.....	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	.....	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	640,000	*	.....	.....	1,000,000	500,000	100,000	.....	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,260,000	.....	.....	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	.....	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,681,800	*	16,078	46,841	1,402,000	3,150,000	32,717	.....	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	.....	.....	.....	.....	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	117.0	216,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	73.0	—	3.5	277.0	.....	.....	.....	.....	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	18.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,000	30,000	10,681	204,977	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	.....	.....	.....	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Dec 31, 1871	36.5	38.5	12.5	—	.....	.....	.....	.....	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	37.7	—	4.2	—	.....	.....	.....	.....	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	226.0	919,288	515.294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	44.5	—	4.5	—	.....	.....	.....	.....	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	4.6	—	9.1	—	.....	.....	.....	.....	Junction (Phila.).....Pennsylvania.	898,320	.....	.....	.....	185,250	800,000	.....	.....	—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	4.6	21,489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	58.0	—	2.8	—	.....	.....	.....	.....	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	32.0	—	1.6	—	.....	.....	.....	.....	Kalamazoo and South Haven.....Mich.	690,000	.....	.....	.....	250,000	640,000	.....	.....	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	32.0	(Leased to Michigan Central.)					—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	.....	990,000	.....	.....	.....	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Dec. 31, 1871	31.9	—	1.8	—	.....	.....	.....	.....	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,062	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	.....	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	.....	672.6	2,470,914	201,592	277,168	3,812,518	1,009,928	—	100	24
Dec. 31, 1871	80.0	—	28.5	—	24	8	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	.....	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	4.0	—	.....	.....	.....	.....	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	36.0	—	1.3	79.9	.....	.....	.....	.....	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	.....	.....	117,073	666,000	.....	.....	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871					.....	.....	.....	.....	Lake Ontario Shore Line.....New York.	54,309	.....	.....	138,261	192,510	.....	.....	.....	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	90½
Aug. 31, 1872	92.0	—	5.1	—	19	....	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	.....	.....	—	—	(Recently opened.)					—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,908	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—					New York and Mahopac	New York.	229,110				135,300		74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124 3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	141½
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	8	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—					Niagara Bridge and Canandaigua.	N. York.	3,210,616				1,000,000						(Leased	to New Y	Cent. & Hud	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina †	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	6.8	—	13	13	5	141	North-Eastern †	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	(No accounts obtainable.)								72.0		(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	92
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	8	60	Northern, of Canada	Canada.	5,465,408	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	66	38	4,288	Northern Central †	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	84
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	111
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1.000.000	400,000	.....				(Leased to	Erie Com	pany.)		—	100	....
Dec. 31, 1871	278.0	—	.....	1,700	0..	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)				100,000,000	50,000p.m	.....		278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester †	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2.823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	125
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	89½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	96	Ogden Mine	New Jersey.	452,994	*	.....	34,259	450,000	.....	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	46½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	67½
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	846	Orange, Alex. and Manassas Gap †	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	585,236	185.604	121.911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000				375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953				268,000	612,100	27		28.6	(Leased	to Rome,	Watertown	n & Ogdens	burg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	16	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000	.....		21.0		(Opened	April 17,	1871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific of Missouri* †	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	53½
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	.....	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000						(Under	construct	ion.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177			47.5		(No | returns.)			—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000			800,000	600,000	1,200,000			34.0		(Construc	tion in pro	gress.)		5	100	95
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000				330,000				14.5		(Leased t | o Erie.)		245,662	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000				500,000	500,000			12.0	(Leased	to Erie at	35 p. c.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				248,000	80,000			15.1		(Leased t | o Erie.)			—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250		87,758		1,500,000	1,076,000			67.3	(Leased	to Tol. Wa	b. and We	stern.)	29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692				342,150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000				500,000	375,000			18.0	(Leased	to New Je	rsey Sout	hern.)		6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.3	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,396,404	10	50	121
Dec. 31, 1871	47.0	15.9	57.0	—	28	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	225
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098		.....	.....	132,412	700,000	100,000				(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	416,008		142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000		.....	.....	1,200,000	600,000			46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.	N. Jersey.	214,581		.....	.....	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg †	Virginia.	1,719,113	*	.....	63,783	1,342,200	558,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie †	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	54
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900				33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	171½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,302,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	116
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia and Trenton	Pennsylvania.	1,259,600		329,620	.....	1,259,100			286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Philadelphia, Wilm. and Baltimore.	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,060,943	8	50	112½
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pickering Valley	Pennsylvania.	468,478		.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pitt'g Cin. & St. Louis.	Pa. & W. Va.	18,030,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pitthole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	6,912	Pittsburg and Connellsville †	Penn.	7,330.816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964,989	178,099	7	100	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,683,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Pittsfield and North Adams	Mass.	443,678		.....	.....	450,000					(Leas	ed to Bost	on and Al	bany.)		6	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....	.....	(Not in ru	nning ord	er.)		—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1871	51.3	—	6.7	19	—	7	7	167	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1872	50.6	—	.....	60.0	2	.....	.....	.....	Portland, Saco and Portsmouth	Maine.	1,359,536	*	585.069	79,576	1,500,000				51.3	331,257	389,322	.....	628,430	180,561	10	100	132
Mar. 31 1871	26.0	—	0.2	—	3	3	2	56	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....				(Not in op	eration at	date.)		—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170.000	200,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	95½
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Poughkeepsie and Eastern	New York.	1,011,071	† *	120,523	.....	524,464	380,300	226,830		.....	40,208	53,052	6,110	34,021	5,673	—	100	....
									Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	[illegible]	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	[illegible]	1,398,891	452,266	829,219	205,813	10	100	143
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049		28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	.....	44.0	69,127	.....	.....	.....	48,000	8,000	—	100	....
Mar. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	.....	48.0	211,872	122,523		294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,935	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	624,731		457,484	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,939	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	.....	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.3	—	37	15	7	936	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No returns furnished.)			.....	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	216.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	.....	.....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	.....	239.0	(Leased	to Vermont Central.)					—	100	13
Apr. 30, 1872	192.0	—	.....	89.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	112.0	.....	(No returns furnished.)					—	100	....
Dec. 31, 1871	84.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	.....	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	782,466	526,618	434,963	1,636,904	667,319	—	100	91
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	—	—	2,623,850	2,725,000	—	—	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 26, 1871—No returns.)					—	100	....
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S.Eastern..Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,266,000	155,259	16,000,000	8,820,000	338,427	.....	.....	(Completed in	January 1872.)					—	100	....
Dec. 31, 1871	168.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,780,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	*	8,594,240	230,419	1,968'600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston and Lowell.)			17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	6	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	.....	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	266,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	.....	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	—	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,039	.....	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	161	Seaboard and Roanoke..Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	169,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	—	—	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,629,000	.....	.....	157.0	.....	(No report furnished.)					—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	280,881	5,819,275	4,340,230	1,146,759	.....	243.0	808,409	197,382	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259'685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	.....	66.0	338,420	611,784	67,077	408,616	142,987	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,830	*	27,480	.....	1,714,732	1,640,000	10,529	.....	89.0	108,548	128,706	63,681	183,197	73,338	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	.....	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,333	488,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,088	*	.....	.....	1,250,000	222,000	432,085	.....	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	.....	.....	(Recently opened—No returns.)						—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	.....	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	71
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120'4	—	12	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	122
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	.....	59.3	158,800	244,486	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	—	—	2,500,000	—	—	—	—	(Leased	to Vermont Central.)					8	100	60
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,584	234,074	26,443	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	87
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	.....	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	44.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	.....	47.5	(Recently opened—No returns.)						—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., Lacka. and Western.)					7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	—	—	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,600	95,500	126,092	14,904	1,467,670	100,000	252,707	.....	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	.....	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	.....	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	306,088	.....	.....	138.0	966,389	.....	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	—	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	181,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	—	—	1,022,450	1,800,000	907,813	.....	—	(Leased	to Pennsylvania.)					—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	63	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,246	625,810	229,680	4	100	108
Aug. 31, 1871	163.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	6.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	.....	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,680,100	51,230	159,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	5.5	12.7	120.0	14	10	4	207	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	4,000,000	4,315,000	71,638	.....	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,517	45.7	314,457	356,264	328,372	569,704	181,067	10	100	135
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	.....	12.5	—	—	.....	414,209	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	—	—	—	.....	.....	.....	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	5,000,000	10,000,000	.....	.....	108.0	—	—	1,428,755	113,361	loss.	10	100	120
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	.....	65.5	—	—	.....	1,045,957	763,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	.....	108.0	—	—	982,188	578,462	31,978	50	50	76
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.... Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	39,337	9	50	....
Dec. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,621,965	197,816	82,206	103.0	—	—	.....	609,552	142,888	—	50	97
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,604	.....	108.3	(Leased	to Phila. &	Reading.)	661,427	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	.....	84.0	—	—	501,674	144,093	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	[illegible]	—	50	....
Dec. 31, 1871	123.9	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	.....	123.0	(Leased	to Pennsylvania.)					50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	62 50 @	— —
Gartsherrie		59 — @	60 —
Glengarnock		56 — @	— —
Eglinton		54 — @	55 —
Pig, American, No. 1		50 — @	— —
Pig, American, No. 2		48 — @	— —
Pig, American, Forge		41 — @	42 —
Bar, Refined, English and American		110 — @	— —
Bar, Swedes, assorted sizes	(gold)	120 — @	130 —
		—STORE PRICES.—	
Bar, Swedes, 1½ x¾ & 1¼ x¾ to ⅝ & ¾ sq. 1¼ to 5x½ to ¾ & ⅞ to 2 sq. 6 to 12 x ¾ & ⅛		145 —	@155 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ½ to 1 in		105 —	@ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in		110 —	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		112 50	@ — —
Large Rounds, 2½ to 2¾ to 3¼ to 4 in		112 50	@125 —
Scroll		120 —	@150 —
Ovals and Half-round		130 —	@150 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@122 50
Horse Shoe		117 50	@127 50
Rods, ⅜@3-16 inch		110 —	@152 50
Hoop, ¼ by No. 22 to 1 & 1¼ by 13 & 14		130 —	@172 50
Nail Rod	per lb.	— —	@ — 9
Sheet, Russia, as to assortment	(gold)	16 —	@ — 17
Sheet, Single D. and T. Common		— 6¼	@ — 7¼
Sheet, Doubles and Trebles, Charcoal		— 7¼	@ — 8¼
Sheet, Galvanized		List. 15 per ct. disc.	
Rails, English	(gold) per ton.	70 —	@ 71 —
Rails, American, at Works in Penna. c'y.		80 —	@ — —
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18	@ — 22
English Spring (2d and 1st quality)		— 9¼	@ — 10¼
English Blister (2d and 1st quality)		— 11½	@ — 16
English Machinery		— 11½	@ — 14
English German (2d and 1st quality)		— 11½	@ — 12
American Blister		— —	@ — 11¼
American, Cast, Tool		— —	@ — 17
American, Spring		— —	@ — 11
American Machinery		— —	@ — 11½
American German		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— —	@ 5 25
8d. and 9d.	"	— —	@ 5 50
6d. and 7d.	"	— —	@ 5 75
4d. and 5d.	"	— —	@ 6 —
3d.	"	— —	@ 6 75
Cut, 2d and 3d. Fine		— —	@ 7 50
4d. and 4½d. Sugar Box		— —	@ 6 —
Cut Spikes, all sizes		— —	@ 5 50
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21	@ — 33
Copper		— —	@ — 45
Yellow Metal Sheathing and Slating		— 27	@ — 30

TIN—DUTY: Pig, Ears and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— —	@ — 37½
Straits	(gold).	— 31½	@ — 32
English	(gold).	— 31½	@ — 31¾
Plates—Fair to good brands.	—Gold.—		—Currency.—
I. C. Charcoal	per box.	11 50 @12 —	13 50 @ 14 —
I. C. Coke		10 25 @10 50	12 — @ 12 50
Coke Terne		8 75 @ 9 75	10 25 @ 11 25
Charcoal Terne		10 50 @10 62½	12 25 @ 12 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 8½	@ — —
Crude, 40 @ 47 gravity (in shipping order)	— 14	@ — 14½
Refined, Standard White (in ship'g order)	— 19½	@ — 20
Refined, S. W. (in jobbing lots)	— 20	@ — —
Refined, S. W. (in tin)	— 26½	@ — 27
Naptha, Refined, (65 @ 73 gravity)	— 13½	@ — 14½
Residuum	per gall. — 11½	@ — —

COPPER—DUTY: Pig, Bar and Ingot, 5; 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. Old Copper, All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— —	@ — 43
Copper, Bolts	— —	@ — 45
Copper, Braziers' (over 16 oz.)	— —	@ — 45
Copper, Nails	— —	@ — 45
Copper, Old Sheathing, &c., mixed lots	— 28	@ — 30
Copper, English Pig	— 30	@ — 30½
Copper, American Ingot	— 34½	@ — 35

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 37½	@ 6 50
German	(gold)	6 37½	@ 6 50
English	(gold)	6 50	@ 7 —
Bar		— —	@ 9 25
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		— — @18 —
Liverpool House Cannel		— — @21 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 25 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
Boston, Hart. & Erie	9½	9½	....	9½	9½	9½
Canton Co.	....	....	....	....	....	102
Central Pacific 6s	104½	104½	....	104	....	....
Central of N. Jersey	104	....	....	104½	104	104
Chicago & Alton	....	....	....	....	110½	110
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	....	....	80
" pref.	90½	....	90½	90	89	....
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	112½	113½	....	114½	113½	112½
Chi., R. I. & Pa. 7s, 1896	....	....	....	102	....	....
Clev., Col., C. and Ind.	93½	....	....	94½	94½	92½
Clev. & Pittsburg guar.	89½	89½	....	89½	89½	89
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	85	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	41½	41½	....	41½	41½	38½
" 1 M.	....	....	....	....	91½	92
" 2 M.	....	....	....	74	73½	....
Del. & Hudson Canal	121	120	....	....	120	120
Del. Lack. & Western	102	....	....	102	102½	102
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	64½	65½	....	65½	64½	64½
" pref.	78	....	....	79½	79½	78
" 1 M. 7s, 1897	....	....	....	....	103	....
" 2 M. 7s, 1879	102	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	97½	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	89½	89½	....
Hannibal & St. Joseph.	46½	47	....	46½	46½	46
" pref.	....	....	....	....	65	....
" 8s, conv.	93½	....	....	94	93½	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	120	....	....	....	119½	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	95½	95½	....	94½	93½	90½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	108½	....	107½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	103	....	....	....	....	....
" 2 M.	98½	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	52½	53	....	53½	53½	53
" pref.	74	74½	....	74½	74½	74
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	105	....	....
" 7 3-10s con.	....	....	....	....	....	95
" 7s, gold	....	....	....	....	....	....
Missouri 6s	94½	....	....	....	94½	....
" H. & St. J. 1ss	....	92	....	....	....	....
Morris and Essex	91½	....	....	....	91½	....
" 1st mort.	105	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	103½	103½	....	104	103½	101½
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s, S. F. 1883	94½	....	....	98	....	....
" 6s, S. F. 1887	92	....	....	....	....	....
" pref.	....	....	....	....	....	....
N. York and Harlem	125	127	....	126	126	128
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	102½	....	....	....	....	102½
N. York, N. Hav. & Hart.	141	141½	....	....	....	141½
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	46½	46½	....	46½	46½	46½
" pref.	74½	....	....	....	....	....
" 2d M.	....	....	....	....	87½	....
Pacific Mail S. S. Co.	71½	71	....	67½	68½	62½
Panama	....	....	....	....	....	95
Pitts., Ft. W. & Chi. gtd.	93½	....	....	93½	93	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	46½	....	....	....	....	45
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	100	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	90
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	80	80½	....	82	82	....
" new	80	80½	....	82½	82	81½
Tol., Wab. & Western	73½	74½	....	74½	74	71½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	90	....	....	....	....	....
Union Pacific	33½	34½	....	34½	34	35½
" 1st mort.	87	87½	....	87	86½	87½
" L. Gt. 7s	78	78	....	77½	....	78
" Inc. 10s	73½	74½	....	74½	74½	77
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	55½	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
FEDERAL STOCKS:—						
U. S. 6s, 1874, reg.	....	....	....	....	....	....
U. S. 6s, 1874, coup.	....	....	....	....	....	....
U. S. 6s, 10-40s, reg.	....	....	....	....	111½	....
U. S. 6s, 10-40s, coup.	114½	....	....	....	114½	114½
U. S. 6s, 1881, reg.	....	....	113½	....	....	....
U. S. 6s, 1881, coup.	....	....	113½	....	....	113½
U. S. 6s, 1881, reg.	117½	117	....	116½	....	....
U. S. 6s, 1881, coup.	....	....	....	....	118½	118½
U. S. 6s, 5-20s, reg. '62	....	....	....	115½	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	115½	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	115½	....	115½
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	115½
U. S. 6s, 5-20s, reg. '65	115½	....	115½	....	....	....
U. S. 6s, 5-20s, c. 1865	115½	....	....	....	....	116
U. S. 6s, 5-20s, r. n. '65	....	....	114½	....	....	114½
U. S. 6s, 5-20s, c. n '65	114½	....	114½	....	....	114½
U. S. 6s, 5-20s, reg. '67	115	....	....	....	....	114½
U. S. 6s, 5-20s, c. 1867	116½	....	116½	116½	116½	116½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	116½	....	....	....	....	....
U. S. 6s, Pac. RR. issue	114½	....	114½	114½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25
Catawissa preferred	45	....	....	44½	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	90	....	....	....	....	....
" 6s, 1889	....	....	....	....	89	....
" mort. 6s, '89	....	96½	....	....	....	96½
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	94½	94½	....	....	....	94½
Lehigh Navigation	38	38½	38½	....	39	38½
" 6s, 1884	....	....	....	....	....	....
" Gold L.	91½	92	92	....	92½	92
" R. R. L.	....	93½	....	....	....	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	60½	61	....	....	61½	61½
" 6s new coup.	....	....	....	....	....	95
" 6s new reg.	98	....	....	....	98	....
Little Schuylkill R. R.	....	....	....	....	46½	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	53
Morris Canal	48½	....	....	....	....	....
" pref.	121½	....	....	....	....	....
North Pennsylvania	....	....	....	....	46	....
" 6s, 1880	....	....	....	....	....	....
" 7s	96½	....	....	....	96½	96½
" 10s, 1887	....	....	....	....	....	....
Northern Central	43	41	41½	....	....	42
Oil Creek & Alleg. Riv.	33½	33	33	....	33½	33½
" 7s	77	....	....	....	....	....
Pennsylvania R. R.	60½	60½	60½	....	60½	60½
" 1st M.	....	....	....	....	....	....
" 2d M.	....	100	....	....	....	....
" Gen. mort.	91½	....	....	....	....	....
" " reg.	....	....	....	....	95	95
Penn. State. 6s, 1st series	102½	102½	102½	....	....	102½
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	108½	108½	....	....	....	....
Philadelphia City, 6s	96½	....	96½	....	....	96½
" new	100½	100½	....	....	100½	100½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	57½	58½	58	....	58½	58
Philadelphia and Erie	27	....	....	....	....	....
" 6s	....	....	....	....	....	91
" 7s	91½	....	....	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	7	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	....	75	....	....	....	75
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	122½	....	121½	....	122	122
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25
Baltimore City 6s, 1875	99½	99½	....	....	99½	99½
" 1886	....	....	....	....	....	....
" 1890	98½	98½	....	....	....	99½
" 1884	....	....	....	....	....	....
" 1900	....	....	98½	....	99	....
Balt and Ohio	....	....	....	....	....	164½
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885, 90	....	....	....	....	98	98
Marietta & Cin. 1st M.	98½	98½	....	98½	99	99
" 2d M.	91½	92	....	92	....	....
" 3d M. 8s	83½	....	....	....	....	....
Northern Central	43	41½	44½	....	....	42½
" bonds, 1885	....	....	....	....	....	93½
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	94½	....	94½	....	....	94½
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	55½	56	55½	....	....	55½
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	22	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 26.

	Th. 20.	F 21.	Sat. 22	M. 24	Tu. 25.	W. 26
Boston and Albany	....	....	....	148½	148½	148½
Boston and Lowell	138	....	....	....	....	....
Boston and Maine	123½	122½	....	121½	122½	122½
Boston and Providence	....	....	....	....	149½	....
Boston, Hartford & Erie	....	....	....	5	....	....
" 7s, new	....	41½	41	....	39½	38½	37½
Cheshire, pref.	76	....	....	....	....	....
Chi., Burl. & Quincy	118	118½	....	....	118½	....
Concord	....	....	....	....	....	....
Connecticut River	136½	....	....	....	....	....
Eastern	106½	....	....	106½	....	106½
Fitchburg	....	....	....	130½	130½	130½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	108	108	....	108½	108	108½
Northern, N. H.	111	....	....	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	111½	111½	....	....	111½	111½
Ph., Wil. & Baltimore	56½	....	....	56	56½	56½
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	..	....	....	75	74½
" Income 10s	....	....	....	69½	69½	71
Vermont & Canada	60	....	....	....	....	....
Vermont & Mass.	....	....	....	....	87	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	57½	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls ..	31½	31	....	31	31	....
Franklin ..	9½	9	....	8⅞	8½	....
National ..	....	....	....	....	....	....
Pewable ..	12½	12½	....	12	12	....
Quincy ..	47½	....	....	47½	47½	46½

London Stock Exchange.

	Closing Prices. Feb. 7.	Jan. 31.
Atlantic & Gt. W. 1st mort., $1,000	75 — 74	73 — 75
Do. 2d mort., $1,000	68 — 70	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	36 — 38	34 — 36
Do. Reorg. Scrip	98 —100	98 —100
Do. Leas. Lines, Rental Bonds	91½— 92½	91 — 92
Detroit & Milwaukee 1st mort. Bonds	74 — 77	74 — 77
Do. 2d do.	74 — 77	74 — 77
Erie shares 100 dol. all paid	52½— 53	52½— 52⅝
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	97 — 99	96 — 98
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	95 — 97	96 — 98
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —100
Marietta and Cincinnati Rail. Bonds	82 — 87	85 — 90
Michigan Central 8s 1882, conv.	85 — 89	85 — 89
Panama 2d mort.	— — —	— — —
Panama General mort.	95 — 97	94 — 96
Pennsylvania, 2d mort.	100 —102	99 —101
Do. General mort.	96 — 97	95 — 96
Do. $50 shares	47 — 48	46½— 47½
Philadelphia and Erie 1st mort.	97 — 99	95 — 97
Do. with option to be paid in Phila.	97 — 99	95 — 97

American Railroad Journal.

Saturday, March 1, 1873.

Stock Exchange and Money Market.

The pressure in the Money line has been maintained, nearly all through the week. The speculative demand for aid has been decidedly active, while the banks as well as private lenders have been less liberal of help, the banks especially having been compelled, by the falling off in their reserves, to contract their line of loan and discounts. Rates on call have ruled high, running generally from the legal figure of 7 per cent in gold, to as high as ⅛th of one per cent of an added commission for the use of Money from day to day. The holiday on Saturday operated in favor of borrowers temporarily, but thus far in the currency week, the stringency has been very severely felt in nearly all branches of business. There has been quite an extensive transfer hither of funds from the cheap market of London, by cable; and foreign exchange has been borrowed freely and marketed here, by parties in need of accommodation. The discount movement has been less satisfactory, with the best grades of mercantile paper quoted at from 9@12 per cent. per annum. The city banks, last week, lost 1⅜ millions of their legal tender, and nearly 1⅛ millions of their specie reserves. Their deposits were cut down about 8⅞ millions, and their loan and discount averages reduced about 4⅝ millions. The banks continue below their reserve, the last statement showing that they lacked $1,859,850 of the 25 per cent reserve which the national banks are required by law to keep on hand. The deficiency in the reserve is traced mainly to the state banks in the Clearing House Association. Last week the per centage in the national banks of lawful money to liabilities was 24½, while the state banks held in lawful money only 20 per cent of their liabilities. The U. S. Sub-Treasury, last week, made slight additions to its cash (coin and currency) balances. Its currency reserves at the close of the week were $24,341,199; and its coin hoard, $36,229,707.

The city banks, in their latest return, show a falling off of $1,317,100 of legal tender notes, $1,414,100 of specie, and of $8,714,700 in their deposits, with a contraction of $4,650,600 in their loan and discount averages, and an addition of $33,800 to their item of circulation. The city bank exchanges, last week, averaged 125¼ millions. The banks now hold $1,859,850 of specie and legal tender notes less than the 25 per cent. of their liabilities required by the National Banking Act.

The clearances of the banks averaged through the week 125¼ millions a day, and amounted in the aggregate, for the whole week, to $626,395,902 as against $835,845,447 the preceding week. The U. S. Sub-Treasury at this point added its currency balance about ⅛th of a million, and its coin reserve about $\frac{2}{16}$ths of a million as the result of the week's business.

The specie reserve of the city banks according to the latest return is $15,046,900, against $17,890,600 same time last year. The city bank deposits are now $205,898,700 against $213,318,200, week ending Feb. 24, 1873. The legal tender reserve amounts to $41,461,200, against $45,042,900 same time last year. The circulation now stands at $27,573,100 against $28,143,700 same time last year. The loans are now $286,870,100 against $282,486,590 at this date last year.

The coin reserve of the city banks is now a trifle over 15 millions as against about 25¾ million on the 20th of last July; the legal tender reserve is under 41½ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 205⅞ millions, against 247¼ millions on the 20th of July.

Government revenues yielded fairly in the line of customs, though quite moderately in that of excises. The excises yielded within the week about 1¾ millions, and thus far in the current fiscal year beginning with July 1, 1872, $76,425,221 millions. The customs at the port of New York, for the week, were $2,790,142, and at the outports, about $900,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $3,911,803 of currency, and $3,473,802 of gold, the latter including $2,847,000 from customs; and disbursed $2,793,629 of currency and $3,298,552 of gold, the latter embracing $441,879 of coin interest.

The U. S. Treasury balances on Monday were: of coin, $66,132,072; currency, $2,826,816; legal tenders, special deposit for redemption of banking certificates, $29,950,000. Coin certificates are outstanding for $22,602,000.

Gold has been more uniform as to price, than usual of late, the fluctuations of the week having been within narrow limits. The speculative dealings have shown activity and confidence. The Customs drain has been fair and the export movement limited. The latest dealings indicated a stronger and buoyant market. The range of the price during the week has been from 114¼@115⅛ and the closing quotation on Wednesday was 115⅛ against 114⅝ on Wednesday of the preceding week. The specie outflow last week, was $733,182. The Gold Exchange Bank clearances have averaged about 63 millions per day during the week.

The customs demand for Gold last week, averaged $569 400 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were $46,551 and thus far in 1873 have been $184,787 against $253,861 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $89,045,817 against $104,224,409 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $57,646,660, against $58,974,706 during the same time in 1871-2.

The export drain of specie was $733,183 last week, against $356,956 same week preceding year. The shipments since July 1, 1872, have been $45,382,202 against $24,487,948 during the same portion of 1871.

Foreign Exchange has been in liberal supply under free offerings of borrowered bills, designed to aid in raising means in the local market, to enable operators for higher values at the Stock Exchange to carry their investments through the prevalent stringency in Money. The price of sterling bills has been depressed, though the demand has been fair. Bankers' sixty day bills on London closed at 108¾@109; sight bills on London, at 109¼@109⅞. The week's exports of Domestic Produce have been to the currency value of $5,024,810.

Government securities have been in moderate demand and comparatively steady in price, notwithstanding the severe pressure in the Money line. Owing, however, to the dearness of Money and the stiff rate for Gold, the 5-20s, 6 per cents, including accumulated Interest since the last Dividends in November and January, have fallen below the par of Gold, and a large amount was so offered to the Sinking Fund last Wednesday.

Government bought in on Wednesday a million Five Twenties, from 113 55@113 87 net out of an aggregate offering of $2,482,250 at from 113 55@114 50.

U. S. sixes of 1881 closed on Wednesday of this week at 118⅝@118¾ U. S. Five-Twenties of 1862, 115⅝@115¾; U. S. Five-Twenties of 1864 at 115¾@115⅞; U. S. Five-Twenties of 1865, 116@116¼; U. S. Five-Twenties of 1865 consolidated 114⅝@114⅞; U. S. Five-Twenties of 1867, 116⅝@116⅞; U. S. Five-Twenties of 1868, 116¼@116½; U. S. Ten-forties at 114½@114⅝; U. S. Fives of 1881 (Funding Loan) 113¾@114; Six per cent. currency Sixes from 114¾@115.

A probable reduction is looked for of the call of the Treasury on the First of March for the

5-20s of 1862 for redemption at par in Gold on the First of June. The main object of the negotiation with the Anglo-American Syndicate is not to acquire Gold for the New 5 per cents but to redeem and cancel, by exchange, the 6 per cents, 5-20, without reference to date or class. The subscriptions to and by the Syndicate were made with reference to this purpose, and the option accordingly taken of paying in any class of the 5-20s, 6 per cent. bonds. When the call for $100,000,000 of 1862s was agitated early in February, none of the 5-20s could be had in the open market, in any considerable amount, for the ordinary Sinking Fund purchase of $1,000,000 a week, or otherwise, but the changed circumstances since, as now referred to, will probably reduce the proposed call on the 1st of March to $50,000,000.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 12.	Feb. 19.	Feb. 26
Consols	92¾	92⅝	92⅝
U. S. 5-20s, 1865....	92⅝	92¾	93⅛
" 1867	93½	93¼	93⅛
" 10-40s	91½	89½	89½
New Fives of 1881...	90½	90⅛	90⅛
Erie	52¼	51½	51½

State bonds have been in fair request on investment account at comparatively steady rates.

Railway Mortgages have been in good demand and have been quoted stronger in price, in the instances of the favorites of the older loans. Central Pacific Sixes have been selling readily at from 104@104¼, with few bonds available, in the open market. Chesapeake and Ohio Sixes have been more sought after, and quoted up to 87½ and interest. Western Pacific Sixes have been in fair demand closing firmly at 94¾@95. The Northern Pacific 7-30 Loan has been in good request at par and interest.

Railway and Miscellaneous share property has been quite variable as to price, influenced mainly by the Money stringency, which has been against the speculation for a rise. The dealings have been on an extensive scale; the features of the week having been Lake Shore, Pacific Mail, and Western Union Telegraph shares. The later dealings indicated much depression, in good part, from the stringent Money market.

The Metal trade has been comparatively tame. Copper has been quiet, but quoted firm; sales 100,000 lbs., early deliveries, at 34¾c. Iron generally dull, but held with confidence: offerings moderate, as a rule, and of Scotch Pig extremely light; sales 100 tons Coltness Pig, to arrive, at $58, (gold;) 75 tons Eglinton do., from dock, on private terms, quoted at $56; with Gartsherrie do. at $60; Glengarnock do. at $57@$58; No. 1 American do. $50; No. 2 do. at $48@$49; English Rails, $70, gold; American do., $80@$82 50, currenco; Wrought Scrap, $57 50@$60. Lead dull, but steady, at 6¼c.@6½c., gold, for ordinary foreign. Of Spelter, 100 tons sold at 7¼c.@7½c., gold Pig-tin quiet, with sales reported of 500 slabs Straits, at 31¼c.@32½c., closing at 32c., gold. Tin Plates strong in price and in fair request; sales 1,500 boxes Charcoal at $11 50@$11 75, gold; 3,000 boxes Charcoal Terne at $9 75@$10 50, gold; 500 boxes Coke, 14x20, at $10 87½, gold.

General business has been less satisfactory in the line of domestic produce. Prices of Breadstuffs, Cotton, Wool, Seed, Hops and Whisky have favored buyers. Provisions, Petroleum, Leather, Fish, Tallow, Tobacco, and Naval Stores firm, as a rule. Middling upland cotton, left off tamely on Wednesday at 20¾@21⅝ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,667,518 bales, against 2,204,478 bales same time in the preceding year; exports 1,552,868 bales against 1,227,980 bales in the previous year; stock at the ports at latest dates, 535,337 bales against 578,343 bales same date 1871.

Foreign goods have been moderataly sought after, and generally steady in price. Coffee advanced ⅛ct. Sugars yielded ⅛@¼ ct. per lb. The week's imports amounted to $9,983,515, including $5,281,755 of dry goods.

Ocean freights have been quite active, at however, variable rates. Vessels for the Petroleum trade have been in more request.

At the Live Stock Markets, Beeves have been in moderate request at from 8@14¼ cts.; Veals at 7½@12 cts.; Sheep at from 5@8¼ cts.; Swine at 5⅜@5¾ cts. per lb., all live weight. The week's receipts were 7,730 Beeves, 621 Veal Calves, 20,339 Sheep and Lambs, and 30,945 Swine.

At the auction sale of Scranton Coal on Wednesday, 90,000 tons were disposed of at from 3.85 @5.25, as against 3.87½@5.10 in Jannary.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Delaware, Lackawanna and Western 7s, conv., 100; Boston, Hartford and Erie 1st mort., 87½; do. guar., 59¾; Milwaukee and St. Paul 7s, Iowa div., 87; do. La C. div., 91½; Toledo, Wabash and Western 7s. consol. 86½; Albany and Susq. 2d mort., 97; Clev. Col., Cin. and Ind 1st mort. 102¾; Ohio and Mississippi 7s, consol., 92; Buffalo and Erie 7s, new, 98½; Long Dock bonds, 95⅜; Burington, Cedar Rapids and Minnesota 1st mort., 91; Pacific R. R. 7s, guar. by Mo., 98½; Lafayette, Bloomington and Miss. 1st mort., 86⅜; Detroit, Monroe and Toledo 1st mort., 97½; Western Pacific bonds, 94¾; Atlantic and Pacific pref., 28; Pacific R. R., of Mo., 53¾; Pittsburg, Ft. Wayne and Chicago special Imp., 90; Missouri, Kansas and Texas R. R., 88; New Jersey Southern R. R., 26¾; St. Louis and Iron Mt. R. R., 91½; do. 1st mort., 95; Chicago and Alton R. R. Scrip, 100; Western Union Tel., 87; do. 7s, 101½; Consol. Coal of Md., 51; New Central Coal, 43¼; American Coal, 63½; Maryland Coal, 23½; Pennsylvania Coal, 225; Adams Exp., 95; U. S Exp., 73¾; Am. Mer. Union Exp., 67½; Atlantic M. S. S. Co., 5; Mariposa L. and M., 17⅝: do. pref., 30; North Carolina 6s, special tax; 14; Ohio 6s, 1886, 106; South Carolina 6s, new, Jan. and July, 20⅜; Georgia 7s, end., 84; N. Y. State 7s, B. L. reg., 106¼; Brooklyn 6s, W. L. 94¼; do. 7s, P. L., 104.

Philadelphia.—Catawissa R. R. new pref., 33; do. 7s, new 101¼; Pittsburg, Cincinnati and St. Louis 7s, 76½; Sunbury and Lewiston 7s, 95; Allegheny Valley 7 3-10s, 92; Philadelphia and Reading 7s, new conv., 102¼; do. Gen'l mort. 7s, coupon, 101½; Pennsylvania and New York 7s, 97; Sunbury and Erie 7s, 102¼; Oil Creek and Allegheny River 1st mort., 84; Perkiomen R. R. 1st mort. 6s, 85; Schuylkill Nav. B.L., 74; Lehigh Valley 7s, new, 106⅛; Lehigh Nav. 6s, 1877, 84; Nesquehoning R. R. 56¼; North Pennsylvania scrip, 92; Fifth and Sixth Streets R. R., 50½; New Jersey State 6s, exempt, 103. The latest quotations are: City 6s, 96⅛@96⅝; do. free of tax, 100⅝@100¾; Pennsylvania State 6s, 1st series, 102¼@103; do. 2d series, 106@106; do. 3d series, 108@108½; Philadelphia and Reading, 58@58; do. Gen'l mort. 7s, coup., 101⅜@101¾; do. reg., 103@103½; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 102@102⅛; United New Jersey R. R. and Canal Co., 121½@122; Camden and Amboy mort. 6s, 1889, 97@97¼; do. 1883, 89@91; do. 1889, 87@90; Pennsylvania R. R., 60¼@60¾; do. 1st mort., 99¾@100; do. 2d mort., 99@100; do. General mort. coupon, 91@92; do. reg., 95@95⅛; Little Schuylkill R. R., 46@46¾; Morris Canal, 48¼@48⅛; do. pref., 122@122; do. 6s, 92@94; Susquehanna Canal, 7@10; do. 6s, 73@75; Schuylkill Nav., 7@7⅛; do. pref., 14@14¼; do. 6s, 1882, 74¾@75½; do. 1872, 80@80; Elmira and Williamsport pref., 39@40; do. 7s, 1873, 94@94½; do. 5s, 60@62; Lehigh Coal and Navigation, 38⅜@38½; do. 6s, 1884, 87@87½; do. R. R. Loan, 93@94; do. Gold Loan, 91½@92; North Pennsylvania, 45½@47; do. 6s. 95@98; do., 7s, 96@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 26½@27; do. 6s, 90½@91; Minehill, 53@53½; Catawissa, 21@22; do. pref., 44¼@44½; do. new pref., 32@33; do. 7s, 1900, 100@101½; Lehigh Valley, 61⅜@61½; do. 6s, new coupon, 95¼@96; do. reg., 97½@98; do. 7s, 105@—; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 58@59; Thirteenth and Fifteenth, 19@20½; Spruce and Pine, 31@34; Green and Coates, 50@51; Chestnut and Walnut, 57@60; Hestonville, 19@19; Union, —@73; Germantown, 34@—.

Boston.—Burlington and Missouri R. R. in Iowa, 117¾; do. 8s, old, 100½; do. new, 96¼; do. 8s, in Nebraska, 100⅝; Vermont Central 2d mort., 10; Chicago, Burlington and Quincy 7s, 95; do. rights, 23¾; Vermont Central and Vermont and Canada 8s 1889, 78⅛; Maine Central 7s, 1898, 94; Eastern R. R. 7s, 100¾; Old Colony R. R. 7s, 101¾; Rutland R. R. pref., 55⅞; do. scrip, 87½; do. No. 1, 91; No. 2, 90; No. 3, 87½; do. 8s, new, 86; Michigan Central scrip, 108¼; Cincinnati, Sandusky and Cleveland R. R., 20⅝; Eastern (N. H.) R. R., 101½; Portsmouth, Gt. Falls and Conway R.R., 95½; Chicago, Iowa and Nebraska R. R., 107; Norwich and Worcester R. R., 125; Cary Imp., 12⅝; Boston Water Power, 39½; do. scrip, 68; Waverly Land, 4⅝; Brookline Land, 6⅜; New Hampshire 6s, 98¼; Maine 6s, 1889, 100; Boston 6s, 1876, currency, 99; Chicago 7s, 98½; Cook Co., Ill., 7s, 97½; Cambridge City 6s, 1876, gold, 97¼; Charlestown 6s, 1891, 95; Chelsea 6s, 1891, 94¾; Portland 6s, 1877, 95¾; Lowell 6s, 1892, 95; Belfast 6s, 1899, 89¼; Providence 5s, gold, 1900, 96; Allouez Mining Co., 21¾; Calumet and Hecla, 157; Dana, 1¼; Hungarian, 75c.; Humboldt, 2⅛; Hanover, 1⅛; International silver, 2; Mesnard, 8; Manhattan, 50c.; Native, 25c.; Petherick, 4½; Phœnix, 25⅛; Pontiac, 1⅛; Rockland, 2¾; Star, 1¼; Shuniah Silver, 2⅜; St. Marys, 50c.; Washington, 62½c.

Baltimore.—Western Maryland 2d mort., guar., 97½; do. 3d mort.guar., 97; Central Ohio 1st mort., 89¼; Atlanta and Richmond Air Line 8s, 88½; Wilmington, Columbia and Augusta 7s, 80½; Orange and Alexandria 2d mort. 6s, 87½; Orange, Alex. and Manasses 7s, 77¾; Richmond and

Danville 1st mort., 76¾; Northern Central 6s, 190C, gold, 93⅛; Memphis City 6s, 59; Atlantic Coal, 2.10. The latest quotations are Chesapeake and Ohio R. R. bonds, 87½@90; Norfolk and Petersburg 1st mort., 90@95; Wilmington, Columbia and Augusta bonds, 80¾@80¾; Pittsburg and Connellsville 7s, 1898, 94@94⅛; Baltimore and Ohio, 160@165; do., 6s, 1875, 97@98½; do., 1880, —@98; do., 1885, 98@98¼; Parkersburg Branch, 11@—; Northern Central 41⅞@43; do. 6s, 1885, 93@93¼; do., 1900, 87¼@—; do., 6s, 1900 gold, 92⅞@93; N. W. Va. 1st mort., 103@105; do., 2d mort., —@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98¾@98⅞; do., 2d mort., 7s, 91½@92; do., 3d mort., 8s, 83⅛@83¼; Contral Ohio, 38@40; do., 1st mort., 89¼@89½; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 97@98; do. 2d mort pref., 70@80; do., 2d mort. guar. by Washington Co., 84@85; Richmond and Danville 1st mort., 76¾@77¼; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort. 6s, 87@88¼; do., 3d mort. 8s, 95¼@96; do., 4th mort. 8s, 83@83¼; Orange, Alex. and Manassas 7s, 77¾@78; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77½@78¼; do. 8s, 3d mort., 88½@88½; Baltimore 6s, 1875, 99¼@99⅝; do., 1884, 98½@98½; do. 1886, 98@—; do., 1890, 99¼@—; do., 1893, 97@97; do. 1893, exempt, 100@100; do., 1900, exempt, 99@—; do. 1900, new, 96@98; do. 1902, 98½@98½; Memphis City 6s, 59¼@59½; Maryland Defense Loan, 1883, 104@105; Virginia 6s, old, 38@40; do. consol. 6s, 55½@55¾; do. reg. 51@53; do. coupon, 82@83; West Virginia, 15@15; City Passenger R. R., 22@22½; George's Creek Coal, 118@124.

Canadian Pacific Railway.

The directors chosen to represent the interests of the several Provinces of the Dominion are as follows: For Ontario.—Major John Walker, London; Walter Shanly, Prescott; Col. Cumberland, Toronto; Donald McInnes, Hamilton; Sandford Fleming, Ottawa. For Quebec.—Sir Hugh Allan, Montreal; J. J. Beandry, Montreal; Hon. Dr. Beaubien, Crown Lands Commissioner, Quebec; Robt. J. Hall, Sherbrooke. For Nova Scotia.—Hon. Adams G. Archibald, Halifax. For New Brunswick.—Egerton R. Burpee, St. John. For Manitoba.—Andrew McDermott, Winnipeg. For British Columbia.—Hon. Dr. Helmcken, Victoria. The officers of the Board are: Sir Hugh Allan, president; Major Walker, vice-president; Hon. J. J. C. Abbott, counsel. It is announced that Sir Hugh Allan, Mayor Walker, the Hon. A. G. Archibald and the Hon. J. J. C. Abbott will proceed to England on the 1st of March to make the financial arrangements in connection with this work.

☞ The following gentlemen have been elected directors of the Cleveland, Mt. Vernon and Columbus Railroad Company: R. C. Hurd, Samuel Israel and Charles Cooper, Mt. Vernon; Thomas D. Messler, Pittsburg; Isaac Haxester, Millersburg, and William M. Orr, of Orrville. Hon. R. C. Hurd was re-elected President.

☞ The estimated earnings of the Kansas Pacific Railway for the second week of February are: freight, $25,701 26; passengers, $20,006 11—total, $45,707 47.

Atlantic and Gt. Western Railroad.

At a meeting of the stockholders of the Atlantic and Great Western Railroad Company in this city on the 20th ult., the leases of the Pithole Valley Railroad, of the Pennsylvania Petroleum Railroad, and the Chenango and Allegheny Railroad to the Atlantic and Great Western were ratified. In order to obtain funds to lease the lines, the Atlantic and Great Western Railroad Company, through their financial agents in London, have effected a loan of £900,000, or $4,500,000, on seven per cent rental trust bonds, being part of £1,272,000, or $6,360,000, specially secured by the rental of the roads named. Notice has been given that a further issue of $1,860,000 will soon be made for acquiring the remaining interest in the Chenango and Allegheny Railroad, and for the extension of the Pennsylvania Petroleum Railroad to Lake Erie.

Vincennes, Petersburg and Owensboro R. R.

An important railroad enterprise has been inaugurated at Vincennes, Ind., resulting in the organization of the Vincennes, Petersburg and Owensboro Railroad Company, for the construction of a road connecting with the Chicago, Danville and Vincennes Railroad, from Vincennes to Owensboro, and then connecting with the Air Line Road now building from Owensboro to Nashville, and filling up the link in the air line road, which will extend from Chicago to Nashville, establishing direct communication between Chicago and the middle and Southern States. It will penetrate the coal fields of Pike county, the richest and most extensive in the State, and furnish coal in endless quantities at very low prices. The officers of the company are L. L. Watson, President; C. M. Allen, Vice-President; L. Nible, Secretary, and H. A. Foulkes, Treasurer.

☞ The capital stock of the Pennsylvania Railroad Company at the time of the supplement doubling the same was passed was $75,000,000, consequently by the act just signed by the Governor the company is authorized to increase it to $150,000,000. The company has authority to create a debt in amount equal to its capital. Thus the capital and debt of the Pennsylvania Railroad Company may, without further legislation, be increased to three hundred millions. This is a large margin, and the *Ledger* thinks its limit will probably not be reached by that company for many years yet.

☞ The Philadelphia Scale Works are doing a very large and successful business in the manufacture of scale and testing machines. They have recently built one of the latter with a capacity of 75 tons, for E. B. Ward, of Detroit, Mich., which is spoken of in high terms by those who have seen it in operation. Their scales have some very valuable improvements.

☞ The engineer corps of the new Chicago and Northern Pacific Air Line Railway will start northward from Jefferson on the 1st of March, on the survey of the line to Portage. The branch from the town of York through Columbus and Beaver Dam to Burnett Junction will also be built.

☞ The last rail of the Canada Southern Railway was laid on the 20th ult. The road is laid throughout with steel rails, and is nearly a straight line between the Niagara and Detroit rivers.

BANKING-OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Feb. 27, 1873.

☞ The **Chesapeake and Ohio, the Central Pacific and Western Pacific Bonds,** all of which have been negotiated by us, we believe to be among the best and most desirable investment securities in the market, which in time must become very scarce; especially as the Government will probably pay off, in gold, during the year, $300,000,000 FIVE-TWENTIES, and a large amount of money thus released from investment must be absorbed into this class of securities.

The **Chesapeake and Ohio Six Per Cent. Gold Bonds,** the total amount of which is only $15,000,000, are secured upon a property worth $35,000,000 to $40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of $100, $500, and $1,000, coupon or registered, and at their present market price, (**87½** and accrued interest,) are very desirable.

The **Central Pacific Six Per Cent. Gold Bonds** are too well known to require description or commendation. Their total amount is $25,885,000; they have for a long time ranged in market price near or above par. Their price to-day is 104@104¼.

The **Western Pacific Six Per Cent. Gold Bonds** amount to $2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value. Coupon Bonds, $1,000 each. Their market price to-day is 94¼@95.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

☞ In consequence of a blockade of the line leading south from Louisville, their being 700 loaded cars lodged at that point, and 400 cars at Chattanooga, the Cincinnati Chamber of Commerce have published a recommendation to shippers to use the river routes to southwestern cities and the Chesapeake and Ohio Railroad for the southern cities. Large quantities of breadstuffs and provisions are now passing from Huntington to Richmond, destined for Charleston and Savannah, and the indications are decided that as soon as the company shall have completed its arrangements for transhipment at its eastern seaboard terminus, the Chesapeake and Ohio will be a favorite route for freights destined to Eastern and Western ports.

☞ The Kingston and Rondout Railroad is three and one-half miles in length, has nine passenger cars, two sleighs and thirty-three horses. Capital stock $125,000, $75,000 of which has been paid in. From the 190,295 passengers carried during the fiscal year an income of $19,099 was derived. The total receipts were $22,883 and the expenses $18,249. A dividend of two per cent, amounting to $2,500, was paid on the capital stock during the year.

Journal of Railroad Law.

RAILROAD COMPANIES—INJURY TO ANIMALS—RULE OF DAMAGES.

The facts in the recent case of The Indianapolis, Pittsburg and Cleveland Railroad Company *vs.* Mustard, (34 Ind., 50,) are fully and clearly stated in the following opinion by

WORDEN, J.—This was an action by the appellee against the appellant for injuring and killing a cow belonging to the plaintiff, by the engine and cars of the appellant upon her railroad, where the same was not properly fenced. Trial by the court, finding and judgment for the plaintiff, a motion for a new trial being overruled.

It appears by the evidence that the plaintiff's cow, being upon the railroad track, was struck by the pilot of an engine, and carried or dragged some distance along the track, and then thrown off; that one of her legs was entirely off, except a small portion of the skin, and another leg broken; and that she was so badly injured that she could not recover. She lay in this condition a day or two, when the plaintiff killed her, but did nothing further with her; and she was afterwards buried by the employees of the defendant.

During the progress of the trial, the defendant for the purpose of "fixing the damages," offered to prove the value of the cow after she was thus hurt, but the testimony being objected to, it was excluded. Under the circumstances we cannot say that this was error. The plaintiff, out of motives of humanity, doubtless, and to end her misery, killed the cow, but derived no benefit whatever from her defunct carcass; and then she was taken charge of by an employee of the defendant who performed her final obsequies by consigning her to the earth, where she could be a source of profit to no one.

Had the plaintiff actually received some benefit from the cow after she was hurt or killed, the question would have been a different one. We take it to be quite clear on principle, that if a railroad company, or any private individual, kill the animal of another, under circumstances that render the company or the individual liable therefor, the rule of damages will be the value of the animal, unless the case calls for vindictive or punnitory damages; and these damages are not to be diminished by the value of the dead animal, unless the owner thereof in some way derives an actual benefit therefrom, or does some act evincing an election to appropriate the dead animal to himself. A man whose animal is wrongfully killed is not obliged to take the dead animal in part pay for the living one.

We regard the case before us as substantially one of killing. The cow must have died from her injuries, and the defendant is responsible for her full value.

We have examined the evidence in the cause, and are satisfied that the finding of the court, in respect to the damages assessed, and also in respect to the liability of the defendant, accords with the preponderance thereof.

The judgment of the court below is affirmed with costs and five per cent damages.

☞ A company has been formed to build a railroad from a point on the Ohio river opposite Owensboro, Ky., to connect with the Cincinnati and Terre Haute Railroad about twenty-five miles from Terre Haute.

Progress of the Iron Trade.

The Iron Trade has commenced taking rapid strides throughout the West and South, where they find abundance of coal and ore in proximity. In Missouri a few years ago they had but one furnace, now they have seven using coal as a fuel at St. Louis, and seven using charcoal in operation, as follows:

	No. in operation.	Yield 1871. Tons.	Yield 1872. Tons.
Vulcan Iron Works	2	28,000	30,000
South St. Louis Iron Co.	2	18,000	28,000
Missouri Furnace Co.	2	30,000	30,000
Carondelet Iron Works	1	6,000	7,000
		82,000	95,000

Increase for year 1872 13,000

The number and capacity of the charcoal blast furnaces throughout the State are as follows:

	No. in operation.	Annual yield, tons.
E. Harrison & Co. Irondale	1	7,000
Iron Mountain Co	2	14,000
Pilot Knob Iron Co	1	7,000
Scotia Iron Works	1	8,700
Maremec Iron Works	1	4,200
Mozelle Iron Works	1	6,300
Total		47,200

Then it will be seen that there will be 142,200 tons pig metal made in Missouri this year, and from the present indications that amount will be one-fourth of the production for the year.

Five other furnaces are in process of construction.

In the neighborhood of Chattanooga, Tennessee, several new furnaces are building, and others are proposed. The following will show the iron production of 1871, and the estimated production of 1872 and 1873 in Southern Tennessee, and those portions of Georgia and Alabama, immediately adjoining:

	Production. 1871.	Estimated. 1872.	Estimated. 1873.
Roane Iron Co., Rockwood, Tenn	2,883	7,800	20,900
Oakdale		.....	2,000
Shelby Iron Works, Ala.	6,000	6,000	15,000
Etna, Ala.	500	2,500	5,000
Red Mountain, Ala.		.....	9,000
Barto Furnace, Ga.		1,800	3,000
N. Y. and E. Tenn	1,000	1,500	2,000
Green Co. Iron Co., Tenn.	2,000	2,500	3,000
Oxford, Ga.		.....	3,000
Buschongs, Tenn		500	1,000
Clark, Quaif & Co., Tenn.		1,000	1,000
Stonewall Iron Works, Ala.		.....	3,000
Cornwall, Ga	2,000	2,500	3,000

In addition to the above the following notes will be found of interest: The Roane Iron Co. are building a new 40-ton furnace, to be put in blast about the 1st of March, and the old furnace is to be raised; the Shelby Iron Co. are building a new furnace of 9,000 tons capacity; at Red Mountain two new furnaces are building; the Barto furnace is being rebuilt, the furnace at Oxford, Ga., is rapidly approaching completion; the new stack of the Stonewall Iron Works will be ready for service early next year.

In Indiana the Vigo Iron Company are building a new furnace, to be run in connection with the one now in blast, at Terre Haute, which is expected to be at work about the last of February.

In Connecticut we hear of but one new furnace, that of Messrs. Barnum, Richardson & Co., at Lime Rock, capacity, 65 to 70 tons per week.

Coal Trade of the United States.

The whole supply of Anthracite and Bituminous Coal, produced in the United States in 1872, may be summed up as follows:

	Tons.
Anthracite sent to market, official	18,929,813
Consumed in the Coal Regions, est	3,110,000
Total Anthracite produced	22,039,313
Bituminous Coal moved towards seaboard—official	*4,451,822
Quantity Bituminous produced in other sections of the country, estimated	15,000,000
Total product in United States in 1872	41,491,135

	Tons.
We imported in 1872	400,631
And exported in 1872	400,878
Excess of importation	89,753

* One report not official, but will vary but little.

We stated before that the increase in 1872 was greater than any preceding year in the trade except in 1866, when the increase of all kinds was 4,325,326 tons, which exceeds the increase of 1872 by 547,577 tons—but it must be borne in mind that there was a decrease the previous year of 366,419 tons, in 1865, and it was followed by a decrease in 1867 of 594,071 tons.

Notwithstanding the increase in 1872, we are satisfied that the market will take 2,000,000 tons increase of anthracite, independent of bituminous, which is about all the increase the Anthracite Regions can produce in 1873; and the following year it will be very difficult to produce the increase of anthracite that will be required by the market in 1874. We now consider all the difficulties, which were caused principally by overproduction, removed so far as the anthracite trade is concerned; and after this year the producers of anthracite will not need to run after purchasers to sell their coal, but the purchasers will come to the producers and take all they can get.

We have stated before that we doubt very much whether the Anthracite Regions will produce on an average over 25,000,000 tons a year to send to market outside of the counties producing the coal. To do so will require a production of at least 30,000,000 tons a year. This will require an increase of 8,000,000 tons more annually, which is more than was sent to market from Schuylkill and Columbia counties, and from the Lehigh Region, in 1872. There is but little new territory to cover, and to produce an additional quantity of 8,000,000 tons annually will require very heavy expenditure in sinking deep slopes, shafts, &c., and while these slopes and shafts are preparing, many of the collieries in the more shallow basins will gradually become exhausted.—*Pottsville Miners' Journal.*

☞ The following is a copy of the Act passed by the New Jersey Legislature to validate the agreement of consolidation between the Central Railroad Company of New Jersey and the Delaware, Lackawanna and Western Railroad:

Be it enacted, etc., That the agreement made and executed by and between the Central Railroad Company of New Jersey and the Delaware, Lackawanna and Western Railroad Company, dated the 16th of March, 1872, and which on the 11th of October, 1872, was recorded in the office of the Secretary of State, be and the same is hereby confirmed and declared to be a valid agreement, any law to the contrary notwithstanding, and the said parties to said agreement may exercise all the powers necessary to give effect to the purposes, objects, and intention thereof.

☞ A Siberian Railway is talked of. Its proposed course is from Rybinsk to Viatka, via Yaroslavi and Kostroma—its further course being from Viatka to Perm (on the Kama,) and thence across the Ural to Exaterinburg.

American Locomotives in Russia.

The *Russian News* reports the experiments made between St. Petersburg and Lanbane, November 25, with a Baldwin locomotive made to burn anthracite coal. With a train of ten cars it passed over the heaviest grades at the rate of 60 versts (10 miles) an hour, and burned in running 130 versts (86 miles) 62 poods (2,232 pounds) of anthracite. These engines, it is believed, will be of great service in the south of Russia, where there are unworked mines of anthracite and very little wood, but where heretofore wood has been burned. *Bs Bourse*, of St. Petersburg, also reports the trial, and describes the construction as follows:

"The frame is solid instead of being of plates, the construction of the cylinders, the manner in which they are adapted to the machine, and the mechanism of all the details which enter into the construction of a locomotive excel anything of the kind ever seen. But the most striking feature is the immense fire box, about 9 feet long, which forms the essential part of the system of heating with anthracite. Grates formed of several ranges of tubes, one above the other, extend from front to rear in the furnaces. These tubes communicating with the water spaces, the water circulates in them constantly, so that the interior walls are protected against the consequences of the intense heat produced by the combustion of anthracite. * * The engine worked wonderfully well at the time, and it was noticed that there was no heating of the journals, such as is common in all new locomotives."

City Debt of Nashville.

Ninety-nine thousand dollars in city bonds, issued for the benefit of the Nashville and Chattanooga Railroad Company, will fall due on the 1st of next April. We understand that this debt will be funded with Kercheval bonds. On July 1, Morris bonds to the amount of $18,300 will become due, and will be paid, together with about $18,000 interest, which will have accrued on those and other Morris bonds. As very few of the Kercheval bonds have as yet been issued, there will only be about $600 interest on them to be paid. The administration has wisely determined to pay the interest on the Kercheval bonds, hereafter to be issued, next January, thereby saving to the city over a month of interest. When one of these bonds is given in exchange for other evidences of indebtedness, the interest is calculated up to January 1, 1874, and included with the bond. The Morris and Kercheval bonds, which have been issued exclusively for the funding of the city's indebtedness, are well received. On the market they stand deservedly high, in consequence of the city promptly meeting its interest when due, and in the redemption of all new bonds at their maturity.—*Nashville Banner.*

☞ The receipts of the Detroit and Milwaukee for the year 1872, excluding the Lake Michigan portion, were $1,381,602 84, of which $588,175 80 was derived from 438,074 passengers, and $989,447 78 from freights. Freight increased 35 per cent over 1871, though the gross receipts are $107,191 44 less than last year owing to the late opening of Lake Michigan and the drouth of 1871, which cut off a great supply of traffic by drying the streams connecting with lumber districts.

☞ We call attention to the advertisement of the Laflin & Rand Powder Company of New York, published in to-day's paper. This extensive company, with a capital of $20,000,000, is now furnishing its different qualities of powder to all parts of the United States and to Europe, having its agents in all important cities. The office of the company in this city is at No. 21 Park Row.

☞ At a meeting of the stockholders of the Delaware, Lackawanna and Western Railroad Company on the 25th ult., the following officers were elected: President, Samuel Sloan; Treasurer, Andrew J. Odell; Secretary, Frederick F. Chambers; Managers, William E. Dodge, George Bulkley, Moses Taylor, Henry A. Kent, Denning Duer, Wilson G. Hunt, John J. Blair, Rufus R. Graves, Simeon B. Chittenden, John Brisbin, George Bliss, Percy R. Pyne, William Walter Phelps, James Blair. The officers report that since the dividend of July, 1872, was declared the surplus earnings have been expended in improving the road and rolling stock.

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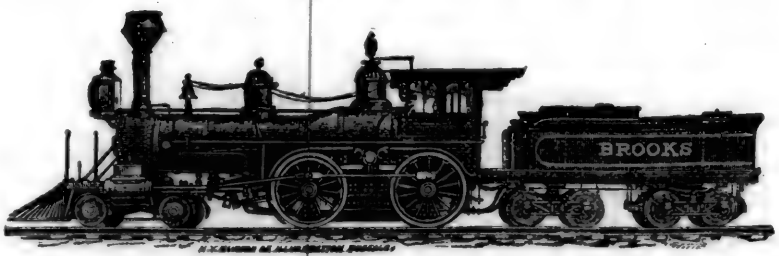
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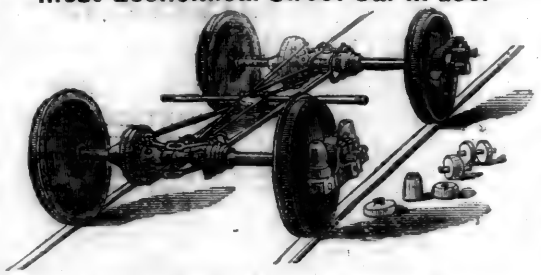
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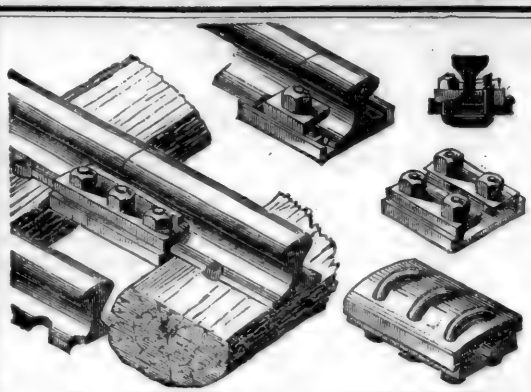
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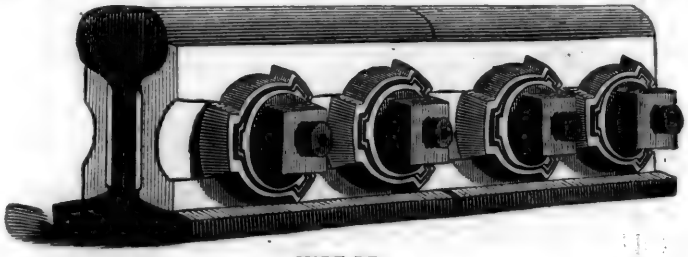
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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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SECOND QUARTO SERIES, VOL. XXIX., No. 10.] SATURDAY, MARCH 8, 1873. [WHOLE No. 1,924. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, March 8, 1873.

Quicksilver Mining Company.

At the recent yearly meeting of the Quicksilver Mining Company the annual report was read, showing that the total product of the mine for the year ending December 31, 1872, amounted to 18,572 flasks, which was sold for $987,886 gold. The net profits, including rents, amounted to $451,759. The company has no floating debt; it has on hand $460,000 in cash and $115,000 worth of quicksilver and supplies. The quicksilver produced last year was sold under contract at $31 per flask for the first three months, and at $50 50 per flask during the remaining nine months. At the election for officers and directors the following board was chosen:—Daniel Drew, President; James S. Thayer, Vice-President; Eugene N. Robinson, Treasurer; David Mahany, Secretary; James H. Banker, A. B. Baylis, E. D. Stanton Eugene Kelly, Edwin Hoyt, George G. Pride, Ludlow Patten, James D. Smith.

☞ The Directors of the Athol and Enfield Railroad Company have accepted the act recently passed changing the name of the road to the Springfield, Athol and Northeastern road. The capital stock was increased to $850,000.

TO INVESTORS.

To those who wish to REINVEST COUPONS or DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency, yielding an income more than one third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the postoffice address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington.

Ohio and Baltimore Railroad.

The Ohio and Baltimore Short Line Railroad Company was organized at Washington, Pa., on the 17th ult., for the purpose of constructing, maintaining and operating a railroad from a point west of Clokeyville, Washington county, to some point at or near Dawson's Station, on the Pittsburg and Connellsville Railroad. This road is to connect the Hempfield Railroad with the Connellsville Railroad and form part of the great through line of the Baltimore and Ohio Railroad Company to Chicago and the Northwest. Thus Washington will be thrown into direct communication with Chicago and the seaboard. C. M. Reed, of Washington, is President of the Company, and the following persons are directors: Thomas McKennan, W. W. Smith, Wm. Workman, S. B. Hays, all of Washington, and T. H. Garrett, Wm. Keyser and John K. Cowen, of Baltimore.

☞ The directors of the Connecticut Central Railroad Company have contracted with Willis Phelps & Co. of Springfield for building the road from East Hartford to the Massachusetts State line near Springfield—about 20 miles—for about $25,000 per mile.

Delaware and Hudson Canal Company.

To provide means for the completion of the line of railroad now under construction on the west shore of Lake Champlain and for other purposes connected with the extension of the business of the company, the board of managers of the Delaware and Hudson Canal Company have decided to issue the remaining fifty thousand shares of the capital stock, as authorized by the stockholders at the annual meeting held May 12, 1868. In making the formal announcement of this intention to the New York Stock Exchange on the 1st inst., the following details were given:

There will be apportioned to every person who shall be a stockholder on the 1st day of April next one share for every three then standing in the name of such person on the books of this company.

The stock will be issued at par, and must be paid in cash to the treasurer of this company in installments, as follows:

Twenty-five dollars per share on the 15th day of April next.

Twenty dollars per share on the 15th day of July.

Twenty dollars per share on the 15th day of October.

Twenty dollars per share on the 15th day of January, 1874; and

Fifteen dollars per share on the 15th day of July, 1874.

Interest will be allowed at the rate of 7 per cent per annum upon installments, and parties may take full paid stock and be allowed interest from date of payment to August 1st, and be thereafter entitled to a participation in dividends.

A failure to pay first installment will be regarded as a refusal on the part of the stockholders to avail of the privilege offered, and the non-payment of any subsequent installment will involve the forfeiture of the stock and of all that may have been previously paid on account thereof.

The transfer books of the company will be closed from the evening of March 31st to the morning of April 15th.

☞ From the annual report of the directors of the Pewabic Mining Company it appears that the total product of the mine in the year 1872 was 522,861 lbs. Ingot Copper, the company's share of which was 74,936 lbs., to which add 15,800 lbs. as their share from the Concord mine and we have a total of 90,736 lbs. The receipts of the year were $62,188 11; cash in bank or loans Jan. 1, 1873, $12,613 94.

The Virginia State Debt.

The bill for the purpose of providing for the payment of the interest on the Virginia State debt, the main points of which have been heretofore published, will be more fully understood by the following conference and agreement between the legislative committee and bondholders, lately in convention at Richmond. The agreement submitted by the committee is, according to the report of the Whig, to provide by proper bill for the payment of interest due 1st January and 1st July, 1873, as follows: Pay at rate as follows: Four per centum per annum on funded debt; four per centum per annum on two-thirds unfunded debt; and at the same rate on five per cent. bonds. For each coupon redeemed to issue a certificate for one-third to the following effect: "Due by the State of Virginia to the bearer (one-third amount of coupon redeemed) without interest."

One of the bondholders desired to know if the legislative committee had any explanations to add to the propositions tendered. He would like to know what was to be done with the matured coupons, which were the chief difficulty in the way of an amicable adjustment.

The committee said that the proposition relates to and embraces only the interest for this year, (1873,) beginning 1st of January. And while they would be glad to provide for the past due coupons and for the whole unpaid interest, the proposition only offers to do what they think the State can now do and no more. The gentleman representing the bondholders added that it will be found that these coupons of 1872, which the proposition submitted does not provide for at all, will not only prove of great embarrassment to the State treasury of themselves, but the fact that they are unprovided for will disincline many bondholders to come into any arrangement which may be agreed upon here as to the interests of 1873.

The committee stated that this scheme, which merely embraces the interest of 1873, is an experiment which they can undertake with some prospect of success. They do not make any proposition as to the past, leaving that to take care of itself, and only seeking to reach an accomodation of the present. They could not undertake anything which may entail an increase of taxes, which view was finally agreed to by the bondholders present.

Eastern Railroad.

The directors respectfully submit to the stockholders their annual report for the year ending November 30th, 1872.

The Eastern Railroad Company's line of railroad as defined in their charter extends from Boston to the boundary line of the State of New Hampshire, a distance of forty-one and one-third miles: but this company operates, besides its main line, the Lawrence, Saugus, South Reading, Gloucester, Amesbury, Marblehead and Essex Branch Railroads in Massachusetts, the Eastern Railroad of New Hampshire and the Portsmouth, Great Falls and Conway, and Wolfboro Branch Railroads, in that State, and the Portsmouth, Saco and Portland Railroad in Maine, making in all two hundred and sixty-five miles of railroad, in the whole working and pecuniary results of which the stockholders of this road are directly interested. It seems proper therefore that in their statement of the business of the year the directors should include all these railroads and branches, but as this has not been heretofore the practice it deprives us for this year of a standard of comparison.

In considering this statement it is to be borne in mind that the Conway Road was not completed and opened until the third day of June, 1872, the Wolfboro Branch only on the nineteenth day of August, and the Essex Branch on the first day of July, 1872, so that we have not had a full year's business on these roads for this year.

Statement of the receipts and expenditures of the Eastern Railroad, its branches and the connecting railroads operated by it for the year ending November 30th, 1872.

Receipts from—		
Passengers		$1,822,855 10
Freight		863,789 70
Expresses		65,875 31
Extra baggage		1,581 27
United States mail		24,936 40
Rentals		18,786 01
Miscellaneous		29,848 07
Total income		$2,827,641 86
Expenditures for—		
Fuel	$331,811 98	
Maintenance of way	434,175 10	
Locomotive power	315,233 80	
Train expenses	436,462 55	
Station expenses	286,090 47	
Office expenses	108,445 41	
Insurance and taxes	93,526 97	
		2,004,746 28
Balance		$822,895 58
Deduct interest paid	$354,593 93	
Dividends on P.S. and P. R. R. as per contract.	150,000 00	
		504,593 93
Balance		$318,301 65

Among the expenditures as stated above, there is included quite a large amount expended for labor in and about the construction of the double track and other extraordinary work, which, if it could be separated, would properly be charged to construction account. The cost of operating the roads including these expenditures has been 70 per cent of the gross receipts.

During the past year we have built a double track from Wenham to Ipswich, from Greenland to Portsmouth and from East Boston to Revere, making in all twelve and one-half miles of double track laid this year, and giving us thirty-three miles of double track between Boston and Portsmouth, and more than five miles at other points. We have also put in seven and one-half miles of sidings in addition to what we previously had; thus making twenty miles of new track laid within the year. In the construction of these tracks and in renewals and repairs we have laid this year on the Eastern Road and Branches 1,908 tons iron rails and 1,170 tons steel rails, and on our other roads 1,400 tons of iron rails. Of the fifty-six miles of our main line between Boston and Portsmouth, seventeen and one-half miles are now laid with steel rails.

New stations have been built at East Boston, at Somerville, Lynn and Greenland, and general repairs have been made at other stations on the road. The station at Lynn has been much improved by the enlargement of its grounds, and the building itself is believed to be a model of convenience, elegance and neatness. A new car house has also been built at Boston, a new waterhouse and tank at Lynn, the engine-house there enlarged, a new engine-house and turn-table at Wenham, and the new engine-house and coal-sheds at Portsmouth have been finished; and we have also built a new blacksmith and road carpenter's shop at Salem.

The bridge over Chelsea Creek on the East Boston branch and the bridge and draw over the Squam River at Gloucester have been rebuilt; and fifty-two miles of new fence have also been built during the year.

The Essex Branch Railroad, running from Wenham to the town of Essex, a distance of a little more than five miles, and which cost $115,000, has been purchased by this company, pursuant to the authority given by the Legislature, for $85,000; and the Newburyport City Railroad has been leased to us for six per cent on $100,000, a sum somewhat less than its actual cost. Both these roads promise well. We have also made an agreement for the lease of the Dover and Portsmouth Railroad, which is now in process of construction, and which will doubtless be running in the course of this year.

Our equipment has been very largely increased during the year, we have added fifteen new locomotives, forty-five new passenger cars, eight baggage, mail and express cars, one hundred and thirty-three box freight cars, and seventy-five new platform cars.

The large number of passengers carried over our road rendering the acquisition of additional station accommodations in Boston an imperative necessity, and the Legislature last winter granted to us for this purpose a strip of land twenty nine feet in front on Causeway Street, the property of the Boston and Maine Railroad, and used by that company as a depot for bricks and for some other purposes, and the value of the property taken was to be determined by a commission appointed for that purpose. The forcible resistance of that corporation prevented our availing ourselves of this grant as soon as we contemplated, but legal measures were immediately taken to enforce our rights, and we have now obtained possession of the premises and plans are being prepared for our building at once. The want of freight accommodations in the city proper is a serious detriment to our business, and one which has occupied the attention of the officers during the past year. A satisfactory solution of this difficulty has not heretofore been possible, but is now hoped for.

At their last session, the Legislature of Massachusetts passed a statute requiring cheap trains to be run at morning and evening to and from Boston, upon the application of two hundred passengers. In response to petitions presented to us, and at the request of the railroad commissioners we have begun the experiment of running cheap morning and evening trains, though not in the mode provided in the statute. It is too early to speak with certainty as to these trains. It would not be just to pronounce them a failure, nor true to call them a success. Whether there is a real public demand for them, such as exists in Great Britain, remains to be proved.

In pursuanec of the authority given by the stockholders at their last meeting the directors have issued bonds to the amount of fifteen hundred thousand dollars, one million in currency, at seven per cent interest, and five hundred thousand dollars in sterling bonds bearing six per cent interest. Substantially all the currency bonds have been sold. The sterling bonds are in the hands of Messrs. Baring Brothers & Co., under an agreement with them. The directors recommend that the stockholders authorize them to issue additional bonds to the amount allowed by law.

The Portsmouth, Great Falls and Conway Railroad has issued its bonds to this road to repay the sums advanced by us towards its construction; and these bonds we are negotiating.

The damages caused by the disastrous accident at Revere have been substantially settled. Only one case was tried before a jury, and one was heard by referees. The liability of the company could not be questioned, and as most of the injuries were accompanied by serious disfigurements, it was impossible to adjust them by the payment of any moderate sums. The total cost of this accident thus far has been $484,784 88. The directors have thought that this amount should not be charged at once to the expenses of this year, but that it should be, in part at least, funded and paid of gradually.

On the 22nd of October, 1872, there was a collision between the night Pullman train from Bangor and a freight train, at Seabrook, caused by the misplacing of a switch. Two persons were killed, and about twenty injured, most of them slightly. Two coroners' inquests, one at Portsmouth, and one at Newburyport, have found this company not responsible, or in any way to blame for this accident, and the directors do not question the correctness of these verdicts.

The value of the Miller platform was confirmed by an inspection of the effect of this collision on the cars constructed in this mode; and the directors are happy to say that substantially the whole pas-

senger equipment of the road is now supplied with this, and with the Westinghouse brake; we have also very largely increased our telegraphing facilities and the use of the telegraph in operating the road and in moving trains, and have introduced as a safety appliance upon our double track road, Hall's Automatic Electric signals, by which the intervals between following trains is to be fixed by distance and not by time.

After the last annual meeting, the directors in view of their length of road and increasing business, thought it wisest and safest to obtain the services of some one of the largest skill and experience as general manager, who should have the control of the entire operating department of the railroad; and they were fortunate enough to secure the services of Mr. Charles F. Hatch, the general superintendent of the Lake Shore and Michigan Southern Railroad. This gentleman was most highly recommended to them by several experienced railroad managers; and in his position here he has given entire satisfaction to the directors, and is believed to have won the confidence and respect of the stockholders and of the public.

BALANCE SHEET, NOVEMBER 30, 1872.

Cost of railroad	$7,089,220 36
Equipment	1,818,603 88
Property	2,558,996 23
Materials and supplies	301,230 34
Revere disaster	434,784 88
Balances	424,288 66
Cash	18,729 64
	$12,645,853 99
Capital stock	$4,262,600 00
Bonds	3,874,400 00
Notes, 1873 to 1882	1,558,000 00
Temporary loan	1,580,100 00
Unclaimed dividends and interest	27,186 00
Bills audited	579,560 27
Balances	128,654 92
Surplus earnings	635,352 80
	$12,645,353 99

President.—THORTON K. LOTHROP, Boston.

Directors.—Hon. Samuel Hooper, Franklin Haven, B. F. Stevens, Boston; John Wooldredge, Lynn; H. L. Williams, Salem; Hon. Ichabod Goodwin, Portsmouth, N. H.

General Manager.—CHARLES F. HATCH, Boston.

Treasurer.—JOHN B PARKER, Boston.

Auditor.—JOHN COLGATE, Boston.

Superintendent Eastern Railroad.—J. PRESCOTT, Boston.

Superintendent Portland Division.—F. CHASE, Portland, Me.

Superintendent Conway Division.—A. A. PERKINS, Great Falls, N. H.

The Life of Rails.

It is hardly safe now to regard any estimate of iron rails. Not that iron rails cannot be made that will show good wearing results, but from the fact that, with very few exceptions, none are made. On the Boston and Albany Railroad some twelve thousand tons of iron rails were laid last year, and of this amount eight hundred tons have been removed as useless or unsafe. The managers of this road, in common with most others having roads of large traffic, have resolved to adopt the use of steel rails hereafter, and we learn that they have bought some nine thousand tons of steel rails in Europe, four thousand tons of which will arrive and be put on the track this season, and the balance during the next summer.

The duration of life of rails depends upon the quality of the iron of which they are made, and upon the amount and speed of the traffic passing over them. The rails first made in England were rolled from best No. 1 cold blast mine iron, run out in a finery fire, puddled, shingled, rolled into bars, and were cut, piled, heated, and hammered into blooms, and these were reheated and rolled into rails. The result was a material such as is rarely seen upon our railways at the present time. The old forty-five pounds reading rail bore an immense traffic for twenty years, and a like character of rail on the Boston and Providence Road lasted some thirty years, and many of these rails are now in use in the road, though not in exposed positions.

The iron at first used upon English roads in many cases withstood from fifteen to twenty years, of wear upon an enormous traffic. It was in 1849, upon the London and Norrhwestern Railway, that fifty trains a day for twenty years, or 313,000 trains, would wear out a seventy pound rail. With the material now put into railway tracks, however, no such service is obtained. Under favorable conditions good iron will last eight years under an average traffic; but with the material commonly employed, from three to six years is all that can be counted upon for roads doing a good amount of work, and the life of the iron upon the great routes is in many cases less than this.

With regard to the life of steel rails, everything here again depends upon the quality of the metal. A pair of twenty one feet Bessemer steel rails, upon the London and Northwestern Railway, outlasted sixteen faces of iron rail, being evenly worn to a depth a little over a quarter of an inch; having in about three years sustained the traffic of upward of 9,600,000 engines and cars, or about 95,000,000 tons. This particular pair of rails were finally destroyed by a locomotive running off the track, the wheels striking the rails transversely, and badly bending and breaking them.

It is estimated that they would have endured at least one-half as much more tonnage but for the accident. So, too, upon the Philadelphia, Wilmington and Baltimore Railroad, a good steel rail has outlasted sixteen iron rails, the use of both being the same; and on many other roads of large traffic the same successful results have been achieved. Railway managers have to exercise more care and discrimination in the quality of the rails they purchase, whether made of iron or steel. In fact, there is a good amount of pretty miserable stuff sold for steel rails, as some of the managers of the New England roads know to their cost.—*London Railway Times.*

Erie Railway.

The great financial event of the week has been the prompt subscription to the $10,000,000 seven per cent gold bonds of the Erie, issued at 82 per cent, and to which subscriptions had been invited, under instructions from the directors of the Erie by Messrs. Bischoffsheim and Goldschmidt. Confidence is proverbially a plant of slow growth, and it has required time to realise, by anticipation, the full effects which a radical reform in the administration of the line is calculated to exert upon its fortunes. With an indubitably able and influential directory, possessed of a programme as to future policy, which opinion, both here and New York has fully endorsed no conceivable impediment presents itself to interfere with the Erie becoming one of the most profitable lines on the American continent. New sources of traffic are being daily opened by the conciliatory and business like course adopted by the directors, who are intent on reinstating it in its true position as a great channel of commerce and trade. As announced by Messrs. Bischoffsheim and Goldsmidt, the proceeds of the issue of bonds they have so successfully negotiated will be devoted to doubling the track, narrowing the guage, or placing a third rail on the present broad guage, altering curves and grades, the erection of warehouses and elevators, the re-construction of stations, workshops, and engine-houses, the increase of rolling stock, and generally to the improvement of the property. Thus not only will the line be capacitated for the daily augmenting traffic, but, as is evident, the working expenses will be decreased. With this addition to the bonded debt of the company, the total is brought to $40,000,000 dollars (£8,000,000), involving an annual interest of but £560,000. After providing this interest the surplus revenue will be available for dividends on $8,536,910 seven per cent preference shares, and on $78,000,000 ordinary shares. The official statistics we published in last week's issue, showed that the total earnings of the line for the year ending December 31, 1872, amounted to £3,738,800, and that the earnings for the six months ending same date, and available for dividend on common stock, amounted to £285,800, which would have been still larger, but that the working expenses include $4,000,000 (£800,000) for bridges, rails, and general construction, of which $1,000,000 (£200,000) being for new works might have been properly carried to the surplus revenue. The fact that in six months a sufficient sum has been earned for a dividend of nearly two per cent on the common stock, whilst for dividend on the preference shares there is the full sum of $597,000 (£119,400). The time has not yet arrived to experience the full advantages of the construction improvements carried out; to these additional value will be given by those to which the proceeds of the bonds so successfully negotiated will be applied. The directors are manifestly less concerned to realize immediately large dividends than to see that good dividends shall be permanently maintained in the future by the line being placed in a position for working the traffic—traffic which this new capital will serve to increase. By an alteration of gauge the Erie will be brought into unison with the great system of lines of the Union of which it is an essential artery. The expenditure is in other words an improvement of the property. Railway traffic never fails to respond to increased facilities, such as the more expeditious manner in which the largely accumulating trains are run over the road. The changing of the broad to the narrow guage is a gigantic plan, but Mr. Peter H. Watson, soon after his assumption of office, declared that this change would secure to stockholders an ample dividend. It is not alone in the connections which the road will be enabled to make with other railroads that it will be benefited, but in actual reduction of cost of transportation and repairs. In looking to what has been done, and what is being done, the conviction is enforced that the Erie has reached a position of prosperity and credit. The preceding issue of $30,000,000 consolidated seven per cent mortgage bonds of the company comprised the whole of its mortgages, thus covering its entire indebtedness and providing for the floating debt. The present bonds are evidently a sound security, and having regard to their issue price are calculated to become a highly popular investment, increasing in value accordingly. It must be remembered that the traffic returns presented are satisfactory, and it appears a certainty that, under the new management, these will advance in an ever increasing ratio. It is unnecessary to point out in this connection the immense development taking place in the trade of the United States, which tells directly upon railway traffic, and of which the Erie must obtain its full share. —*Herapath Feb.* 15.

☞ The officers and directors of the Paducah and Memphis Railroad Company, recently elected, are: President, Ex. Norton; Vice President, L. S. Trimble; Directors. John Overton, Jr., A. T. Lacey, H. S. McComb, J. S. Rogers, Horace E. Garth, D. M. Henning, Jas. Elder; Treasurer, John L. Norton; Secretary, N. Monsarrat.

☞ The Romney (W. Va.) Intelligencer states upon "information considered reliable and accurate," that the South Branch Railway will be put under contract to Romney at once, and that "the interest of the Baltimore and Ohio Railroad," in the enterprise affords sufficient assurance of the prompt and substantial completion of the work.

☞ Mr. A. N. Chrystie, Vice President of the Ohio and Mississippi Railroad, has received the appointment of General Manager, in addition to his present office.

Philadelphia and Reading Railroad.

We gave in our issue of Jan. 25, an abstract of the "Transportation and Income Account" of this company for the fiscal year ending November 30, 1872, together with the Report of the Managers. Below will be found several important tables referring to the years 1871 and 1872, including the "General Account." We also append a statement of the Cost, Earnings, Dividends, etc., etc., since the completion of the road in 1842–'43:

	1871.	1872.	1871.	1872.	1871.	1872.
	Miles of Track.		M. of Sidings.		—Total.—	
Philadelphia & Reading R. R.	106.8	196.8	140.0	143 0	336.8	339.8
Northern Liberties and Penn. T.	2.8	2.8	0.8	0.8	3.6	3.6
Port Kennedy Branch	1.2	1.2	0.4	0.4	1.6	1.6
Lebanon Valley Branch	94.4	94.4	18.0	18.9	112.4	113.3
Lebanon and Tremont Branch	42.2	42.2	23.9	24.0	66.1	66.2
Schuylkill and Susq. Branch	53.4	53.4	9.1	9.3	62.5	62.7
Mount Carbon Branch	8.5	8.5	6.8	7.1	15.3	15.6
Mahanoy and Shamokin Br.	75.4	75.4	64.6	66 9	140.0	142.2
Total roads owned	474.7	474.7	263.6	270.4	738.3	745.1
Chester Valley Railroad	21.5	21.5	2.3	2.3	23.8	23.8
Perkiomen Railroad	18.4	18.4	2.3	2.8	20.7	21.2
Colebrookdale Railroad	12.8	12.8	1.5	1.7	14.3	14.5
Pickering Valley Railroad	11 3	11.3	0.4	0.4	11.7	11.7
East Pennsylvania Railroad	36.0	36.0	15 0	15.5	51.0	51.5
Allentown Railroad	4.5	4.5	0.3	0.3	4.8	4.8
Little Schuylkill Railroad	28.2	28.2	25.5	25.5	53.7	53.7
Mine Hill Railroad	74.6	74.6	60.2	63.2	134.8	137.8
Mt. Carbon & Pt. Carbon R.R.	5.0	5.0	9.6	9.8	14.6	14.8
Mill Creek Railroad	7.6	7.6	18.0	18.1	25.6	25.7
Schuylkill Valley Railroad	16.3	16.3	17.8	16.1	34.1	32.4
East Mahanoy Railroad	10.7	10.7	3.6	3.7	14.3	14.4
Phila., Germ. and Nor. R. R.	53.9	53.9	12.2	13.7	66.1	67.6
Catawissa & Williamsport R.R.	...	92.6	.....	13.5	.....	106.1
Total roads leased	300.8	393.4	168.7	186.6	469.5	580.0
West Reading Railroad	1.9	1.9	1.0	1.8	2.9	3.7
Reading and Columbia R. R.	39.5	39.5	12.7	13.6	52.2	53.1
Lebanon Branch Reading and Columbia Railroad	3.4	3.4	.....	.....	3.4	3.4
Total roads controlled	44.8	44 8	13.7	15.4	58.5	60.2
Total miles of iron	820.3	912.9	446.0	472.4	1,266.3	1,385.3
Total previous year	758.1	820.3	409.9	446.0	1,168.0	1,266.3
Increase	62.2	92.6	36.1	26.4	98.3	119.0

At the commencement of the fiscal year 1871-'72 the company had 343 locomotives, and at its close 377—an increase of 34. The number of cars at the close of each fiscal year was as follows:

	1871.	1872.	1871.	1872.
	No. of Car.		Equiv. 4 wheel.	
Coal cars	13,623	14,556	19,589	21,544
Freight cars—16 wheel platform gun cars.	1	1	4	4
" 8 wheel house cars.	676	901	1,352	1,802
" " cattle cars	89	114	178	228
" " platform	891	1,630	1,782	3,260
" " lime	71	143	142	286
" 4 wheel house.	77	82	77	82
" " platform.	31	31	31	31
" " sand and ore	6	26	6	26
" " lime	304	309	304	309
Total freight cars	2,146	3,237	3,876	6,028
Passenger cars—8 wheel	181½	201½	363	403
Baggage " "	38	42	76	84
Mail and express cars—8 wheel	9	11	18	22
Total passenger cars	228½	254½	457	509

In addition to the above there are used in the management of the road:

In the *Transportation Department:*	1871.	1872.	1871.	1872.
8 wheel house cars, wreck trains	7	10	14	20
" platform cars, with cranes	11	16	22	32
" crate cars, for sawed wood	2	2	4	4
4 wheel house cars wreck trains	5	5	5	5
" open cars for cord wood	58	58	58	58
" " depot fuel, etc	11	11	11	11
	94	102	114	130
4 wheel passenger and baggage cars for stock trains and use of road	8	12	8	12
And in the *Roadway Department*	456	473	589	562
8 wheel passenger car	1	1	2	2
Aggregate of all cars	16,556½	18,635½	24,586	28,787

General Account.

	1871.	1872.
Common stock	$30,014,775 28	$32,684,375 28
Preferred stock	1,551,800 00	1,551,800 00
Aggregate stock	$31,566,575 28	$34,236,175 28
6 per cent. $ loan 1868-'93 deben. unconv.	$1,139,500 00	$1,139,000 00
7 per cent. $ loan 1870-'90 deben. conv.	2,520,000 00	28,000 00
6 per cent. $ loan 1857-'86 mortgage conv.	113,500 00	96,000 00
6 per cent. $ loan 1843 '80 mort. unconv.	549,000 00	549,000 00
6 per cent. $ loan 1844-'80 mort. unconv.	804,000 00	804,000 00
6 per cent. $ loan 1848-'80 mort. unconv.	101,000 00	101,000 00
6 per cent. $ loan 1849 '80 mort. unconv.	67,000 00	67,000 00
7 per cent. $ loan 1868-'93 mort. unconv.	2,700,000 00	2,700,000 00
5 per cent. £ loan 1836 '80 mort. unconv.	182,400 00	182,400 00
6 per cent. £ loan 1843-'80 mort. unconv.	976,800 00	976,800 00
7 per cent. £ loan 1836-'72 mort. unconv.	110,400 00	.....
7 per cent. £ loan 1836 '74 mort. unconv.	43,200 00	43,200 00
7 per cent. £ loan 1836-'77 mort. unconv.	134,400 00	134,400 00
7 p. c. $ loan 1871-1911 consol. mort. unconv.	5,500,000 00	7,696,000 00
6 p. c. gold $ or £ loan 1871-1911 do.	4,000,000 00	7,000,000 00
6 p. c. gold $ loan 1871-1911 do.	876,000 00	876,000 00
7 p. c. cent. $ loan 1871-1911 do. reg.	1,462,000 00	3,414,000 00
6 p. c. gold $ loan 1871-1911 do. "	624,000 00	624,000 00
Installments on new 7 per cent. $ loan, 1893, debenture, convertible	.....	2,305,630 00
Aggregate loans	$21,403,200 00	$28,236,430 00
Bonds and mortgages on real estate	$1,318,534 20	$1,810,224 07
Loan of Schuylkill Nav. Co. maturing 1895.	1,200,000 00	1,200,000 00
" " " 1913.	756,650 00	756,650 00
" " " 1915.	621,600 00	621,600 00
Loan of East Penn. R.R. Co. maturing 1888.	495,900 00	495,900 00
Balance of Reserved Fund	2,504,420 10	1,958,003 66
Total debtor side	$59,866,879 58	$69,314,983 01
Railroad	$23,719,567 56	$24,456,177 46
Depots	3,051,957 76	3,134,143 43
Locomotive engines and cars	6,510,824 69	7,480,719 50
Real estate	5,067,840 56	6,551,731 64
Extension Reading machine shop	.....	39,888 53
Phila., Read. and Pottsv. telegraph stock	20,730 00	20,730 00
Moselem Branch	.....	27,519 15
East Pennsylvania Railroad stock	584,800 00	584,800 00
Reading and Columbia Railroad stock	232,480 00	232,480 00
Schuylkill and Susquehanna Branch	.....	165,155 41
Schuylkill and Susq. Railroad stock	396,588 34	.....
New wharf and extensions of wharves	.....	117,825 77
Allentown Railroad stock	320,582 99	320,582 99
New coal yards	.....	42,040 10
East Mahanoy Railroad stock	247,295 61	247,295 61
Port Kennedy Branch	.....	16,343 98
Port Kennedy Railroad stock	10,550 00	.....
Susquehanna Canal coal barges	.....	25,307 45
Mount Carbon Railroad stock	142,204 25	.....
Mount Carbon Branch	.....	71,504 58
Steam Colliers	588,486 80	588,486 80
Schuylkill Canal coal barges	593,925 55	609,651 32
Schuylkill Nav. works and franchises	1,000,000 00	1,000,000 00
Mahanoy and Shamokin Branch	49,114 48	21,969 75
Lebanon and Tremont Branch	94,367 88	33,086 75
New tracks and sidings	183,402 55	135,284 47
	$42,814,718 52	$45,922,674 19
Assets—cash and cash items	$1,776,312 08	$1,531,396 54
" stocks and bonds held by company.	4,202,584 76	4,471 576 85
Coal lands, Phila. and Reading C. and I. Co.	11,962,000 00	18,825,964 89
Materials on hand	1,157,485 99	1,590,784 57
Debts due (current, partly secured)	890,621 34	1,124,583 86
Debit balance of insurance fund	33,448 59	20,016 21
Total assets	$20,022,402 76	$27,564,322 91
Liabilities—debts due by the company	$2,185,131 87	$2,184,431 76
" coupons and interest	414,584 00	638,389 00
" interest on bonds & mortgages	47,727 34	69,017 78
" sinking funds	116 070 45	141,070 45
" tax on dividends	157,414 19	164,441 15
" Cr. balance of renewal fund	7,481 95	.....
" sinking fund, Schuylkill Nav. Improvement bonds	41,881 90	48,976 90
" wages, materials, drawbacks, and connecting roads	.....	925,687 10
Total liabilities	$2,970,241 70	$4,172,014 09
Assets over liabilities	$17,052,161 06	$23,392,308 82
Total credit side	$59,866,879 58	$69,314,983 01

	1871.	1872.
Coal transported in tons of 2,240 lbs	4,584,450	4,866,521
Total amount of coal to date, in tons of 2,240 lbs	62,227,355	67,093,876
Merchandise transported in tons of 2,000 lbs	2,305,236	2,891,400
Materials transported in tons of 2,000 lbs	437,456	497,571
Tonnage, including passengers, in tons of 2,000 lbs	8,548,964	10,981,657
Total tonnage of road to date, in tons of 2,000 lbs	93,119 413	102,623,887
Number of passengers carried	5,766,934	6,383,991
Number of miles traveled by passengers	66,945,531	78,607,849
Equivalent number of through passengers	719,845	791,478
Total number of passengers to date	21,213,687	27,597,678

TRANSPORTATION AND INCOME ACCOUNT.

Receipts:	1871.	1872.
From travel	$1,641,394 86	$1,786,962 37
" freight on merchandise	2,306,642 61	2,688,029 83
" freight on coal	8,287,293 14	7,513,114 74
" United States mail, etc.	327,512 88	136,931 17
Total receipts	$12,562,843 49	$12,125,038 11
Balance from previous year	201,914 57	847,148 63
Balance of interest account	56,980 00	846,478 47
Total resources	$12,821,738 06	$13,818,665 21
Expenses, viz:		
Running account	$1,947,644 20	$2,078,479 08
Workshop "	1,349,642 72	1,463,007 62
Depot "	303,612 90	366,268 78
Superintendence	507,144 52	564,587 24
Roadway	832,035 77	870 309 10
Bridges	71,478 76	114,025 43
Buildings	145,862 68	188,214 62
Machinery	65,122 11	80,558 75
Richmond wharves	66,819 73	64,158 96
Police	44 675 12	44,006 98
Sundries	35,957 36	35,869 46
Dumpage	183,689 63	184,216 72
Rents	859,796 39	827,418 89
Profit and loss, damages, prem. on gold, etc.	120,806 86	102,833 21
Insurance account	26,127 76	21,487 14
Taxes—U. S., State, County and City	299,600 83	296,351 41
Renewal fund	695,935 68	761,803 29
Total expenses	$7,555,903 02	$8,063,541 68
Interest on bonded debt and mortgages	812 274 05	1,885,959 88
New works	228,373 60	
Sinking funds	25,000 00	25,000 00
Balance of renewal fund		90,167 79
Total disbursements	$8,621,550 67	$10,064,669 35
Total reserved fund	$4 200,187 89	$3,753,995 86
Dividends to January, including state tax	3,410,631 49	3,593,891 40
Leaving a balance of	$789,555 90	$160,604 46

PROGRESS OF THE COMPANY.

Fiscal Year.	Cost of Property.	Gross Earnings.	Operating Expenses.	Earnings less Exp.	Dividends. Amount.	Dividends. Rate.
1843	$7,119,292	$394,318	$214,923	$179,495	$	
1844	9,398,354	597,613	329,442	268,171		
1845	10,276,351	1,078,031	570,726	507,305		
1846	11,531,441	1,900 115	862,320	1,037,795	312,000	10*
1847	12,115,886	2,002,945	1,100,406	902,539	411,840	12*
1848	14,396,458	1,692 555	1,212,029	480,526		
1849	16,318,087	1,933,591	1,023,245	910,346		
1850	16,325,332	2,363,958	1,169,455	1,194,503	249,590	6
1851	16,649,515	2,314 330	1,304,291	1,010,039		
1852	17,141,987	2,480,626	1,340,797	1,139,829	722,971	8 6
1853	17,905,018	2,688,287	1,329,511	1,358,776	172,935	3
1854	18,464,115	3,781,639	1,771,101	2,010,538	587,423	10*
1855	19,004,180	4,321,794	1,972,937	2,348,856	1,077,029	8* 4
1856	19,163,151	3,913,742	1,969,020	1,944,722	770 530	8
1857	19,262,720	3,065,521	1,601,753	1,463,768	385,425	4
1858	23,811,910	2,510,751	1,199,798	1,310,952		
1859	24,070,835	2,724,293	1,276,180	1,448,113		
1860	24,161,889	3,312,546	1,686,561	1,625,985		
1861	24,481,217	2 905 839	1,492,933	1,412 905		
1862	25,126,389	3,911,830	1,816,055	2,095,775	699,788	7*
1863	25,469,544	6,252,902	2 916,159	3,336,743	889,030	7*
1864	25,469 544	9,269,341	4,961,190	4,308,151	2,618,129	15*
1865	27,869,361	11,142,519	6,330,248	4,812 271	2,024,067	10*
1866	29,929,440	10,902 819	6 738,747	4,164,072	3,198,736	10†
1867	31,208,443	9,106,496	6.266.434	2,840,062	2 329,998	10†
1868	32,728,425	8,791,937	6,162,511	2,629,426	2,445,250	10*
1869	35,895,467	11,208,381	6,876,313	4.332 068	2,697,248	10‡
1870	41,134,596	9,571,367	6,508,786	3,062,581	2,971,235	10
1871	42,814,719	12,562,843	7,555,903	5,006,940	3,148 284	10
1872	45,922,674	12,125,038	8,063,542	4,061,496	3,422,278	10

* Paid in stock † Stock or cash as preferred. ‡ Half Stock, and half cash.

Years.	Number of Engines.	Number of cars. Passenger.	Number of cars. Coal & Freight.	Mileage of Engines.
1843	39	14	1,800	393,192
1844	47	14	2,731	613,041
1845	54	14	3,444	810,285
1846	72	14	5,075	1,014,102
1847	77	16	5,108	1,184,272
1848	84	22	5,086	1,136,572
1849	86	22	5 086	1,047,014
1850	92	28	5,117	1,233,144
1851	89	28	5,136	1,461,772
1852	103	30	5,241	1,517,931
1853	103	38	5,476	1,466,894
1854	121	45	5,703	1,674,403
1855	141	54	5,724	1,948,225
1856	141	58	5,719	1,942,317
1857	142	58	5 755	1,707,366
1858	142	58	5,634	1,570,482
1859	144	64	5,695	1,702,257
1860	145	64	5,596	1,852,485
1861	145	65	6,673	1,695,927
1862	143	67	7,300	2,088,166
1863	166	67	8,430	2,721,689
1864	216	81	9,606	3,328.229
1865	254	87	9,663	3,688,309
1866	267	105	10,517	4,261,336
1867	268	110	10,477	4,356,385
1868	269	119	10,531	4,500,135
1869	297	141	11,895	5,159,301
1870	309	146	15,728	5,100,175
1871	343	238	16,320	6,543,138
1872	377	268	18,368	7,248,778

Years.	Passengers. Carried.	Tonnage carried. Coal.	Merchandise.	Material.	Total.
1843	56,514	218,711	17,534	54,787	322,125
1844	66,503	421,985	20,472	160,138	659,299
1845	63,719	814,279	26,039	102,408	1,046,812
1846	88,641	1,188,258	74,971	101,471	1,515,473
1847	97,643	1,360,681	71,718	165,493	1,700,916
1848	105,720	1,235,044	58,123	118,676	1.570,531
1849	95,577	1,097,762	51,204	145,503	1,429,564
1850	92,726	1,351,502	63,625	157,450	1,743,680
1851	127,590	1,650,270	63,807	219,731	2,145,132
1852	155,164	1,650,912	75,769	181,217	2 122,171
1853	211,819	1,582,248	107,853	174,161	2,076,197
1854	266,631	1,987,854	140,801	187,591	2,582,566
1855	277,617	2,213,292	154,384	247,478	2,909,667
1856	282,300	2,088,903	198 886	236,700	2,815,766
1857	291,679	1,709,692	184,617	182,512	2,326,700
1858	285,651	1,542,646	187,729	170,603	2,126,888
1859	379,406	1,632,932	334,609	196,104	2,405,313
1860	385,304	1,946,195	423,523	160 084	2,819,897
1861	368,651	1,639,535	324,958	143,237	2,346,900
1862	396,466	2,310,990	451,733	171,499	3,260,956
1863	576,861	3,065,261	652,363	234,071	4,391,871
1864	1,048,521	3,065,577	807,106	242,908	4,606,284
1865	1,461,632	3,090,814	846,105	249,863	4,712,018
1866	1,444,257	3 714,684	1,037,121	226 896	5,574,906
1867	1,273,644	3,446,826	1,185,896	242,526	5,421,533
1868	1,194,575	3,574,874	1,220,596	220,946	5,488,557
1869	1,527,769	4,239,457	1,422,738	337,117	6,667,195
1870	2,034,039	4,633,504	1,754,943	293,578	7,449,928
1871	5,766,934	6,002,573	2,305,234	437,456	8,548,964
1872	6,383,991	6,185,434	2,891,400	497,571	10,981,657

STATEMENT OF THE GROSS RECEIPTS ANNUALLY, 1843-'72:

Years.	Passengers.	Mail, etc.	Coal.	Merchandise.	Total.
1843	$71,895	$5,656	$278,840	$37,927	$394,318
1844	92,362	7,449	448,509	49,293	597,613
1845	103,411	27,093	886,939	60,588	1,078,031
1846	141,749	20,116	1,660,667	137,583	1,900,115
1847	156,201	11,860	1,698,664	136,220	2,002 945
1848	174,958	13,535	1,386,605	117,457	1,692,555
1849	155,908	22,436	1,648,900	106,347	1,933,591
1850	148,379	17,026	2,071,731	125,822	2,363,958
1851	152,432	19,355	2,018,871	123,672	2,314,330
1852	168,430	22,555	2,150,677	138,964	2,480,626
1853	225,763	27,218	2,254,694	180,612	2,688,287
1854	272,367	23,823	3,253,823	231,626	3,781,639
1855	301 952	29,896	3,664,095	325,851	4,321,794
1856	288,427	34,158	3,242,458	348,699	3 913,742
1857	287,534	35,079	2,412,923	329,986	3,065,522
1858	272,680	36,463	1,865,693	335,915	2,510,751
1859	318,846	46,874	1,883,685	474,888	2,724,293
1860	333,359	51,409	2,328,158	599,620	3,312,546
1861	338,905	49,590	2,111,023	406,321	2,905,838
1862	403,564	105,431	2,879,419	523,416	3,911,830
1863	566,520	116,039	4,897,200	673 143	6,252 902
1864	909,882	201,908	7,203,775	953,776	9,269,341
1865	1,065,847	284,103	8,627,292	1,165,277	11,142,519
1866	1,026 217	209,366	8,245,697	1,421,539	10,902,819
1867	1,005,647	170,420	6,404,878	1,525,551	9,106,496
1868	987,606	136,384	6,252,224	1,415,723	8,791,937
1869	1,184,006	98,512	8,346,240	1,579,623	11,208,381
1870	1,205,539	176,513	6,498,871	1,690,444	9,571,367
1871	1,641,395	327,512	8,287,293	2,306,643	12,562,843
1872	1,786,962	136,931	7,513,115	2,688,030	12,125,038

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,690	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,667	611,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,490	485,490	614,447	720.929	592,341	795,176	869,297	1,006,373	995,922	981,006	897,284	672,358	9,467,072
1872	592 223	[illegible],836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	348,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,887	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	436,192	482,987	572,331	496,062	543,518	454,915	361,171	5,164,897
1873	352,568	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.658	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	663,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	587,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,347	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,880	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,961	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,841	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253.367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274.021	249,355	319.012	317,887	330,230	319,573	284,156	3,273,719
1871	270,264	273,751	315,149	295,480	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,827	354,766	366,960	378,493	326,434	330,970	404,286	419,439	428,598	396,514	337,404	4,380,129
1873	358,612	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,498,494	1,720,078	1,564,554	1,794,397	1,694,651	1,483,454	1,417.211	17,898,327
1872	1,333,994	1,294,976	1,460,178	1,548,512	1,729,218	1,463,961	1,550,023	1,525 243	1,643,484	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	668,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	527,068	572,175	547,988	636,373	641,410	616,680	763,256	759,967	863,746	681,332	640,183	.....
1873	680,499	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	123,673	152,264	267,411	303,915	306,944	286,086	282,723	332,555	368,446	387,999	303 305	210,197	3,321.518
1872	189,606	191,738	300,783	322 876	341,843	322,559	329,838	357,302	319,468	449,418	314,513	233,240	3,693,183
1873	150,567	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,507	1,345,316	1,235,285	14,797,975
1872	1,276,150	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,524,882	1,526,812	1,433,931	17,322,614
1873	1,412,368	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,406	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,587	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,621	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,696	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,808	580,908	667,849	785,338	616,024	576,783	6,988,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	750,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,183	580,432	594,769	488,348	565,720	811,961	950,945	702 838	513,787	6,957,739
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,592	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	506,468	534,561	703,618	836,603	965,368	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	689,924	8,735,083
1869	479,236	526,490	755,433	904,834	999,463	920,680	1,232,906	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574.706	679,332	814,493	893,966	617,058	869,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,203	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,19),695	1,322,847	1,127,031	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,598	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,983	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
1872	158,198	140,471	165,960	154,641	147,540	149,832	130,145	167,496	177,085	201,648	173,169	155,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	128,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,520	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,343
1870	257,644	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,051	5,944,570
1873	370,290	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1868	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	628,529	500 139	539,288	706.603	802.586	746,450	643,058	664 061	726.521	719,698	670.168	606,053	7,654,094
1871	479,573	373,925	499,609	584.540	724.460	728,174	673,698	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	373,933	384,115	566,861	699 420	880,442	855,459	743,382	789,567	868,754	960,706	915,727	.....	.....
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of January, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$2,107,000	$1,948,812
" cotton...	2,076,074	2,064,227
" silk	1,968,935	1,829,281
" flax	1,068,963	1,038,681
Miscellaneous dry goods..	935,336	704,269
Total entered for consump.	$8,151,308	$7,584,770

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool	$1,238,098	$1,404,737
" cotton ...	766,367	920,396
" silk.....	845,237	664,579
" flax	731,566	677,603
Miscellaneous dry goods..	165,420	110,368
Total withdrawn from warehouse	$3,746,688	$3,777,683
Add entered for consump.	8,151,308	7,584,770
Tot. thrown on the market.	$11,897,996	$11,362,453

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool	$1,480,721	$1,286,847
" cotton ...	1,209,260	1,467,283
" silk.....	1,258 896	1,525,761
" flax	646,237	710,299
Miscellaneous dry goods..	221,500	203,033
Total entered for wareh'g..	$4,816,614	$5,193,223
Add entered for consump.	8,151,308	7,584,770
Total entered at the port.	$12,967,922	$12,777,993

The imports of foreign dry goods at New York for seven months ending with January, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$16,733,242	$12,553,159
" cotton	9,955,683	8,858,466
" silk ..	14,614,279	11,601.915
" flax ..	6,998,094	5,999,074
Miscellane's dry goods.	6,089,516	4,254,902
Total entered for cons'p.	$54,340,814	$43,267,516

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$8,010,049	$13,506,448
" cotton..	2,784,277	5,134,854
" silk	4,783,512	5,566,496
" flax	2,757,912	2,503,412
Miscellaneous dry goods.	803,460	1,123,494
Total withdrawn from warehouse	$19,139,210	$28,834,704
Add entered for consump.	54,340,814	43,267,516
Total thrown on the market...	$73,480,024	$72,102,220

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$9,314,833	$13,007,778
" cotton..	3,737,320	5,892,862
" silk	5,720,775	6,987,724
" flax	3,535,791	4,081,755
Miscellaneous dry goods.	1,002,788	1,152,467
Total entered warehouse.	$23,311,507	$31,122,586
Add entered for consump.	54,340,814	43,267,516
Total entered at the port..	$77,652,321	$74,390,102

The above figures represent only the foreign cost of the goods in gold, the freight and duty not included.

☞ The stockholders of the Tripartite Bridge Company, at a meeting held in Pittsburgh on the 28th ult., decided, by a vote of 6,650 shares in favor to 840 against it, to discontinue the enterprise and surrender the charter.

☞ The contract for building the Kentucky and Great Eastern Railroad, which is to extend from the city of Covington, or Newport, Kentucky, to a point on the boundary of Kentucky and Virginia, near the mouth of the Big Sandy River, 146 miles, has been awarded and the work will be begun this month. By the terms of the contract sixty miles of the road are to be completed in September, 1873, and the whole in 1874. By a short extension to unite with the Chesapeake and Ohio road at Huntington, a direct line will be opened from Cincinnati to Richmond and Norfolk, Va.

☞ An enterprise has been proposed, which meets with much encouragement, to build a railroad from Pomona, on the Camden and Atlantic road, to Tuckerton, a distance of fifteen miles.

Statement of the Public Debt of the United States March 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	$20,000,000 00	$166,666 67
6 per cent. 1881 bonds, 1861..	18,415,000 00	184,150 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	1,893,213 50
6 per cent. 5-20 bonds, 1862..	265,961,300 00	5,319,226 00
6 per cent. 1881 bonds, 1863..	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	4,864,182 50
6 per cent. 5-20 bonds, 1864..	2,298,000 00	45,960 00
6 per cent. 5-20 bonds, 1864..	68,061,250 00	1,361,225 00
6 per cent. 5-20 bonds, 1865..	155,949,800 00	3,118,996 00
6 per cent. consols, 1865.....	208,795,600 00	2,087,956 00
6 per cent. consols, 1867.....	315,861,800 00	3,158,618 00
6 per cent. consols, 1868.....	38,636,600 00	386,366 00
5 per cent. funded loan of 1881	200,000,000 00	833,333 33
Aggregate of debt bearing coin interest.....	$1,753,813,000 00	$24,179,343 00
Interest due and unpaid		4,978,680 79

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$1,310,000 00	$27,058 39
3 per cent. navy pension fund, 1868.....	14,000,000 00	70,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	13,560 00
Aggregate of debt bearing interest in lawful money....	$15,988,000 00	$110,618 39

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$54,174 61
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	172 00
6 per cent. bounty land scrip, 1847.....	3,800 00	235 60
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	965,400 00	102,945 91
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 60
7 3-10 per cent. 3 years' treasury notes, 1861.....	19,450 00	1,481 01
5 per cent. 1 year notes, 1863.	91,125 00	4,568 35
5 per cent. 2 year notes, 1863.	61,100 00	4,317 35
6 per cent. compound interest notes, 1863-64.....	513,510 60	102,127 58
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	296,200 00	26,205 58
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
3 per cent. certificates called.	720,000 00	2,192 47
Aggregate of debt on which interest has ceased since maturity	$3,093,240 26	$331,508 39

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$54,302 50	
Legal tender notes, 1862-63...	356,000,000 00	
Certificates of deposit.....	27,770,000 00	
Fractional currency, 1862-3-4.	45,292,106 47	
Coin certificates, 1863.....	24,024,980 00	
Unclaimed interest.....		16,604 84
Aggregate of debt bearing no interest.....	$453,171,388 97	$16,604 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$1,339,245,700 00	
Bonds at 5 per cent.....	414,567,300 00	
	$1,753,813,000 00	$29,158,023 79
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	1,310,000 00	
	$15,988,000 00	110,618 39
Debt on which interest has ceased since maturity.....	3,093,240 26	331,508 39
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	356,084,302 50	
Certificates of deposit.....	27,770,000 00	
Fractional currency.....	45,292,106 47	
Coin Certificates.....	24,024,980 00	
	$453,171,388 97	
Unclaimed interest.....		16,604 84
	$2,226,065,629 23	$29,616,755 41
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,255,682,384 64

AMOUNT IN TREASURY.

Coin	$65,930,781 57
Currency.....	4,600,902 54
Special deposit held for redemption of certificates of deposit as provided by law...	27,770,000 00
	$98,301,684 11
Debt, less amount in Treasury, Mar. 1, 1873.	$2,157,380,700 53
Debt, less amount in Treasury, on the 1st ult.	2,162,658,581 30
Decrease of debt (interest account) during the past month.....	$5,277,880 77
Decrease of debt since March 1, 1872.....	68,432,797 45
Decrease from March 1, '69 to March 1, '72.	36,082,559 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64.	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,560 00	19,705 60
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	16,283 20
Totals.....	$64,623,512 00	$646,235 12

Interest paid by United States, $18,509,230 90; interest repaid by transportation of mails, &c., $4,185,353 52; balance of interest paid by United States, $14,323,927 38.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, Feb. 28, 1873.

GEO. S. BOUTWELL,
Secretary of the Treasury.

Texas and Pacific Railway.

Work on this great railway through Sherman is being pushed with vigor, and between here and Bonham is within a few days of completion. The work is also within two or three weeks of completion east, between Bonham and Honey Grove; and seven miles of grading has been finished west of Sherman towards Pilot Point. The bridging east of Sherman is being rapidly finished. The timber work at the bridge over Choctaw will be about two thousand feet long, and a Howe truss bridge of eighty-feet spans will be thrown across that stream. Several pile-drivers have been at work between here and Bonham for some time, some of them working day and night. We learn from our Paris exchanges that the telegraph will be finished to that place in about ten days; the poles last week had been set up one mile west of Honey Grove and are being put up rapidly towards Sherman, and in a short time we may expect to converse by lightning with the cities of Jefferson, Shreveport and New Orleans.

We learn that in a short time after the completion of the Texas Central to Sherman, which will be but a few days, that track-laying will begin on the Trans-Continental from Sherman east to Bonham and Paris.—*Sherman Patroit.*

☞ The last rail of the Port Royal Railroad was laid on the 28th ult., and trains traversed its entire length. This road connects the harbor of Port Royal, S. C., with Augusta, Ga., and the west.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,246 350	— & —	.....
Atlanta and West Point..100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref..100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A J & O	Jan. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref100	800,000	M. & N	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N	Nov. '72 5
Boston and Providence..100	3,950,000	M & N	Nov. '72 5
Buffalo, N. Y. and Erie*..100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5a
" " pref..100	1,485,900	M & S.	Mar. '73 5a
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Jan. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,800	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref..100	769,600	F. & A	Feb. '73 3½
Central of Georgia..... 100	4,666,800	J & J	Jan. '73 2½
Central of New Jersey..100	15,000,000	J.A.J&O.	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton..... 100	8 925,500	M & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,649,910	M. & S.	Mar. '73 5a
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 3½
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10a
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '72 3½
Cleveland & Pittsburg*.. 50	11,250,854	F.M.A.N	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val..100	848,964	F. & A	Aug. '72 5
Concord 50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv...1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River..... 100	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O	Oct. '72 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J	Jan. '73 3
Del., Lackaw. & Westn. 50	13,868,850	J.A. J.O.	July '72 5½
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy * 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.)..... 100	4,462,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March	Mar. '73 1½
" pref..... 100	8,536,910	J & J	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J	Jan '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & Bd Top. 50	616,000	— & —	.....
" " pref. 50	218,300	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	49 446,900	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Jan. '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,645,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	Sept.'72 2
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref. 50	4,460,388	M. & S.	Sep. '66 3a
Massawippi*..... 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4a
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7a
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12a
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Aug. '73 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '73 5a
Northern Central 50	5,000,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri..... 100	3,635,750	— & —	Jan. '73 —
Panama..... 100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	75,000,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref... 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '73 3
Port'and and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 6
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5a
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb. '73 3½a
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '72 3½
Stony Brook* 100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn.'70 11-4a
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 5½
Utica and Black River....100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '73 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	M. & N.	Nov. '72 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '72 4½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200.000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Jan. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Feb. '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	3,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,789,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated).....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'60 85c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	3,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Mar. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	110
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,754,000	6	Jan. & July.	1880	116¼
.. ..coupon	4,661,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,508,050	6	Jan. & July	1881	116¼
.. ..coupon	63,813,300	6	" "	1881	118¼
Loan of Feb. 25, 1862 (5-20s).....registered	31,442,700	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon	234,518,600	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,480,450	6	Jan. & July.	1881	116½
.. ..coupon	21,519,550	6	" "	1881	118½
Loan of March 3, 1864 (5-20s).....registered	2,296,000	6	May & Nov.	1884	115½
Loan of June 30, 1864 (5-20s).....registered	33,144,550	6	May & Nov.	1884	115½
.. .. .. (5-20s).....coupon	34,916,700	6	" "	1884	115½
Loan of March 3, 1865 (5-20s).....registered	36,734,850	6	May & Nov.	1885	115½
.. .. .. (5-20s).....coupon	119,214,950	6	" "	1885	116½
.. .. 2d series (5-20s).....registered	59,038,350	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	149,757,250	6	" "	1885	114½
.. .. 3d series (5-20s).....registered	90,984,350	6	Jan. & July.	1887	114½
.. .. .. (5-20s).....coupon	224,877,450	6	" "	1887	116½
.. .. 4th series (5-20s).....registered	14,147,000	6	Jan. & July.	1888	115
.. .. .. (5-20s).....coupon	24,489,600	6	" "	1888	116½
Loan of March 3, 1864, (10-40s)....registered	139,937,350	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s).....coupon	54,659,950	5	" "	1904	110½
Consols of July 14, '70 & Jan. 20, '71.registered	128,685,450	5	F. M. A. & N.	1881	113½
.. .. coupon	71,314,550	5	" "	1881	113½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	1 310,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114
U. S. Notes and Fractional Currency.....	401,376,409	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'83-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,400,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'30-'00	43
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500) .					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10.494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1868.....	200,000	6	" "	'81-'88	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,810):					
.. State Bonds 1834 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'88-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O., Mob. & Chat. R. R.)'70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.8	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1880	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,587,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	99½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	....
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1895	104½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	101
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	98
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	99½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	564,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,169,780	6	" "	pleas.	....
.. Canal Stock.....	1,105,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'73	....
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	33
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	18½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	....
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	108
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	" "	'82-'92	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1883	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,233,183	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	23
.. .. .. '66.-'69.....	2,362,714	6	Jan. & July.	'87-'97	20
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	81
.. State Bonds (direct)	4,419,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($8 2,000):					
.. War Loan Bonds, coupons.....	621,000	6	une & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	49
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	468,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1883	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	96½
Loan of 1853–'95	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and	495,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	78,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jun. & July.	Boston.	1870	....
1st Mortgage (22½ m.)	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	40½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	58½
Mass. I. (sec'r'd by $4,000,000 Ber.)	8,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½
Bonds of 1872 for $1,000,000	886,000	7	" "	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	3,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	600,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	383,000	6	Feb. & Aug.	Philadelphia.	'70–'97	99
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	208,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	89½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	85½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	87½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	81½
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4,824,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	104
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	" "	1885	110½
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75–'80	88½
Chester Creek:						
1st Mortgage, guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Buri. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	2,500,000	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1870	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1886	98
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1892	101
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	90½
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,136,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	102
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $1,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	600,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067 421	7	June & Dec.	New York.	1890	83
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A.& Gt. Wn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	85
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	" "	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	769,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv. Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,783,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	96½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94½
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868–'88	500,000	6	March & Sept.	"	1888	91½
Loan of 1869–'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872–'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	94½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	N Y & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1862	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,050,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T. W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	100
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1878	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	80
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	104
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	101
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	..
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	6	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1895	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	800,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L S & M So.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	867,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1890	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,989,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	128,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.& Ph.	1899	....
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	97½
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	884,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. Oct 31, 1857 "	2,698,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1896	98
1st Mort. Aug.1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97½
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.& Thr.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68(Kal. Air. & Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863(J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1884	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	31½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,600	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M. for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	95
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	638,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	99½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	100½
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	92
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $14,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250.000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern:(Vt. Cen.)						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000.000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NO.toT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $2,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	109,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,600,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p.m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96
2d Mortgage	1,358,500	7	May & Nov.	"	1896	96½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	92½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	98½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	57½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fklin)	580,000	7	April & Oct.	"	1882	80*
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	77
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	91
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87½
3d Mort. " "	588,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	83
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	77½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	90
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	40
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	600,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,768,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	....
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	93
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	8	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	800,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	970,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	3,414,000	7	" "	"	1911	103½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.		2,305,630	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	76½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	98½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,500,000		.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Ozford Central:						
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1883	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		950,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1896	....
1st Mort. (Troy, Salem & Rutl.)		600,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund		800,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'90	70½
Rich., Fredericksburg & Potomac:						
Sterling Loan		67,777	6*	Jan. & July.	London.	1876	....
Dollar Loan		296,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage		180,500	7	June & Dec.	Richmond.	1876	....
1st Mortgage		176,900	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,612,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	95½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	91½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed.	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible.	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres.	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,625,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free.	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. ..
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold.	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'00	....
2d preferred bonds	617,000	6	" "	" "	'84-,00	72½
3d preferred bonds	448,500	6	" "	" "	'84-'00	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	891,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	800,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund.	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1896	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1906	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1896	82
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1883	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,800	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1905	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,900	7	" "	" "	1902	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$300,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1883	94
1st Mort. (Quincy & Tol 84 m)	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	93½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	71½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'98-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £202,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1876 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	98½
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	88
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1859	90½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	"	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	....	....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	40½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	10
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	78½
Vermont and Massachusetts:						
1st Mortgage sinking fund	650,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88½
Registered Certificates	128,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. I.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1852	82
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	30 ,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	8	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C.& N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage re-registered. — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-registered. — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage re-registered. — 3d series, Jan. 1, 1871	6,000,000	7	" "	" "	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87
Mortgage Loan reg	2,0 0,000	6	F. M A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	94
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	71½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	74½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	76
2d Mortgage	700,000	6	" "	"	1888	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*. State and Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.6	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)							100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,665	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	263,874	1,069,996	267,487	7	100	93
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,006,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	28	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350 000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	*	.....	.....	246.018	150,000	.....	—	23.0	(Leased to Cheshire.)				7,500	—	100	....
Dec. 31, 1871	185 0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,307	87,571	446,933	151,629	—	100	25½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	188,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	231	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	688,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,600	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,560	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,760	129.000	.....	.....	53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris..N.Y.	242.504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	55.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,380	4,066,503	8	100	165
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	472,700	1.650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	826,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	582,376	—	.....	.....	3,500,000	5,000,000	.....	.....	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	.....	33.5	(Leased to Maine Central.)				36.000	—	50	....
Dec 31, 1871	21 2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442.059	*	coal &c.	.....	600.000	99.000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	998,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	.....	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.....Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,963	10	100	148
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241.981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H	2,850,000	*	267.192	218,888	1,800,000	1,000,000	10.167	475,918	134.3	.....	134,282	76,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28.770.006	*	21 373.900	.....	25,000,000	21,200,000	7,349,164	.....	112.5	517,592	1,760.942	294.177	691,852	185,334	—	100	8½
Sept. 30, 1871	26.7	13 8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,910	183,345	1,025.188	821,575	2,679,900	737,000	1,331,600	308,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	137
Sept. 30, 1871	74.2	8.5	65.4	—	49	28	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,593	1,012,570	14 .7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	118
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844.114	*	590.372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	150
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647.004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980.000	.....	.....	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	.....	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,098	—	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	963 932	150,612	270,030	.....	750,208	500,000	228,862	.....	....	59,997	87,623	44,241	87,625	28.885	—	100	....
Apr. 30, 1872	209.0	—	20.0	—	22	15	10	390	Buri., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	.....	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,260	734,145	433,681	349.6	1,609,941	249,396	320,574	2,406,840	1,111,861	10	100	117½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	.....	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	.....	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,969	1,131,719	1,071,655	174,386	.....	60.0	.....	366.818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	194 m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,764	295,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown.....Illinois.	550,000	—	.....	.....	350,000	200,000	.....	.....	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474.067	—	.....	.....	376.594	150,000	.....	.....	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742.151	*	.....	.....	426,000	—	—	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	.....	98.5	430,351	.....	487,452	654,328	202,575	—	50	43½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	630.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6.000.000	4,000.000	.....	.....	180 0	.....	44,877	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,659	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,768 373	3,944,103	990,591	6,841,379	3,035,235	10	100	103½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235 133	5½	100	36½
Dec. 31, 1871	681.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	32,208,000	.....	.....	1,009.6	.....	.....	.....	8,9 2,554	5,021 251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,011,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,598,380	11,426,257	1,284,906	.....	233.1	457 522	123.427	99,596	767,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. 'Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	9.		20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,598	*	2,909,622	156,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,885	277,874	—	100	...
Sept. 30, 1871	11.8		1.7		6	20		11	Flushing and North Side.....New York.	989,941	*	.....	.....	300,045	1,025,000	.....	.....	18.2	161,130	1,167,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,860	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	188	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	.....	1,056,000	1,871,000	.....	.....	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,200,000	.....	.....	.....	1,000,000	2,300,000	.....	.....	—	(Oper. by	Ft. Way	ne Jackso	n & Sag.)		—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	103,707	.....	—	(Oper. by	Boston,	Clinton &	Fitchburg.)		—	100	...
Sept.30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	388,011	*	.....	.....	268,745	.....	99,267	.....	22.0	70,617	124 254	39,375	57,588	177,607	—	100	65
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,341	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17.900	40,709	330,500	6,015	—	100	...
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,259,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11 381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	...
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	668.533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	...
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	(Recently	opened.)				—	100	...
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown.....New York.	290,501	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	49,893	.....	104,294	226,500	19,000	.....	11.6	15,933	18 552	13,009	42,198	19,807	—	100	...
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492.000	1,500,000	.....	.....	94.0	(Leased	to Michig	an Central.)			—	100	...
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,061,502	17,442,945	58,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	...
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528.943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,589	4,395,765	1,788,413	5½	100	...
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	.....	.....	.....	200,000	.....	120,386	.....	8.0	(Leased	to Del., L	ackaw.& W	estern.)		—	100	...
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin...Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	.....	.....	(Opened	December	19, 1871.)			—	100	...
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	.....	.....	.....	130,090	150,000	.....	.....	14.0	17.528	15,714	7,415	26,898	11,061	—	100	...
Apr. 30, 1872	38.0	—	2.0	190.0	6	2	1	69	Gulf Western, Texas and Pacific....Texas.	.....	.....	.....	.....	.....	.....	.....	.....	.....	18,240	7,234	29,173	132,000	61,606	—	100	...
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	(No	statement	furnished.)	.....	.....	.....	.....	5.7	(Leased	to Erie C	ompany.)			—	100	...
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	*	.....	.....	99,700	62,000	.....	.....	28.0	(Leased	to Erie C	ompany.)			—	100	...
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri..Missouri	2,000,000	.....	.....	.....	560,000	319,600	.....	.....	70.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	...
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	52.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	...
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,800	375,497	277.0	2,066,850	358,594	416,791	3,104,969	1,089,035	—	100	45½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	.....	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	...
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	.....	222,150	.....	12.2	41,982	31,903	84,714	76,386	17,582	10	100	...
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension.....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	.....	116.0	164 414	109,915	64,494	207,113	32,298	—	100	...
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	.....	—	(Leased	to Pennsy	lvania.)			7	50	...
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N.	Y., N.H	aven and	Hartford	R. R.)			.....	...
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,989	2,055,500	.....	.....	130.4	618,637	1,149,889	263,447	939,344	[191,062	—	100	...
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	.....	.....	.....	703 000	.....	7,000	.....	47.6	.....	.....	.....	17,774	12.780	—	100	...
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,738	*	.....	.....	150,000	.....	.....	.....	5.5	.....	.....	83,892	45,628	15,006	—	10(	...
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe.....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	to Flint &	Pere Mar	quette.)		—	100	...
Sept 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	.....	.....	.....	200,000	200,000	50.000	.....	10.3	(Leased	to New H	aven & N	orthampton.)		—	100	...
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic.....Connecticut.	2,106,558	.....	261,663	306,847	2,000,000	391,000	67,899	.....	119.8	321.600	.....	.....	780,281	92,384	—	100	...
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	.....	5,636	.....	93.0	(No	returns f	urnished.)			—	100	...
May 31, 1871	211.0	115.0	16.3	165.0	48	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	.....	180.5	.....	.....	.....	1,796,682	943.564	—	100	...
Oct. 31, 1871	44.0	14.7	12.5	—	18	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	.....	62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,358	*Illinois Central*.....Illinois	33,610,185	*	.....	1 212 539	25,280,510	5,764,500	16,370	.....	1,110.9	5,710,954	1,286,584	1,831,944	8,401,142	2,732,847	10	100	122½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illino's.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	65.5	(Leased	to Chicag	o Burl. &	Quincy.)		—	100	...
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	.....	—	(Under	construct	ion, to cost	$4,500,000.)		—	100	...
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,280,000	.....	.....	212.5	.....	.....	.....	1,133,863	.....	—	100	...
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,078	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,407	7,891,500	1,756,517	.....	217.0	.....	.....	.....	1,827,824	622,313	—	100	...
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589.143	222,168	600,000	3,338,000	702,486	.....	72.0	.....	.....	.....	671,557	286,415	—	100	...
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	.....	117.0	215,952	.....	.....	255,684	66,794	—	100	...
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	to Illinois	Central.)	304,369	120,369	—	100	...
Dec. 31, 1871	78.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	78.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron.....Ohio.	275,668	47,000	15,300	37,705	130,009	80,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	...
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400.000	100,000	.....	.....	11.0	11.380	.....	82,617	34 292	4,568	—	50	...
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,985,000	66,667	263,757	121.0	281,640	[8 mo	nths.]	357,664	180,164	—	100	...
Dec 31, 1871	36.5	38.5	12.5	—	.....	.....	.....	.....	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	.....	.....	(Leased	to Erie.)	.....	.....	—	100	...
Dec. 31, 1871	156 0	6.0	22.6	—	41	38	12	883	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	...
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased	to Chicag	o & Alton.)	.....	.....	7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Central.)	.....	.....	8	103	...
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	.....	.....	.....	185,250	800,000	.....	.....	4.6	21.489	206,270	.....	127,843	43,394	—	50	...
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	58.0	(Leased	to Lake S	hore & Mich. Southern.)			6	100	...
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	590,000	.....	.....	.....	250,000	640,000	.....	.....	32 0	(Leased	to Michig	an Centra l.)			—	100	...
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	...
Feb. 28, 1872	38.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge).....Kansas.	620,000	*	370,000	.....	990,000	.....	.....	.....	35.0	(Recently	opened	—operatio	ns not reported.)		—	100	...
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,140,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	to Leav. L	awr. & Ga	lveston.)		—	100	...
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,600	*	2,030.840	1,220,309	8,972,500	26,116,350	1,610,905	.....	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug.31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2.020.000	6,730	.....	....	.....	(Recently	opened.)	.....	.....	—	100	...
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	.....	80 0	909,043	297,828	1,628,906	874,410	379,977	—	50	...
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	to Tol. W	estern.)	.....	.....	—	100	...
Dec. 31, 1871	36.0	—	1.3	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	.....	.....	117,073	666,000	.....	.....	—	(Leased	to Tol. W	estern.)	.....	.....	—	100	...
Sept. 30, 1871									Lake Ontario Shore Line.....New York.	54,309	.....	.....	138.281	192,510	.....	.....	.....	—	(Under	construct	ion.)	.....	.....	—	100	...
Dec. 31, 1871	6 0.0	538.9	363.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P.,O. Ind. Ill.	48,311.203	10,430.333	6,065,663	4,616,527	37,587,830	26,899,000	3,606,970	1,369,927	1,073.8	10.178,603	1,945.162	3,725,425	14,797,975	4,884,369	8	100	93¾
Aug.31, 1872	92.0	—	6.1	—	10	.....	.....	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	.....	.....	—	.....	(Recently	opened.)	.....	.....	—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "‡."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Passg.	B. M. & E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,965	4,889	1,191	—	100	....
Sept. 30, 1872	7.1	—	—	—					New York and Mahopac	229,110				185,300		74,704		7.0		(Recently	opened	No returns.)		—	100	....
Sept. 30, 1871	124 3	16.75	158.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	12,161,233	1,840,972	1,675,553	3,228,676	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	141
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,262	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—					Niagara Bridge and Canada	Niagua. N. York.	3,210,616				1,000,000				(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	36.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858				500,000	500,000	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina	North Carolina.	4,947,746	*	*	326,372	354,566	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern	South Carolina.	2,148,131	*	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	.....	(No a	ccounts o	btainabl	e.)					72.0		(No accou	nts.)			—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	329,651	666,476	1,179,200	530,541	—	50	92
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,583	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central	Md. and Penn.	11,484,745	3,049,049	*	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	82
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	*	160,570	252,916	3,088,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	110
Mar. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	*	875,000	.....	1,000,000	400,000	.....				(Leased to | Erie Com | pany.)		8	100	....
Dec. 31, 1871	278.0	—	....	1,700	0..	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	*	.....	.....	100,000,000	50,000 p.m	.....		278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12 5	—	20	14	5	642	Norwich and Worcester	Conn. & Mass.	2,846,180	*	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	125
Dec. 31, 1871	113.0	52.0	14.6	—	22	26	12	316	Nova Scotia	Nova Scotia.	6,942,765	*	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	*	.....	.....	5,077,000	1,100,000	.....		122.0	634,939	163,412	388,837	1,027,699	347,857	6	100	60
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	48	Ogden Mine	New Jersey.	452,994	*	*	.....	34,259	450,000	.....	2,767	24,477	12.0	.....	.....	58,979	48,996	29,048	6	100	....
Jun. 30, 1871	340.0	51.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	*	.....	.....	24,030,000	6,534,870	298,943		393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	47
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn	7,336,386	1,008,331	*	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	68
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	*	.....	.....	282,550	542,200	66,000		9.0	.....	.....	.....	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185.604	12?.911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	.....	.....	.....	.....	Osage Valley and Southern Kansas	Mo.	600,000	*	*	.....	.....	375,000	289,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—					Oswego and Rome	New York.	950,953	*	*	.....	.....	268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Ode	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,269,324	*	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)			1,500,000	1,500,000	.....		21.0		(Opened	April 17,	1871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific of Missouri*	Missouri.	747,670	3,704,078	.....	.....	.....	3,635,750	11,200,000	.....		471.3	.....	669,200	.....	3,597,299	947,801	—	100	52
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	48	Padu ah and Gulf	Kentucky.	(Under	construc	tion.)			2,425,000	1,071,000	.....		63.5		(No retur	ns furnish	ed.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio	250,000	*	*	.....	.....	250.000	.....	.....				(Under | construct | ion.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No	returns.)			—	100	114
Apl. 20, 1872	34.0	—	1.7	41.0	.....	.....	.....	.....	Pares and Decatur	Illinois.	1,000,00	*	*	800,000	.....	600,000	1,200,000	.....		34.0		(Construc | tion in pro | gress.)	245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	*	*	.....	.....	3 0.000	.....	.....		14.5		(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*	*	.....	.....	500 000	500,000	.....		12.0	(Leased | to Erie at | 35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	*	*	.....	.....	248,000	80,000	.....		15.1		(Leased t	o Erie.)			—	100	....
Jan. 31, 1872	67 3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	*	*	87,758	.....	1,500,000	1,076.000	.....		67.3	(Leased	to Tol. Wa	b. and We	stern.)	29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	*	*	.....	.....	342,150	100.000	36,542		22.0	(Leased	to United	Companie	s.)		—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	*	*	.....	.....	500,000	375,000	.....		18.0	(Leased	to New J	ersey Sout	hern.)		6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ird. & Ill.	4,774,000	*	*	.....	.....	1,895,000	2,779,000	.....		118.0	(Recent	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	120
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	*	2,937,500	.....	4,000,000	642,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	225
Dec. 31, 1871	—	—	—	21.0	.....	.....	.....	.....	Pennsylvania and Delaware	Penn.	251,098	*	*	.....	.....	132,412	700,000	100,000				(To be co | mpleted in | 1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York	N.Y. & Penn.	4,829,887	401,996	.....	.....	.....	3,081,700	3,000,000	415,008		142.7	.....	187.119	862,085	1,271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	.....	.....	.....	.....	Peoria and Bureau Valley	Illinois.	1,800,000	*	*	.....	.....	1,200,000	600,000	.....		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	16	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,402	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	*	.....	.....	1,200,000	2,300,000	.....		91.0	.....	(Turned o	ver to Co	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	*	*	.....	.....	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg	Virginia	1,719,113	*	*	.....	63,753	1,342,200	258 500	50,305	31,860	82.	168,592	54.953	52.345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	.....	220,606	1,500.000	90,089		58.1	167,474	254,944	109,939	271.205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie	Pennsylvania.	20,799,479	*	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	52
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	18	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	.....	2,231,900	.....	.....		33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	176
Nov. 30, 1871	98.4	179.7	442.7	—	343	467	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	115
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	*	*	329,620	.....	1,259,100	.....	.....	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	112
Dec. 31, 1871	11.3	—	0.4	—	.....	.....	.....	.....	Pickering Valley	Pennsylvania.	468,478	*	*	.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pig, Cin. & St. Louis.	Pa. & W. Va.	Ohio.	18,030,444	*	*	3,637,30	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,595	540.576	1,236,903	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8.629	.....	14.159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville	Penn.	7,330.816	620,631	83,196	.....	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717.299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic	P., O., I. & I.	33,394,515	*	*	.....	.....	19,714.286	13,663,000	.....		369.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	93
Sept. 30, 1871	18.6	—	1.5	—	.....	.....	.....	.....	Pittsfield and North Adams	Mass.	443,078	*	*	.....	.....	450,000	.....	.....				(Leas	ed to Bost	on and A	bany.)		100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,300	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	*	.....	.....	1,007,847	800,000	.....				(Not in | running | order.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105.285	31,200	85.570	30.616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	—	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	*	585.069	79,576	1.500,000	.....	.....		51.3	331,257	389,322	.....	628,430	180,561	10	100	132
May 31, 1872	50.6	—	....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	*	4,300,000	.....	3,000,000	2,500,000	.....				(Not in | operation at | date.)		—	100	....
Mar. 1, 1871	26.0	—	0.2	—	3	3	—	21	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	*	.....	.....	170 000	200,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	95
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	‡ *	.....	120,523	.....	524,464	380,300	226,830		.....	40,206	53,052	6.110	34,021	5.673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol	R. I. & M.	642,009	2 68,611	2,236	4,981	437,917	50,000	63,611			13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	143
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,570	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	65	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,935	*	934,015	.....	6,000,000	1,925,000	.....	—	151.0	724,628	623,731	457,454	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,075	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,214,989	*	454,301	160,946	1,609,829	735,554	114,075	504,776	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	———	.....	.....	557,560	.....	5,000	—	—	(Leased to Erie at 45 p. c.)					—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	93	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,344	.....	.....	—	20.0	(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.8	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	216.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	.....	65,501	113,763	24,682	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	15	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,984,055	—	239.0	(Leased to Vermont Central.)					—	100	13
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	....
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,518	434,963	1,636,904	667,319	—	100	914
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	———	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased to Chicago and Alton.)				240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern.	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold August 20, 1871—No returns.)					—	100	....
Dec. 31, 1872	308.0	50.0	30.0	62.0	48	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Completed in January 1872.)					—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,750,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,989	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St. Paul)	.....	4,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,419	1,968,600	16,206,500	318,423	5,313,636	—	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,870	15,219	4,000,000	———	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	———	.....	2,295	243,305	226,000	1,063	—	—	(Leased to Boston and Lowell.)				17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	5	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,485	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,568	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	57	Savannah & Charleston.....S. Car. & Ga.	2,288,986	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,865	*	50,132	———	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	287.0	—	11.9	—	39	*	4	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	———	.....	.....	869,450	700,000	.....	—	28.0	206.515	41,009	750,445	834,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,600	*	.....	.....	2,667,600	1,629,000	.....	—	157.0	(No report furnished.)					—	100	....
Dec 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,981	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,044	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,328	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	8	88	Southern Central.....New York.	3,238,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,858	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	3	206	Southern Minnesota .....Minnesota	5,670,000	500,000	65,000	———	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,326	105,383	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	8	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	163,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recently opened.—No returns.)					—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	———	700,000	200,000	40,000	—	13.0	59,980	344,866	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York. N.Y.	3,867,050	*	.....	.....	1,870,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96 5	671,723	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	328
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	36	3,400	Toledo, Wabash and Western. O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	724
Sept. 30, 1871	34.9	—	9.1	—	13	1.	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	—	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	1214
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,958	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	32,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,81 ,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,486	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	———	.....	.....	2,500,000	———	———	—	—	(Leased to Vermont Central.)					8	100	60
May 31, 1871	118.0	—	108.0	—	170	128	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	16	21	7	274	Vermont and Massachusetts...Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,089	244,819	150,376	582,238	162,372	2	100	87
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	83,415	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland..... .....New Jersey.	1,826,192	———	.....	.....	998,005	750,000	78,187	—	47.5	(Recently opened.—No returns.)					—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	———	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased to Del., Lacka and Western.)					—	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	———	.....	.....	225,000	85,000	.....	—	10.2	19,520	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,000	126,092	14,904	1,467,670	160,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,418	.....	.....	681,660	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,179	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	21	12	929	Western and Atlantic.....Georgia.	(Leased by State of Georgia.)					306,088	.....	—	138.0	(66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,356,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,700,283	———	.....	.....	1,022,450	1,500,000	907,818	—	—	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,330	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,089	234,867	842,169	203,756	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	123.9	300,655	567,681	112,346	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford. N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	—	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	46.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta. N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	120 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,847	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	284	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,963	181.0	502,792	109,174	89,055	570,800	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	207	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	—	143.5	247,360	70,848	125,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,517	45.7	314,457	356,264	328,372	569,704	181,06	10	100	135
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,662,316	———	258,679	151,967	2,031,986	2,039,150	1,825	—	12.5	.....	.....	.....	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	———	.....	.....	8,229,594	.....	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,360	———	.....	.....	1,633,360	800,000	———	39,087	60.1	(Leased to Lehigh Coal and Nav. Company.)					8	50	974
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	7,164,420	———	17,935,580	.....	15,000,000	10,000,000	.....	—	108.0	.....	.....	1,428,758	113,361	Io-s.	10	100	122
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,888,748	———	.....	.....	5,847,400	———	———	—	65.8	.....	.....	.....	1,045,957	763,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	———	19,323,500	.....	8,739,850	15,038,656	.....	—	108.0	.....	.....	982,188	578,462	31,978	—	50	754
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	———	.....	.....	1,003,800	110,000	8,179	.....	85.0	.....	.....	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.6	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 391,214	———	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	609,552	142,888	—	50	97
Dec. 31, 1871	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	———	.....	.....	4,457,150	2,805,000	460,000	—	360.0	.....	1,029,287	.....	649,598	58,886	—	50	....
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	———	.....	.....	4,454,048	8,617,099	86,694	—	108.3	(Leased to Phila. & Reading.)					—	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,857,105	———	.....	.....	2,002,710	2,636,310	270,605	—	84.0	.....	501,674	144,094	87,30	—	50	....
Dec. 31, 187	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	———	.....	.....	2,907,850	3,000,000	.....	—	84.0	.....	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.8	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,723	———	.....	.....	1,100,000	743,000	100,723	—	123.0	(Leased to Pennsylvania.)					—	60	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	61 — @	62 —
Gartsherrie		59 — @	60 —
Glengarnock		56 — @	57 —
Eglinton		— — @	55 —
Pig, American, No. 1		50 — @	— —
Pig, American, No. 2		46 — @	49 —
Pig, American, Forge		40 — @	44 —
Bar, Refined, English and American		110 — @	— —
Bar, Swedes, assorted sizes	(gold).	120 — @	130 —
—STORE PRICES.—			
Bar, Swedes, 1½ x¼ & 1¼x⅜ to ⅛ & ½ sq. 1¼ to 6x¼ to ¼ & ⅜ to 2sq. 6 to 12 x ¼ & ⅛		165 —	@185 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in		105 —	@ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in		110 —	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		112 50	@ — —
Large Rounds, 2¼ to 2⅞ to 3¼ to 4 in		112 50	@125 —
Scroll		120 —	@150 —
Ovals and Half-round		130 —	@150 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@122 50
Horse Shoe		117 50	@127 50
Rods, ¼@3-16 inch		110 —	@152 50
Hoop, ⅜ by No. 22 to 1 & 1¼ by 13 & 14		130 —	@172 50
Nail Rod	per lb.	— —	@ — 9
Sheet, Russia, as to assortment	(gold)	16 —	@ — 17
Sheet, Single D. and T. Common		— 6½	@ — 7¼
Sheet, Doubles and Trebles, Charcoal		— 7¾	@ — 8¼
Sheet, Galvanized	List 15 per ct. disc.		
Rails, English	(gold) per ton.	70 —	@ 71 —
Rails, American, at Works in Penna	c'y.	80 —	@ 82 —
Anvils, (Engle)	per lb currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cen's per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ — 22
English Spring (2d and 1st quality)		— 9½ @ — 10½
English Blister (2d and 1st quality)		— 11½ @ — 16
English Machinery		— 11½ @ — 14
English German (2d and 1st quality)		— 11½ @ — 12
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Spring		— — @ — 11
American Machinery		— — @ — 11½
American German		— 9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— @ 5 25
8d. and 9d.	"	— @ 5 50
6d. and 7d.	"	— @ 5 75
4d. and 5d.	"	— @ 6 —
3d.	"	— @ 6 75
Cut, 2d and 3d. Fine		— @ 7 50
4d. and 4½d. Sugar Box		— @ 6 —
Cut Spikes, all sizes		— @ 5 50
Horse Shoe, Forged (No. 10 to 5)	per lb.	21 @ — 33
Copper		— @ — 45
Yellow Metal Sheathing and Slating		27 @ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— @ — 37½
Straits	(gold).	31 @ — 32
English	(gold).	31½ @ — 32
Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 11 87½@12	14 — @ 14 25
I. C. Coke	10 50 @10 75	12 50 @ 12 75
Coke Terne	8 75 @ 9 75	10 50 @ 11 50
Charcoal Terne	10 50 @10 —	12 50 @ 13 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 45 gravity (in bulk)		— 8½ @ — —
Crude, 40 @ 47 gravity (in shipping order)		— 14½ @ — 14
Refined, Standard White (in ship'g order)		— 18½ @ — 19
Refined, S. W. (in jobbing lots)		— 10 @ — —
Refined, S. W. (in tin)		— 26 @ — 27
Naptha, Refined, (65 @ 73 gravity)		— 13 @ — 14
Residuum	per gall.	— 11½ @ — —

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.		— — @ — 48
Copper, Bolts		— — @ — 45
Copper, Braziers' (over 16 oz.)		— — @ — 45
Copper, Nails		— — @ — 45
Copper, Old Sheathing, &c., mixed lots		— 28 @ — 30
Copper, English Pig		— — @ — 30
Copper, American Ingot		— 34½ @ — 34¾

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	5 45 @ 6 50
German	(gold)	5 45 @ 6 50
English	(gold)	6 50 @ 7 —
Bar		— — @ 9 25
Sheet		— — @10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		— — @13 —
Liverpool House Cannel		— — @21 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

	Th. 27.	F. 28.	Sat. 1.	M. 3.	Tu 4.	W. 5
Boston, Hart. & Erie	8½	8½	8½	8¾	8½	8¾
Canton Co.	101	103	101	....	....	....
Central Pacific 6s	104	104	104	104	....	....
Central of N. Jersey	103½	....	103½	....	....	103½
Chicago & Alton	110	....	....	110½	110	....
" pref.	.....	112½	....	....	....	....
" 1 M.	.....	....	....	....	....	....
" S. F.	.....	....	....	....	....	....
" Inc. bds.	.....	....	....	....	....	....
Chicago, Burl. & Q.	.....	....	....	....	....	111¾
" 8s, 1883	.....	....	....	....	....	....
Chic. & Northwestern	81½	81½	81	81	82	81½
" pref.	89¾	89½	89½	88¾	89½	89½
" 1st M.	.....	98	....	....	....	....
" S. F.	.....	....	....	....	....	....
" Consol.	.....	....	....	....	....	90¾
Chic., Rock Isl. & Pac.	113¾	113¾	113¾	112	113	113½
Chi., R. I. & Pa. 7s, 1896	102	....	....	....	....	102
Clev., Col., C. and Ind.	.....	90	89½	89½	90	89
Clev. & Pittsburg guar.	88¾	89	89½	89	90	....
" 2 M.	.....	....	....	....	....	....
" 3 M.	.....	....	....	....	....	....
" 4 M.	.....	85	....	....	....	....
Clev. and Toledo	.....	....	....	....	....	....
" S. F. 7s	.....	....	....	....	....	....
Col., Chi., & Ind. C.	40½	40¾	40½	38½	38	40½
" 1 M.	.....	91¾	....	....	....	91¾
" 2 M.	73½	....	....	....	73	73
Del. & Hudson Canal	121	....	122	123	123	122
Del. Lack. & Western	102	102	....	100¾	101	101
" 1 M. 7s	.....	....	....	....	....	....
" 2 M 7s	.....	....	96½	....	....	....
Erie Railway	65¾	66¾	64½x	62¾	64½	65
" pref.	78	79¾	79½	....	....	....
" 1 M. 7s, 1897	.....	....	....	....	....	....
" 2 M. 7s, 1879	.....	....	....	....	....	100
" 3 M. 7s, 1883	.....	....	....	....	....	98
" 4 M. 7s, 1880	.....	....	97½	....	....	....
" 5 M. 7s, 1888	94½	....	....	....	94½	94½
" 7s, con. gold	.....	....	....	....	....	....
Great Western 2d mort.	.....	89	89	....	89	....
Hannibal & St. Joseph.	45¾	47	45½	44¾	45½	....
" pref.	.....	....	....	64½	64	....
" 8s, conv.	93¾	....	....	89¼x	89¾	89½
Hudson River	.....	....	....	....	....	....
" 2 M. S. F.	.....	....	....	....	....	....
" 3 M 7s, 1875	.....	....	....	....	....	....
Illinois Central	120	122½	....	123	122½	....
" 7s	.....	....	....	....	....	....
Lake Shore & Mich. S'th.	92½	92¾	91¾	93½	93¾	....
Lake Shore Div. bonds	.....	....	....	....	....	....
Marietta & Cin. 1st pref.	26	....	....	....	....	....
" 2d pref.	.....	....	....	....	....	....
Michigan Central	.....	....	108¾	108	....	....
" S. F. 8s, 1882	.....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	103½	....	104	....	....	....
" 2 M.	.....	....	99½	....	....	....
Mariposa Mining Co.	.....	....	....	....	....	....
" pref.	1¼	....	....	....	1	1
Milw. and St. Paul	53	53	53½	52½	53	53½
" pref.	73½	73¾	73¾	73½	73¾	....
" 1st mort.	.....	....	....	....	....	....
" 2d mort.	.....	....	....	....	....	....
" 8s	.....	....	....	....	....	....
" 7 3-10s con.	.....	....	....	....	....	....
" 7s, gold	.....	....	....	....	....	....
Missouri 6s	94	....	94½	94	94	94½
" H. & St. J. 1ss	91½	....	....	....	90¾	....
Morris and Essex	91¾	91	91½	....	....	91½
" 1st mort.	.....	....	....	....	....	....
" 2d mort.	.....	....	....	....	97	....
N. Y. Cen. & Hud. Riv.	102¾	103½	103¾	101¾	102¾	103½
" 7s, S. F. 1876.	102	....	102	....	....	....
" 6s. S. F. 1883	....	94	....	....	....	94½
" 6s, S. F. 1887	91½	91½	....	....	....	....
N. York and Harlem	127½	129½	129½	128	128	123
" pref.	.....	....	....	....	....	....
" 1 M. 7s. 1873	.....	....	....	....	....	....
N. York, N. Hav. & Hart.	.....	141	....	....	....	....
N. Carolina 6s, old	.....	....	....	....	....	....
" new	.....	....	....	....	....	....
Ohio and Miss.	45¾	46	45¾	44½	45¾	45¾
" pref.	.....	....	....	....	....	....
" 2d M.	.....	....	....	....	....	....
Pacific Mail S. S. Co.	61½	57¾	57½	51¾	54¾	55½
Panama	107¾	108	109½	113	113	114½
Pitts., Ft. W. & Chi. gtd.	.....	93¾	93¾	....	94	93¾
" 1 M.	104	....	104	104½	....	....
" 2 M.	.....	98½	....	....	....	....
" 3 M.	.....	....	....	....	....	....
Quicksilver Mining Co.	.....	44¾	44½	....	44	....
St. L., Alton & T. H.	.....	....	....	....	....	....
" pref.	.....	....	....	....	....	....
" 1 M.	100	....	....	100	....	....
" 2 M. pref.	90	....	....	....	....	....
" Income bds.	.....	....	....	....	....	....
Tennessee 6s, old	80½	....	81	80¾	80½	81
" new	80¾	....	....	80¾	80½	81
Tol., Wab. & Western	73½	73¾	73¾	72½	73½	72½
" pref.	.....	....	....	....	....	....
" 1 M.	95½	96	95½	95½	....	95½
" 2 M.	93½	....	93½	93½	....	....
" Equipment	.....	....	....	....	....	....
" St. Lou. Div.	.....	90	90	90	90	....
Union Pacific	34¾	34¾	34½	34⅝	35½	35½
" 1st mort.	86½	86½	86¾	80½	86¾	86½
" L. Gt. 7s	77½	76	77	....	77¾	77¾
" Inc. 10s	76½	76½	....	72½x	....	71¾
Virginia 6s, old	.....	....	....	....	....	....
" new	.....	....	....	....	....	....
" consol.	.....	....	55½	....	55½	....
" def. certif.	.....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

	Th. 27.	F. 28.	Sat. 1.	M. 3.	Tu 4.	W. 5
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	....	111½	....	....	....
U. S. 5s, 10-40s, coup.	114½	....	....	....	111⅝	110½
U. S. 5s, 1881, reg.	.....	....	....	....	....	....
U. S. 5s, 1881, coup.	113¾	....	....	....	....	....
U. S. 6s, 1881, reg.	116¾	116¾	....	....	116¾	116¾
U. S. 6s, 1881, coup.	118¾	118¾	118¾	....	118¾	118¾
U. S. 6s, 5-20s, reg. '62	....	....	....	....	115¾	....
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	115¼	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	115¼	....	....	....	....
U. S. 6s, 5-20s, reg. '65	115¼	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116¼	116¾	....	....	....	116¾
U. S. 6s, 5-20s, r. n. '65	....	....	114¾	114¾	....	114¾
U. S. 6s, 5-20s, c. n '65	114¾	114¾	114¾	....	....	114¾
U. S. 6s, 5-20s, reg. '67	114¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	116¾	116¾	116¾	....	116¾	116¾
U. S. 6s, 5-20s, reg. '68	.....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	116¾	....	116¾	116¾	....	....
U. S. 6s, Pac. RR issue	114¾	....	114¾	114¾	114	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	W. 26.	Th. 27.	F. 28.	Sat. 1.	M. 3.	Tu. 4
Catawissa preferred	44¼	....	....	45	44¼	....
Camden and Amboy	.....	....	....	....	....	....
" 6s, 1875	.....	....	....	98¼	....	98¼
" 6s, 1883	.....	....	....	90	....	....
" 6s, 1889	.....	....	....	....	....	....
" mort. 6s, '80	95	97	97	96¾	....	....
Elmira & Williamsport	.....	....	....	....	....	....
" pref.	.....	....	....	....	....	....
" 7s	.....	....	....	....	....	....
Lehigh Navigation	38¾	38¾	....	38	....	37¾
" 6s, 1884	.....	....	....	....	....	....
" Gold L.	91¾	91¾	....	....	....	....
" R. R. L.	93¾	....	....	....	....	....
" Conv. L.	.....	....	....	....	....	....
Lehigh Valley R. R.	61¼	60¾	60¾	60¾	61	60¾
" 6s new coup	95¾	....	....	95¼	....	....
" 6s new reg.	.....	....	....	....	....	....
Little Schuylkill R. R.	.....	....	....	....	46¼	....
" 7s	.....	....	....	....	....	....
Minehill	53	....	....	....	....	....
Morris Canal	.....	....	....	....	....	....
" pref.	.....	....	....	....	....	....
North Pennsylvania	.....	....	....	....	....	....
" 6s, 1880	.....	....	....	....	....	....
" 7s	96¼	96¼	96¼	96¾	....	96¾
" 10s, 1887	.....	....	....	....	....	....
Northern Central	42	42	41	41	41	....
Oil Creek & Alleg. Riv.	34	....	....	33½	34¼	....
" 7s	.....	....	....	....	....	....
Pennsylvania R. R.	60¼	60¼	60¼	60¾	60¼	60¾
" 1st M.	.....	....	....	....	....	....
" 2d M.	.....	....	....	....	99¾	....
" Gen. mort.	91¾	....	....	....	91¾	....
" " reg.	.....	....	....	....	95¾	95¾
Penn. State. 6s, 1st series	.....	102¾	....	....	....	....
" 6s, 2d series	.....	....	....	....	107¾	....
" 6s, 3d series	108¾	....	....	....	108¾	....
Philadelphia City, 6s	96¾	96¾	96¾	....	....	96¾
" new	100¾	100¾	101	101	101	100¾
Philad., Germ. & Nor.	.....	....	....	....	....	88
Phila. & Reading	57¾	57¾	57¾	57¾	57¾	57¾
Philadelphia and Erie	.....	....	....	....	....	26¾
" 6s	.....	....	....	....	....	....
" 7s	.....	....	91¾	91¾	....	92
Phila., Wilm. & Balt.	.....	....	....	....	....	....
Schuylkill Navigation	.....	....	7	....	....	....
" pref.	.....	....	....	....	....	....
" 6s, 1882	74¾	75	....	....	....	74¾
" 6s, 1876	.....	....	....	....	....	....
" 6s, 1872	.....	80	....	....	....	78
United Co. of N. Jersey	122	121¾	121¾	121¾	121¼	....
Bestonville, (Horse)	.....	....	....	....	....	....
Chestnut & Wal.	.....	....	....	....	....	....
Green & Coates	.....	....	....	....	....	....
2d and 3d streets	.....	....	....	....	....	....
Spruce and Pine	.....	....	....	....	....	....
13th and 15th sts.	.....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 4.

	W. 26.	Th. 27.	F. 28.	Sat. 1.	M. 3.	Tu. 4
Baltimore City 6s, 1875	.....	....	....	99¼	99¼	99
" 1886	.....	....	....	....	....	....
" 1890	99¼	99¼	99¾	99¾	99¼	....
" 1884	.....	....	....	....	....	95¼
" 1900	.....	....	....	....	....	....
Balt and Ohio	165	....	....	....	....	....
" bonds, 1875. 98	98	....	....	....	....	97¼
" " 1880.	.....	....	....	....	....	....
" " 1885.	98	....	....	....	97¼	....
Marietta & Cin. 1st M.	98¾	98¾	....	....	98¾	98¾
" 2d M.	.....	91	90¾	....	90¾	....
" 3d M. 8s	83¾	....	....	....	....	....
Northern Central	.....	41¼	....	....	41	40¼
" bonds, 1885. 93	....	....	93¾	....	....	....
" " 1900	.....	....	....	....	....	....
Pittsb. & Connellsv. 7s. 94	....	94	....	93¾	....	....
N. W. Va. 1st mort.	.....	....	....	....	....	....
" 2d mort.	.....	....	....	....	....	....
" 3d mort.	.....	....	....	....	....	....
Virginia 6s, Consol.	.....	....	55	....	....	....
" Defer. Certif.	15	....	....	14¾	....	....
City Passenger R. R.	.....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

	Th.27.	F 28.	Sat.1.	M 3.	Tu.4.	W.5
Boston and Albany	148½	148½	148½	148	148	....
Boston and Lowell	....	....	....	....	....	137
Boston and Maine	122½	121½	121	120	115½	118
Boston and Providence	150	....	150	150	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	 38	38½	38½	39½	40	39½
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	111½	111½	111½	111½	111½	111½
Concord	....	....	....	....	....	....
Connecticut River	....	....	137	....	....	137
Eastern	106½	106½	106	106	106	....
Fitchburg	131	131	130½	....	....	131
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	108	107½	108	108	....	108
Northern, N. H	....	110½	110½	....	....	....
Ogdens. & Lake Champ	....	....	60	....	....	....
" pref	....	....	....	....	....	....
Old Colony	111½	111½	111½	....	111½	....
Ph., Wil. & Baltimore	56½	56½	56½	....	56½	56½
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	65	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	72½	....	72½	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	57½	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	34	....	....	....	....	....
Copper Falls	32	....	31	30	....	....
Franklin	8½	....	8½	....	....	8½
National	....	....	....	....	8½	....
Pewabic	12	....	12½	12½	12½	12½
Quincy	45½	46	48	47½	47½	47½

London Stock Exchange.

	—Closing Prices.— Feb. 7.	Feb. 14.
Atlantic & Gt. W. 1st mort., $1,000	75 — 74	76 — 78
Do. 2d mort., $1,000	68 — 70	68 — 70
Do. Con. mort. B'nds Bisch's Cert.	36 — 38	35 — 37
Do. Reorg. Scrip	98 —100	99 —101
Do. Leas. Lines, Rental Bonds	91½— 92½	91½— 92½
Detroit & Milwaukee 1st mort. Bonds	74 — 77	75 — 80
Do. 2d do.	74 — 77	75 — 80
Erie shares 100 dol. all paid	52½— 53	51 — 52½
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	97 — 99	97 — 99
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	95 — 97	94 — 96
Do. Redemption mort. bonds 6 p.c	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	82 — 87	82 — 87
Michigan Central 8s 1882, conv.	85 — 89	90 — 95
Panama 2d mort	— — —	— — —
Panama General mort	95 — 97	95 — 97
Pennsylvania, 2d mort	100 —102	100 —102
Do. General mort	96 — 97	96 — 97
Do. $50 shares	47 — 48	47½— 48½
Philadelphia and Erie 1st mort	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, March 8, 1873.

Stock Exchange and Money Market.

The Money movement has been very steadily close and stringent, especially as against the borrowing interest, on speculative account, the wants of which have been unusually pressing. Call loan rates have been maintained at high figures, varying from the legal rate in gold, up to $\frac{1}{16}$@$\frac{3}{32}$@$\frac{1}{8}$ of one per cent per day in addition, with most of the advances on stock collaterals at a fractional commission over the legal price. Lenders have been availing themselves of the urgency of the demand, from day to day, to profit to the utmost by the necessities of the more needy of the operators in the Stock line. The city banks have not been able to afford much help, yet have been aiding their regular customers as far as possible, in view of their contracted resources. The discount market has been quiet, throughout the week, with rates more or less nominal, the best grades of business paper ranging from 9@12 per cent per annum. The city banks, last week, lost about ¾ths of a million of their legal tender reserve, and added about 1⅜ millions of their specie average. Their deposits were further cut down about 8⅞ millions, and their loan and discount averages reduced about 5½ millions. The banks continue below their reserve, the last statement showing that they lacked $312,350 of the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made a moderate addition to its coin balance while losing two millions of currency. Its currency reserves at the close of the week were $22,389,160; and its coin board, $36,926,930.

The city banks, in their latest return, show a falling off of $737,200 of legal tender notes, with an increase of $1,323,600 of specie, and a reduction of $3,832,600 in their deposits, also a contraction of $5,525,200 in their loan and discount averages, and an addition of $28,200 to their item of circulation. The city bank exchanges, last week, averaged 136⅜ millions. The banks now hold $312,350 of specie and legal tender notes less than the 25 per cent. of their liabilities required by the National Banking Act.

The clearances of the banks averaged through the week 136⅜ millions a day, and amounted in the aggregate, for the whole week, to $818 260,203 as against $626,895,902 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance $1,951,140 and enlarged its coin reserve $697,223 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $16,370 500, against $18 333,600 same time last year. The city bank deposits are now $202,066,100 against $210,472,800, week ending March 2, 1872. The legal tender reserve amounts to $40,724,000, against $43,770,400 same time last year. The circulation now stands at $27,601,300 against $28,165 400 same time last year. The loans are now $281,344 900 against $280,280,100 at this date last year.

The coin reserve of the city banks is now about 16⅜ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is under 40¾ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 202½ millions, against 247½ millions on the 20th of July.

Government revenues have been moderate since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, $78,301,141 millions. The customs at the port of New York, for the week, were $3,168,082, and at the outports, about a million more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $4 753,129 of currency, and $6,035,177 of gold, the latter including $3,242,000 from customs; and disbursed $6,704,169 of currency and $5,337,955 of gold, the latter embracing $110,562 of coin interest.

The Secretary of the Treasury has called in $390,000 of the three per cent certificates, being those of the denomination of $5,000, from numbers 5,652 to 5,765, inclusive, and those of $10,000, from 5,564 to 5,600, inclusive, dated from April 10, 1869, to January 3, 1870; interest will cease April 30, 1873. This call includes all the $10,000 certificates that are outstanding.

Gold has been generally strong and buoyant, considering the closeness in Money, on a fairly active and quite confident speculative demand. The Customs drain has been fair while the export movement has been light. The treasury programme for March provides for sales of $1,500,000 Gold each Thursday or $6,000,000 in all. The range of the price during the week has been from 114½@115¼ and the closing quotation on Wednesday was 115⅛ against 115⅛ on Wednesday of the preceding week. The specie outflow last week, was $625,487. The Gold Exchange Bank clearances have averaged about 51½ million per day during the week.

Under the Treasury programme for March, Government proposes to sell at least six millions of Gold as follows: Thursday, March 6, $1,500,000; Thursday, March 13, $1,500,000; Thursday March 20, $1,500,000; Thursday, March 27, $1,500,000. And to buy in at least three millions of Five-Twenties, as follows: Wednesday, March 5, $1,000,000; Wednesday, March 12, $500,000; Wednesday, March 19, $1,000,000; Wednesday, March 26, $500,000.

The customs demand for Gold last week, averaged $540 333 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were $9,932 and thus far in 1873 have been $194,719 against $274,604 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $92,290,973 against $107,288,052 during the same time in 1871-2.

Government has disbursed through the U. S. Sub Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $59,356 780, against $60,789,903 during the same time in 1871-2.

The export drain of specie was $625,487 last week, against $678,388 same week preceding year. The shipments since July 1, 1872, have been $46,326,552 against $25,166,661 during the same portion of 1871.

Foreign Exchange has been quoted much lower, on liberal offerings, and a comparatively slow sale for even prime bills, in view of the protracted stringency in Money. Bankers' sixty day bills on London closed at 108@108¼; sight bills on London, at 109@109¼. The week's exports of Domestic Produce have been to the currency value of $5,259,906.

Government securities have been in comparatively fair request, for investment purposes, and despite the Money pressure, the offerings of bonds have been on a moderate scale. The last public debt statement, showing a liquidation of $5,277,881 in February, has tended to strengthen confidence in values.

Government bought in on Wednesday a million Five Twenties, from 11 53@118 65 net out of an aggregate offering of $3,097,250.

U. S. sixes of 1881 closed on Wednesday of this week at 118¼@118⅛ U. S. Five-Twenties of 1862, 115⅛@115¾; U. S. Five-Twenties of 1864 at 115½@115¾; U. S. Five-Twenties of 1865, 116⅛@116⅝, U. S. Five-Twenties of 1865 consolidated, 114⅝@114⅞; U. S. Five-Twenties of 1867, 116⅛@116⅝; U. S. Five-Twenties of 1868, 116¼@116½; U. S. Ten-forties at 111@111¼; U. S. Fives of 1881 (Funding Loan) 113¼@113¾; Six per cent. currency Sixes from 113¾@114.

The Sub Treasury receipts in February were $42,250,001, including $13,112,129 from customs;

payments $41,060,623, including $1,760,907 of coin interest.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 19.	Feb. 26.	March 5.
Consols	92⅝	92⅛	92¾
U. S. 5-20s, 1865	92¾	93⅛	93¾
" 1867	93¼	93½	93¾
" 10-40s	89½	89⅛	89¼
New Fives of 1881	90½	90⅛	90⅝
Erie	51½	51⅛	52⅜

State bonds have been moderately dealt in, mostly on investment account and prices have been pretty well supported.

Railway Mortgages have been quite firm, as a rule, and generally in good investment demand with small offerings noted of the favorites of the older loans. Central Pacific Sixes have been in fair request at from 104@104¼, with quite limited offerings of the bonds in the open market. Chesapeake and Ohio Sixes have been of ready sale, and quoted firm at 87½ and interest. Western Pacific Sixes have been more active at 94¾@95. The Northern Pacific 7-30 Loan continues in good request at par and interest.

Railway and Miscellaneous share property has been very active, with wide fluctuations in values, especially on the leading speculative favorites. Pacific Mail was most seriously depressed, falling on Monday as low as 49, but subsequently rallying rather sharply. The Money pressure was most severely felt at the Stock Board.

The Metal trade generally lacks animation. Copper has been in moderate request, and rather steadier in price; sales, 150,000 lbs. Lake at 34½c.@35c., and 50,000 lbs. do., April delivery, at 35c. Under favorable cable advices, Scotch Pig-iron has been held with firmness on a light offering, but has been quiet. American Pig-iron has been in moderate demand, with sales reported of 700 tons No. 2 and No. 1, on the basis of $48 and $50. Other kinds of Iron quiet. We quote: Glengarnock Pig at $56@$58; Eglinton do. at $56; Gartsherre at $60; Coltness at $64@$65; No. 1 American Pig at $50; No. 2 do. at $45@48; Wrought Scrap at $57 50@$60; English Rails at $70@$71, gold. Of foreign Lead, 50 tons Soft Spanish sold at $6 50, gold; market firm. Spelter sold to the extent of 50 tons Silesian at 7¼c., gold. Pig-iron has been quiet, with only 100 slabs Straits sold at 31¼c., gold. A fair demand has been noted for Tin Plates at firm prices; sales, 3,000 boxes Charcoal, for forward delivery, at $1 75@$1 87½; 1,000 boxes Coke, here, at $10 50, and 1,000 boxes Charcoal Terne at $10 75, gold. Charcoal Plates quoted here at $12@$12 25; Charcoal Terne, $10 50@$11; coke, $10 25 @$10 75, and Coke Terne, $8 75@$9 75, gold, per box.

General business has been on a moderate scale. Domestic produce has been generally dealt in with less freedom. Prices at the close were irregular. Middling upland cotton, left off heavily on Wednesday at 20¾@21½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,761,000 bales, against 2,262,569 bales same time in the preceding year; exports 1,615,691 bales against 1,312,576 bales in the previous year; stock at the ports at latest dates, 562,000 bales against 525,775 bales same date 1871.

Foreign goods have been in rather more request with a fair show of steadiness as to values. The week's imports amounted to $9,394,736, including $3,922,248 of dry goods.

Ocean freights have been more active, and generally firm. Vessels for the Petroleum, Cotton, Grain, and Lumber trades in request.

At the Live Stock Markets, Beeves have been in less request at from 8@14¼ cts.; Veals at 7½@12 cts.; Sheep at from 5@8 cts.; Swine at 5¼@5¾ cts. per lb., all live weight. The week's receipts were 7,232 Beeves, 700 Veal Calves, 24,987 Sheep and Lambs, and 29,992 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 27¾; Pacific R. R., of Mo., 52⅜; do. 2d mort., 80; New Jersey Southern R.R., 26½; St. Louis, Kansas City and Northern pref., 64½; Missouri, Kansas and Texas R. R., 85; Long Island R. R., 75; North Missouri 1st mort., 91; Long Dock bonds, 95; Albany and Susq. R.R., 93; do. 2d mort., 98; Louisville and Nashville 7s, consol., 1898, 95½; Boston, Hartford and Erie 1st mort., 40¼; do. guar., 58½; Milwaukee and St. Paul 1st mort. La C. div., 92; do. Iowa div., 87; St. Louis and Iron Mt. 1st mort., 95¼; Ohio and Mississippi 7s, consol., 92½; Buffalo, N. Y. and Erie 1st mort., 92½; Gt. Western 1st mort., 1888, 94; West Pacific bonds, 94¾; Am. Dock and Imp. 7s, 96; Burlington, Cedar Rapids and Minnesota 1st mort., 90; Toledo, Wabash and Western 7s, consol. 87½; Buffalo and Erie 7s, new, 98; Clev. Col., Cin. and Ind 1st mort. 102½; Delaware, Lackawanna and Western 7s, conv., 100; Pacific R. R. 7s, guar. by Mo., 98½; Central of New Jersey 1st mort. new, 103¼; Clev., Paines. and Ash. 7s, old, 97¾; U. S. Exp., 72¼; Am. Mer. Union Exp., 66½; Adams Exp., 95; Wells- Fargo Exp., 85¾; New Central Coal, 45¼; Consol. Coal of Md., 54; Maryland Coal, 23; Cumberland Coal and Iron, 91; Pennsylvania Coal, 230; Western Union Tel., 85½; do. 7s, 100; Quicksilver pref., 54; Atlantic M. S. S. Co., 4; Mariposa L. and M., 16; Brooklyn 6s, W. L. 94; N. Y. State 7s, B. L. reg., 106½; South Carolina 6s, new, Jan. and July, 20; do. A. and O., 23; North Carolina 6s, special tax, 15; do. issued to N. C. R. R., 60.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 76¼; Philadelphia and Reading Gen'l mort. 7s, coupon, 101¾; do. reg., 103½; do. 7s, new conv., 102½; Huntingdon and Broad Top Mt. 2d mort., 89; Catawissa R. R. 21; do. new pref., 33; do. 7s, new, 101; Allegheny Valley 7 3-10s, 92; Pennsylvania and New York 7s, 97½; Lehigh Valley 7s, new, 103; Belvidere Delaware 1st mort., 95; Schuylkill Nav. 7s, B. L., 80½; Lehigh Nav. conv. 6s, gold, 95; Pennsylvania Canal 6s, 71¼; Nesquehoning R. R. 56½; Pennsylvania State 5s, reg., 101. The latest quotations are: City 6s, 96⅝@96¾; do. free of tax, 100⅞@101; Pennsylvania State 6s, 1st series, 100½@102; do. 2d series, 106@107½; do. 3d series, 108¼@108¾; Philadelphia and Reading, 57⅞@57⅞; do. Gen'l mort. 7s, coup., 101⅝@101¾; do. reg., 103@103½; do. mort. 6s, 1880, 93½@95; do. 7s, new, conv., 102@103; United New Jersey R. R. and Canal Co., 121½@122; Camden and Amboy mort. 6s, 1889, 97@97; do. 1883, 89½@90; do. 1889, 87@88½; Pennsylvania R. R., 60¼@60⅜; do. 1st mort., 100@100¼; do. 2d mort., 99½@100; do. General mort. coupon, 91@92; do. reg., 95¼@95½; Little Schuylkill R. R., 46@47; Morris Canal, 48½@48½; do. pref., 120@122½; do. 6s, 93@97; Susquehanna Canal, 7@10; do. 6s, 73@75; Schuylkill Nav., 7@7¼; do. pref., 14@14¼; do. 6s, 1882, 74½@75; do. 1872, 80@80; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 94@94¾; do. 5s, 60@62; Lehigh Coal and Navigation, 37⅝@37⅞; do. 6s, 1884, 87@88; do. R. R. Loan, 93½@94; do. Gold Loan, 91@92; North Pennsylvania, 45@47; do. 6s, 95@97; do., 7s, 96¾@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 26⅛@26¼; do. 6s, 91@91; Minehill, 52@53; Catawissa, 20¾@21; do. pref., 44⅜@44⅝; do. new pref., 32@33; do. 7s, 1900, 101@101¼; Lehigh Valley, 60⅞0@61; do. 6s, new coupon, 95@95½; do. reg., 97¾@98; do. 7s, 103@103; Fifth and Sixth streets, (horse,) 50½@51; Second and Third, 58@59; Thirteenth and Fifteenth, 18@21; Spruce and Pine, 31@34; Green and Coates, 50@51; Chestnut and Walnut, 57@60; Hestonville, 18½@19; Union, —@73; Germantown, 34@—.

Boston.—Chicago, Burlington and Quincy 7s, 94¾; do. rights, 5¾; Michigan Air Line 8s, 1890, 100½; Atchinson, Topeka and Santa Fe R. R., 24¼; 1st mort. 7s, gold, 77½; do. L. G. 7s, 77½; Eastern R. R. 7s, 1882, 100¾; do. 6s, 1889, 90; Ogdensburgh and Lake Champlain 8s, 1890, 98½; Burlington and Missouri R. R. L. G. 7s, 96¼; Chicago and Iowa, 8s, 1900, 96¾; Grand River Valley 2d mort. 8s, 100¾; Cedar Rapids and Missouri 7s, 1916, 88; Boston and Albany 7s, 1892, 105¼; Vermont Central 1st mort., 86; Burlington and Missouri R. R. in Nebraska, 68¼; do. 8s, 100½; Vermont and Massachusetts 7s, 1879, 98; Sandusky City and Northern Indiana 7s, 90; Salem and Lowell 6s, 1878, 95; Old Colony 7s, 101¾; Michigan Central scrip, 107½; do. 8s, 1890, 106⅜; Cincinnati, Sandusky and Cleveland R. R., 19½; Rutland pref., 55¼; do. scrip No. 1, 90; No. 2, 89; No. 3, 85½; Connecticut and Passumpsic Rivers R. R., 90; Boston Water Power, 39¼; Cary Imp., 18⅛; Waverly Land, 4⅞; Brookline Land, 6½; New Hampshire 6s, 1892, 98½; do. 1873, 99⅜; Massachusetts 5s, 1894, gold, 101; Maine 6s, 99¾; Boston 6s, 1877, currency, 99¼; do. 5s, 1884, gold, 98⅜; Chicago 7s, 98¾; Portland 6s, 1877, 96; Cook Co., Ill., 7s, 1892, 97⅜; Cambridge 6s, 1876, 96½; do. 1886, 95½; do. 1890, 94¾; Charleston 6s, 1888, 94¾; do. 6s, new, 99; Allouez Mining Co., 21¼; Calumet and Hecla, 157½; Dana, 1⅜; Eagle, 1; Humboldt, 1⅞; Hanover, 1¼; Mesnard, 2⅞; New England, 82½c.; Petherick, 4⅜; Pontiac, 1⅝; Phœnix, 25½; Ridge, 12⅛; Shuniah Silver, 2¼; Star 2⅛; Superior, 75c.; St. Clair, 3½; Winthrop, 62½c.

Baltimore.—Maryland Defense 6s, 104½; Northern Central 6s 190C, gold, 92½; Virginia and Tennessee 2d mort. 6s, 77½; Wilmington, Columbia and Augusta 7s, 81; Western Maryland 3d mort., guar., 97; Orange Alex. and Manasses 7s, 77¾; Orange and Alexandria 4th mort. 8s, 83. The latest quotations are: Wilmington, Columbia and Augusta bonds, 81@—; Pittsburg and Connellsville 7s, 1898, 93@93⅝; Baltimore and Ohio, 163@167; do. pref., 96@100; do., 6s, 1875, 97@98; do., 1880, —@98; do., 1885, 97¾@98; Parkersburg Branch, 11@—; Northern

Central, 40⅜@40⅝; do. 6s, 1885, 93@93½; do., 1900, 88@89; do., 6s, 1900 gold, 92⅜@92⅝; N. W. Va. 1st mort., 103@105; do., 2d mort., —@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 98@98¼; do., 2d mort., 7s, 89@90½; do., 3d mort., 8s, 82¼@82¾; Central Ohio, 39@40; do., 1st mort., 86¼@86⅞; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 97@97½; do. 2d mort pref., 73@80; do., 2d mort. guar. by Washington Co., 84@85; Richmond and Danville 1st mort., 76@77¼; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort 6s, 87¾@90; do., 3d mort. 8s, 95@97½; do., 4th mort. 8s, 79½@82; Orange, Alex. and Manassas 7s, 77½@77¾; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@77⅝; do. 8s, 3d mort., 88@89; Baltimore 6s, 1875, 99¼@99½; do., 1884, 98½@98½; do. 1886, 98@—; do., 1890, 99⅛@99¼; do., 1893, 97@97; do. 1893, exempt, 100@100; do., 1900, exempt, 99@99; do. 1900, new, 96@98; do. 1902, 98½@99½; Memphis City 6s, 60@60½; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 38@40; do. consol. 6s, 55½@55¾; do. reg. 51@53; do. coupon, 79@80; West Virginia, 15@16; City Passenger R. R., 22@23½; George's Creek Coal, 113@125.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending February 22d at 224,470 tons, and for the coal year 2,099,475 tons, against 2,118,128 tons to corresponding time last year, being a decrease of 18,475 tons. The bituminous tonnage for the week is 36,325 tons, and for the year 239,431 tons, giving a total of all kinds for the week of 222,795 tons, and for the year 2,338,906, being an increase as against production to same time last year of 56,556 tons.

☞ A certificate of incorporation of the Defiance and Indianapolis Railroad Company has been filed with the Secretary of State. The object is to build a road from some point on the Toledo, Wabash and Western Railroad in Defiance county, Ohio, to Decatur, Indiana. The corporators are Henry Kahls, Edwin Phelps, P. Buffington, Virgil Squires, Adam Wilhelm and A. S. Latty.

☞ The board of directors of the Pennsylvania Railroad Co. have elected Edmund Smith Esq., treasurer of the company, in place of Major Firth, resigned, and appointed Bayard Butler, the present cashier of the company, assistant treasurer—both to take effect March 1, 1873.

☞ The Penobscot Bay and River Railroad Company have been given two years longer to complete their road, while the St. Croix and Penobscot Railroad Company have been authorized to extend their road up the Schodiac river to Princeton and thence to Bangor.

☞ The engineer of the Chicago and Northwestern Railway has been ordered to survey at once a line from La Crosse to Onalaska, with a view to building a road between the two points.

☞ The estimated earnings of the Kansas Pacific Railway for the third week of February are: freight, $27,810 27; passengers, $22,825 51—total, $50,635 78.

BANKING OFFICE
OF
FISK & HATCH,
No. 5 Nassau Street.

NEW YORK, March 5, 1873.

The Chesapeake and Ohio, the Central Pacific and Western Pacific Bonds,

all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably pay off during the year, in gold, $300,000,000 FIVE-TWENTIES, and a large amount of money thus released from investment must find its way into this class of securities.

The Chesapeake and Ohio Six Per Cent. Gold Bonds,

the total amount of which is only $15,000,000, are secured upon a property worth $35,000,000 to $40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of $100, $500, and $1,000 coupon or registered, and at their present market price, 87½ and accrued interest, are very desirable.

The Central Pacific Six Per Cent. Gold Bonds

are too well known to require description or commendation. Their total amount is $25,885,000; they have for a long time ranged in market price near or above par. Their price to-day is 104⅛@104¼.

The Western Pacific Six Per Cent. Gold Bonds

amount to $2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value. Coupon Bonds, $1,000 each. Their market price to-day is 94¾@95.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

☞ A company has been formed in New Jersey to build a railroad from some point on the Camden and Atlantic road, at or near Haddonfield, to Fellowship, in Burlington county. They have prepared a bill, which is now before the Legislature, asking for authority to construct said road. The capital is $400,000, with power to increase it to $600,000. The bill names as corporators, Charles Collins, Wm. R. Lippincott, Emmor Roberts, Joseph H. Cole, Joseph Evans, Joseph Lippincott, Geo. B. Borton.

☞ The receipts of the Dorchester and Delaware Railroad for the past year were $22,791 89, the operating expenses $15,616 64, and the net earnings $7,175 25.

The Indiana and Illinois Central Railway Co.

Offers for sale its FIRST MORTGAGE 7 PER CENT. GOLD BONDS, 30 years to run, with ample Sinking Fund.

The Road runs due EAST and WEST from INDIANAPOLIS to DECATUR, 152 miles, through the richest settled country of the West. It crosses the BLOCK COAL FIELD of Indiana at its best point, and it cannot fail to have a LARGE LOCAL AND THROUGH BUSINESS, as it makes a great saving of distance and has low grades.

It is building for cash, by responsible stockholders, and is BONDED FOR MUCH LESS THAN ITS COST. Eighty five miles will be done and in profitable operation this Spring, the residue within the year. There is no better bond on the market. For pamphlets and information apply to

Walker, Andrews & Co.
No. 14 WALL-ST.

Redemption of U. S. Bonds.

The Secretary of the Treasury issued his call on the 1st inst. for fifty millions of bonds, in accordance with law and his agreement with the syndicate, giving notice that principal and accrued interest of the coupon 5 20 six per cent U. S. bonds will be paid and interest cease on the 1st day of June, 1873:

That is to say, coupon bonds known as the second and third series, act of February 25, 1862, dated May 1, 1862, as follows: Coupon bonds, second series—$50. Nos. 10,776 to 27,798; $100, Nos. 25,936 to 66,646; $500, Nos. 16,180 to 41,378; $1000, Nos. 27,444 to 71,259. Third series—$50, Nos. 1 to 1,200; $100, Nos. 1 to 4,752; $500, Nos. 1 to 3,000; $1,000, Nos. 1 to 5,738. Total, $45 000,000.

Also, registered bonds—$50, Nos. 841 to 1,233; $100, Nos. 5,992 to 8,803; $500 Nos. 2,957, to 5,360; $1,000, Nos. 18,151 to 20,680; $5,000, Nos. 4,103 to 6,402; $15,000, Nos. 4,775 to 7,090; total, $5,000,000. Totals, $50,000,000.

Of amount outstanding, embraced in numbers as above, $45 000,000 are coupon bonds and $5,000,000 are registered bonds. Coupon bonds of the act of February 25, 1862, were issued in four distinct series.

Bonds of first series, all of which have been previously called for redemption, are printed in green tint and have no designation of series upon them.

Bonds of the second series (embracing balance of the series) are printed in yellow tint with blue numbering, and have the words "Second Series" on the bonds and on each coupon.

Bonds of the third series are printed in black with blue numbering, and have the words "Third Series" on the bonds, and "Third" on the bonds or on each coupon, or both.

Bonds of the fourth series are printed in black with red numbering, and have the words "Fourth series" or "Fourth" on them.

United States securities forwarded for redemption should be addressed to the Loan Division, Secretary's office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

☞ The Fenelon Falls Railway Company have applied to the Ontario Legislature to have their name changed to that of the Victoria Railway Company; to have power to build branches to Whitby and Oshawa, and to issue bonds to the extent of $12,000 per mile.

Commerce of New York.

The foreign imports at New York for the month of January, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$17,940,512	$17 270,231
Do. for warehousing....	14,904,602	10,956,219
Free goods.....	2,729 060	9,463,302
Specie and bullion.....	105,822	113,939
Total entered at port...	$35,679,496	$37,803,691
Withdrawn fr. wareh'use	12,399,012	9,567,918

The foreign imports at New York for seven months ending January 31, were:

	1872.	1873.
Entered for consumpt'n.	$121,583,698	$105,479,005
Do. for warehousing...	79,627,649	76,792,268
Free goods.....	15,784,547	49,931,909
Specie and bullion.....	1,711,878	4,930,569
Total entered at port...	$218,707,772	$237,129,741
Withdrawn fr. wareh'se	74,862,053	99,598,533

The duties received at New York for seven months from July 1, were:

	1872.	1873.
Six months.....	$74,078,181 75	$64,393,092 93
In Jan.....	13,317,086 82	10,763,626 44
Seven months	$87,395,268 57	$75,156,719 37

The exports from New York to foreign ports in the month of January, were:

	1872.	1873.
Domestic produce.....	$18,179,488	$19,379,497
Foreign free goods.....	86,642	242,121
Do. dutiable.....	684,874	428,932
Specie and bullion.....	1,540,362	7,127,989
Total exports	$20,491,366	$27,178,539
Do. exclusive of specie.	18,951,004	20,050,550

The exports from New York to foreign ports for seven months ending January 31, were:

	1872.	1873.
Domestic produce.....	$133,467,152	$144,412,876
Foreign free goods.....	686,805	1,161,044
Do. dutiable	4,401 337	4,877,444
Specie and bullion.....	23,851,286	41,972,132
Total exports.....	$162,406,580	$192,423,496
Do. exclusive of specie.	138,555,294	150,451,364

Journal of Railroad Law.

RAILROAD COMPANIES—SHIPPER MUST HAVE ACTUAL KNOWLEDGE OF CONDITIONS ATTACHED TO SPECIAL RATES.

The recent case of The Baltimore and Ohio Railroad Company *vs.* Brady, (32 Maryland, 333,) was an action brought by Brady *vs.* the Baltimore and Ohio Railroad Company, to recover damages for the loss and injury to certain cattle, received by the appellant at Brady's Mills to be transported over its road to Baltimore. A number of the cattle were killed on the route and others were injured.

The appellant offered in evidence a printed tariff of special rates, under which it assumed no responsibility for loss, damage, or delay to stock. This tariff contained the condition that the rates therein specified were to be charged only when the owner of the stock, or the party in charge of them, executed to the company a release of all liability for risks or damage to his stock or person. When no such release was executed, the charge would be made at local first class rates of the general tariff. The appellee was charged for the transportation of his cattle under the tariff of special rates, but executed no release.

The following is the opinion of the court delivered by—

BRENT, J.—There is no doubt that a common carrier, by an express contract with his employer, may limit his ordinary responsibilities. Where indemnity from loss is claimed by virtue of such a contract, the burden of proof to establish it is upon the carrier.

In this case, a special contract was attempted to be set up, by showing that the appellee paid for the transportation of his stock at a tariff of charges under which, by the printed table, the company assumed no responsibility for loss, damage or delay of stock. This alone was not sufficient. It was necessary to show that the owner of the cattle had notice or actual knowledge of these terms at the time or before the delivery of the stock by him to the company, to be transported, and that they were assented to on his part. 2 Redfield on Railways 80. This was the only question in the case. It was one of fact for the jury upon all the evidence, and was properly submitted to them.

There was no written contract offered which the court was called upon to construe, and although the appellee may have paid special rates, it does not follow, as a conclusion of law, that he had notice of the terms upon which they were charged or that he assented to the same. The weight of testimony is against any such conclusion. The evidence offered by the company shows that really no contract was entered into by the appellee to limit their responsibility as a common carrier. Where the special rates were accepted, releases were to be given. In this case, no release was given by the owner of the cattle, and according to the company's own terms, a contract was never consummated between the parties. Their own evidence also rebuts the presumption of any contract growing out of the charge of the special rates. The cattle were placed on the cars at Brady's Mills, and charges made for their transportation were fixed at the company's office in Baltimore city, after the accident and loss occurred, upon which this action is founded.

In looking at the whole case, the appellant has nothing to complain of in the instructions and prayers which were granted by the court below. The prayers of the appellee, which were granted, properly state the law of the case. And in the fourth prayer of the appellant the case is most favorably submitted to the jury upon the law, and the whole question of the existence of any special contract left to be passed upon by them on the whole evidence in the case.

Seeing no error in the rulings of the court below, the judgment will be affirmed.

Judgment affirmed.

☞ The Boston and Providence Railroad and the Stoughton branch road were consolidated on the 4th inst., and the initiatory steps were taken towards the purchase by the Boston and Providence, of the Providence, Warren and Bristol road. The Providence and Boston Company will soon have a line of railroad between Fall River and Providence.

☞ The Worcester and Nashua Railroad Company have made a contract with the Portland, Me., rolling mills for 2000 tons of iron rail, to be laid on the Rochester and Nashua line, now under construction.

The Gilbert Elevated Railroad.

The Gilbert Elevated Railroad, the charter for which has passed at Albany, is to include a main line on the eastern side of the city, passing from the Bowling Green eastward through Beaver street to its junction with Pearl street, crossing Wall street at the head of Hanover Square, and thence running through Pearl street to the Bowery, Second avenue and the Harlem river. We are assured that the company have negotiated $5,500,000 of their first mortgage bonds in London, at nearly par, and that the entire capital stock has been taken by prominent capitalists in this city. The contracts for ten miles of the road have been taken by three large iron manufacturing firms, who propose to complete their part of the work during the present year. At present the company feel assured that the iron for the first section of the road, say five miles, will be ready for use during next September, and the remainder of the first ten miles during December of this year. The engineers estimate that the road can be built at the rate of a fifth or a quarter of a mile per day, including the placing of station platforms and stairways. It is proposed to make stations at short intervals in the lower part of the city, on both the east and west sides of Broadway, to accommodate merchants. The first section constructed will be from the corner of West Broadway and Chambers street to the High Bridge and Harlem river. That route will be, when completed, from the Bowling Green, the grand depot, to the junction of West Broadway and Chambers street, thence through West Broadway and South Fifth avenue to Fourth street, where a station will be provided for passengers coming by the crosstown surface road. Thence through Fourth street to Sixth avenue, where another station will be made; up Sixth avenue to Fifty-third street, taking passengers to and from Central Park; through Fifty-third street to Ninth avenue, and then on a long stretch to 110th street. From that point the road will curve back to Eighth avenue, and then follow the high ground to High Bridge. Crossing Harlem River, it will connect by a station with all of the Hudson River Railroad trains.

During 1874 the eastern line will be commenced through Beaver street, passing the Cotton Exchange, Maritime Exchange, office of the *Journal of Commerce*, Importers' and Grocers' Board of Trade, Seamen's Bank for Savings and several principal printing houses along Pearl street and Franklin Square, passing the Harper building to the Bowery, and along that thoroughfare to Houston street. At the last point it branches to Second avenue, and follows that path to and across Harlem River, and along the north shore of the river to High Bridge.

The plan of construction seems to meet with general approval. Iron columns, combining strength with beauty, will rise from firm foundations laid just inside of the curbstones on each side of the street. On the tops of the columns will rest the beams or stretchers, binding the columns and making a floor for the tracks, which will be laid over the middle of the street. The bottom of the tracks will be twenty-five feet above the street surface. Then, from the junction of the floor with the tops of the columns an arch of iron will sweep above the tops of the cars, and on the crown of the arch there is to be a fret work of iron to support the telegraph wires. The arch serves, also, to support the hanging frames or lattice girders of the tracks, averting the dangers of spreading of the rails and of too much lateral vibration. The pillars will be placed fifty feet apart. The plan, if carried out, will not darken the streets or offices on the line; the engines will consume their own smoke, and the cars are to be heated and lighted with gas.—*Journal of Commerce.*

☞ Already more than half the stock in the New Bedford Railroad Company, to which the stockholders of the New Bedford and Taunton Railroad are entitled, has been subscribed.

Labor Saving Machinery.

At the recent meeting of the American Pig Iron Manufacturers' Association, in this city, the President, Mr. A. B. Stone, said:

The smelting of iron ores is one of the most important industries of the nation, second only to agriculture, which is greatly indebted to the iron master for the primary material of the cheap labor-saving agricultural implements that have enabled our farmers to make so many and varied improvements in the cultivation of the soil. Twenty-five years ago the planting of corn was performed by the slow operation of counting a certain number of seeds, which were dropped into the ground from the hand, and when the plant grew up it had to be cultivated by the tedious, back-breaking labor of hoeing. This has all been changed. Corn is now planted by the seed drill, and brought to maturity by the aid of the cultivator. A quarter of a century ago, grain was cut by the hand cradle, and grass by the scythe; now the reaper has replaced the cradle, and the mower the scythe. It is obvious that this progress is due, in a great measure to the iron master, whose persistent labors have cheapened the metals of which labor-saving machines are made, and who has imparted an impulse to agriculture by employing a vast army of workmen in the mining of coal and ores, and the conversion of the latter into metals, thus creating an active, permanent home demand for the products of the soil.

The Union Railroad—The Tunnel Nearly Completed.

The Union Railroad tunnel, 3,410 feet long, 26 feet wide, from facade to facade, beginning at the east side of Bond street and running west, under the bed of Hofman street, to the west side of Greenmount avenue, is upon the verge of completion. There remains to be finished but 200 feet, 100 of which is immediately east of Hartford avenue, and 100 at Eden street, and by the first of May this will be done, thus completing the whole tunnel. The tunnel was begun January 1st, 1871. The greatest depth of cutting was 66 feet; 460 feet were bored—that is excavated by regular tunnelling work; the rest was open cut, with arch built in, and material replaced. The western half of the tunnel is built on rock foundation, which required considerable rock blasting. It is known that the Union Railroad will run from the east portal of the Baltimore and Potomac tunnel, and end at tide-water at Canton, where extensive wharves will be built. It connects with the Philadelphia, Wilmington and Baltimore, Northern Central, Baltimore and Potomac, Western Maryland, and Maryland Central Railroads. By the construction of the Union Railroad freight will be carried by all these roads to tide-water, at Canton, without breaking bulk. The effect of this and other enterprises which must follow, upon the business and activity of the eastern section of the city and the adjacent country, as well as the whole city, will soon begin to be shown as the different parts of the work comprehended in the general scheme arrive at completion.—*Balt. Sun.*

☞ A bill regulating passenger and freight charges by railroads in Indiana has passed both houses of the Legislature of that State. Passenger fares are fixed at three cents a mile; for local freights within distances of twenty miles, not more than 100 per cent in excess of through freight rates shall be charged; within distances of fifty miles, not more than seventy-five per cent, and for greater distances not more than fifty per cent.

☞ The total exports of iron rails from Great Britain for the month of January were 50,233 tons, of which 27,838 tons were to this country, against a total in corresponding month last year of 59,848 tons, when the amount sent to the United States was 85,299 tons.

Notice to Contractors.

ENGINEER'S OFFICE
ATLANTIC AND LAKE ERIE RAILWAY,
New Lexington, Perry County, O.

SEALED PROPOSALS WILL BE RECEIVED at this office until noon of the 12TH DAY OF MARCH, 1873, for the completion of the graduation and masonry of sections 3, 4, 5, 6, 7, 8 and 9 (about nine miles) Mineral Division, south of New Lexington, Perry county. There are two tunnels, of total length 1,330 feet, some heavy rock excavations and other work worthy the attention of experienced contractors.

Profiles and specifications will be ready for inspection on Saturday, the 8th day of March.

ROBERT MACLEOD,
Chief Engineer.

SPENCERIAN
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STEEL PENS.

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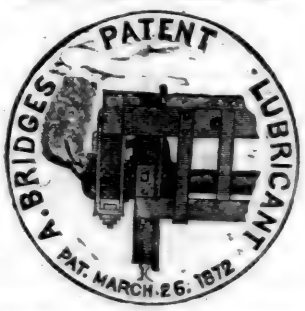
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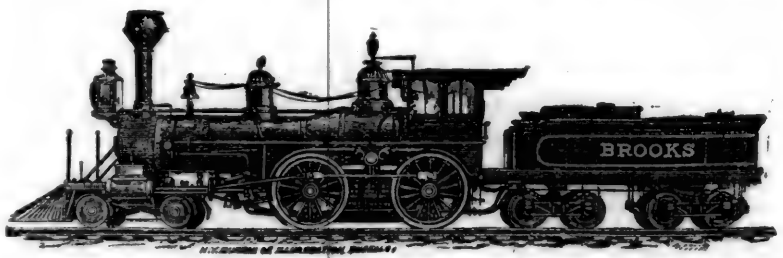
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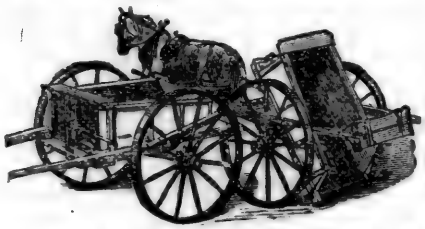
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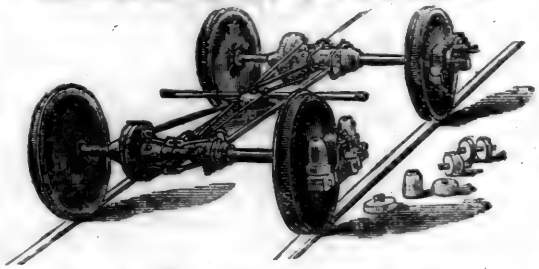
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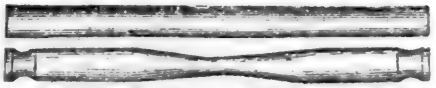
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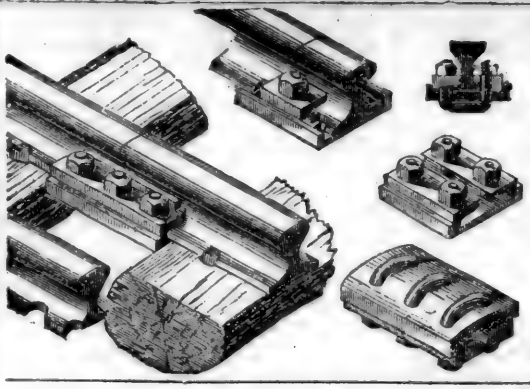
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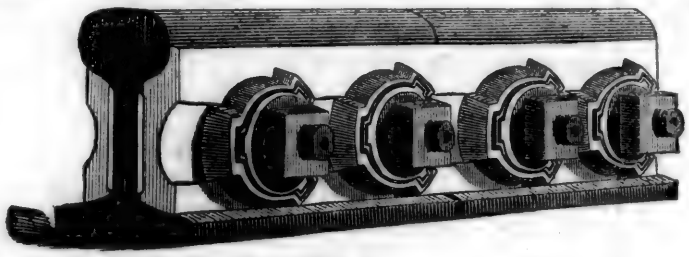
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, March 15, 1873.

Cleveland, Columbus, Cincinnati and Indianapolis Railroad.

At the annual meeting of the stockholders of this company held in Cleveland, Ohio, on the 5th inst., the following directors were elected: P. H. Watson, General George B. McClellan, S. L. M. Barlow, J. J. Cisco, W. B. Duncan, F. Schuchardt, New York; H. E. Parsons, Ashtabula; R. R. Ranney, H. B. Hurlbut, L. M. Hubby, Stillman Witt, T. P. Handy, Cleveland; R. M. Shoemaker, Cincinnati.

The board of directors subsequently elected the following executive officers:—

President, H. B. Hurlbut; Vice President, H. E. Parsons; General Manager, Oscar Townsend; General Superintendent, E. S. Flint; Secretary and Treasurer, George H. Russell; Auditor, Alfred Ely; Chief Engineer, Frank Ford; General Freight Agent, Lucien Hills; General Ticket Agent, S. F. Pierson.

☞ The contract for grading the Anderson, Lebanan and St. Louis Railroad, between Anderson and Waverly, has been awarded to Messrs. Black & McCain of Louisville, Ky., and the work is to be commenced the 1st of May next.

TO INVESTORS.

To those who wish to REINVEST COUPONS or DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency, yielding an income more than one third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the postoffice address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington.

Lehigh and Eastern Railway.

A direct railroad connection between Boston and the coal fields of Pennsylvania has long been a subject of discussion with capitalists and railroad men, and one of the prospective advantages of the Boston, Hartford and Erie Railroad was that it was the first step toward such an event. When that work was commenced, Homer Ramsdell, in connection with other capitalists of the Eastern States, New York, and Pennsylvania, obtained a charter from the State of Pennsylvania to construct a road from Hazelton, Luzerne County, Penn., to a point on the Erie Railway, the idea being to connect at Newburg with the Boston, Hartford and Erie. A company was formed under the title of the Lehigh and Eastern Railway Company. The misfortune that subsequently fell upon the Boston, Hartford and Erie Railway, and which, it is expected, will result in a new organization this Spring, put a stop to all further proceedings at the time, a partial survey of the route having been made. The proposed was from route Hazleton to Stroudsburg, near the Delaware Water Gap, a distance of forty miles, and thence up the Delaware Valley to Port Jervis, N. Y., the junction of the Eastern and Delaware divisions of the Erie Railway. The track of the latter completes the route to Newburg. Although this route passes over the Pocono range of mountains in Pennsylvania, the grade is in no place greater than thirty feet to the mile. That portion of it passing up the Delaware Valley, does not exceed ten feet to the mile. The road, when constructed, will bring Boston within twenty-four hours of the coal regions, and open up a rich and as yet isolated section of country. As this would greatly cheapen the price of coal delivered in the East, and facilitate shipments, the attention of capitalists of that section is naturally drawn favorably toward the enterprise.

Besides affording direct communication with the coal fields, the proposed Lehigh and Eastern Railway will complete a grand trunk railway connection between Boston and the West. The Boston, Hartford and Erie extends to Fishkill, on the Hudson, opposite Newburg, connecting with the Erie Railway. Leaving the Erie at Port Jervis, the route, as stated, passes down the Delaware Valley to Stroudsburg, thence to Hazleton, where connection is made with the Danville, Hazleton and Wilkesbarre Railway to Sunbury, thence by Lewistown and Sunbury Railway to Lewistown, Mifflin County, where connection is made with the Pennsylvania Railroad for all points west.

It only remains for the completion of the Boston, Hartford and Erie to be assured to render this enterprise a fixed fact. There is no finer unoccupied field for a railroad in the country than this, and so important is the proposed route considered by the leading railroad companies of Pennsylvania, that strenuous efforts are being made to have a more northerly route adopted from Sunbury to connect with the low grade railway, now nearly completed, and thence, via the Allegheny Valley Railroad to Pittsburg, where it will join the Philadelphia and Erie, for Erie City.

If the low grade should be adopted, reciprocal business arrangements will be made with the Baltimore and Ohio, over their proposed new road to Chicago, or with the Pennsylvania Railroad for the same point, via the Pittsburg, Fort Wayne and Chicago Railway to the same point.

Other important railroad enterprises will be consummated by the completion of the Lehigh and Eastern Railroad. The extension of the Belvidere Railroad from Manunkachunk through the Delaware Water Gap, and the continuation of the Lehigh and Lackawanna Railroad from Bath, Northampton County, through the Wind Gap, both to connect with the Lehigh and Eastern at Stroudsburg, are a part of the programme.

This will make a new and direct route from the East to Philadelphia and Southern points, giving the shortest route between Boston and Washington, D. C., and will open up the inexhaustible and valuable products of the slate quarries of Pennsylvania to eastern markets.

The Hudson River will be crossed at Newburg either by bridge or by iron ferry-boats, carrying trains across without transferring cargoes.

Northern Central Railway.

The annual meeting of the stockholders of this company was held in Baltimore on the 27th ult., for the purpose of receiving the annual report of the president and directors, and to elect a new board for the ensuing year. The meeting was largely attended by capitalists and business men interested, both of Baltimore and Pennsylvania, an unusual interest being excited by the project of a contemplated lease of the Northern Central to the Pennsylvania Railroad Company. On motion of Mr. Samuel M. Shoemaker, of Baltimore, Samuel Small, one of the oldest and largest stockholders, from York, Pa., was called to preside, with Robert S. Hollins, secretary of the company, as secretary of the meeting. After the reading of the minutes of the last meeting by the secretary, J. D. Cameron, Esq., president of the company, read the annual report for the year 1872, as follows:

To the Stockholders of the Northern Central Railway Company:

GENTLEMEN—The Directors submit the following report of the operations of your road for the year ending December 31, 1872, together with the Treasurer's statement of the financial condition of the company, and the detailed report of the General Superintendent. The earnings were as follows:

From transportation of freight		$3,322,144 16
From transportation of passengers		895,164 66
From transportation of express		110,463 33
From transportation of mails		39,682 50
From miscellaneous sources		231,365 54
Total earnings for the year		$4,598,820 19

The operating expenses were:

For conducting transportation	$987,030 49	
For motive power	1,153,213 98	
For maintenance of way	796,795 99	
For maintenance of cars	485,626 21	
For general expenses	74,384 30	
		3,437,050 97
Net revenue		$1,161,769 22

The earnings as compared with the preceding year were as follows:

Increase from freights	$280,817 98
Increase from passengers	55,401 72
Increase from express	7,252 05
Total increase	$343,471 75
Decrease from miscellaneous sources	11,550 41
Increase of earnings over previous yr.	$331,921 34

The expenses of this year exceeded those of the preceding year $467,313 11, showing a decrease of net earnings, as compared with the previous year, of $125,391 77.

The price received for moving one ton of freight one mile in 1871 was 1-67 100 cents, being 6-100 of a cent less than in 1871.

The operating expenses were 74 73-100 per cent of the earnings, being 4 67-100 per cent more than for the previous year.

There has been added during the year $60,000 to the sinking fund, making the total now invested in that fund $927,397 91.

The coal trade of the upper division has increased largely, the tonnage of the Elmira division having increased 19,438 tons over the last year. That of the main line shows but a small increase, owing to the want of facilities for taking care of it after reaching Baltimore. Repeatedly during the year, and particularly since September last, we have been compelled to suspend shipments to this city because of our inability to haul the cars through the streets and to deliver them to the consignees. We have heretofore referred to the importance to this road of the completion of the line to tide-water. That connection, we are gratified to say, will be made within the next three months. Another line of almost, if not altogether, equal importance to our trade, the connection with Washington city, will also be finished at about the same time. From both these connections we know that this company will derive great benefits.

In the last annual report we referred to the unsatisfactory character of the contracts and leases for that portion of our lines between Elmira and Canandaigua, and stated that the entire and permanent control of that portion of the line was essential to the success of the road between Williamsport and Elmira, as well as important to the main line, as it is from that section of the country that we derive a large amount of trade of a profitable kind for Baltimore. During the past year we became the purchasers of almost the entire stock of the Chemung Railroad, and the Elmira, Canandaigua and Jefferson Railroad Companies, comprising sixty-nine miles of road; for which we issued the income bonds of this company, payable in fifty years, with 7 per cent interest for $2,750,000. The result this year of the operation of these roads has been entirely satisfactory, the net profits being almost sufficient to meet the interest on the cost, in addition to what we have secured permanently, a traffic which has heretofore been, and undoubtedly will continue to be, profitable to the company.

The operations of the leased lines for the year have been profitable, with the exception of the Elmira and Williamsport Division, which shows a loss, after paying the rental, of $67,330 59. This loss is not, however, attributable to a lack of trade, but to the condition of the road and motive power, both of which are unsuited to the character of the road and the trade now seeking a market over that line. Heretofore its business was chiefly box car freight, paying a reasonably high rate of freight, and requiring a light rail and light motive power to handle it. But lately the discovery of bituminous coal upon its line, and an increased demand for anthracite coal from the Shamokin region for the north, has augmented the tonnage vastly, and although transported at low rates, can be made profitable if the necessary changes are made in the road and its power. The road should be thoroughly ballasted, a heavy rail substituted for the light rail now in use, and engines capable of hauling sixty cars employed instead of those now on the line, which can only take from twenty-five to thirty. To put the line north of Williamsport in condition to handle the trade now offered at a profit, and to make it self-sustaining, will require an expenditure of not less than one million of dollars. If this amount of money is expedient in thoroughly ballasting the track, substituting a heavier rail, and placing sufficient sidings upon the road and at terminal points, so as to facilitate the movement of cars, we feel confident that it will not only pay the rental but will produce a surplus, in addition to adding largely to the trade of the main line.

For the first time since the management of your property has been placed in the hands of the present Directors and officers of the company they are compelled to give you an unsatisfactory report of the business of the main line of your road. We are glad, however, to be able to say that the diminution of profits was caused partly by circumstances over which we could not have any control. We allude to the horse epidemic, which was particularly severe upon our line—more so, we think, than upon any other road in the country, this being a north and south line. Our trade was interrupted for a period of six weeks (while other lines, differently situated, were interrupted for ten or fourteen days only) and that too at the season of the year when we have always heretofore enjoyed the most profitable trade. This, however, could have been more than made up but for the want of terminal facilities. After the cause to which we refer had been removed, there came a pressure of trade upon us that we were perfectly able to take care of at all points, being fully provided with equipment, except that we lacked the ability to provide for it when it reached this city, and consequently we were placed in the anomalous position of losing money from an excess of business. The lack of storehouses compelled us for months to lose more money in shifting loaded cars from point to point, and in providing for the freight after it reached Baltimore than the profit amounted to for bringing it here.

This has not been an entirely new experience to us; but the trade was so much heavier during the past year than it had ever been that we were unable, with the means at our disposal to handle it with profit. We have now reached the point in the history of this road when the question of a sufficient amount of trade has ceased to be debatable. The only question for the stockholders now to determine is how to raise the money to provide means for handling it efficiently and economically at the city of Baltimore. To do this it will require in our judgment, the immediate expenditure of $2,000,000. The heaviest items of this will be for the erection of a first-class elevator, the building of wharves, warehouses, and coal tressels, with sufficient side tracks and sidings at Canton: additional coal tressels at various points in the city which can be reached by steam, and thus avoid the dragging of cars through the city by horse power at a large expense, and the building of additional warehouses near the present depot to enable us to discharge freight immediately on its arrival, and by doing so relieve the cars from doing duty as storehouses, and thus increasing the equipment by keeping the cars more constantly in motion.

Feeling the absolute necessity of making the large expenditure just referred to, and knowing that it could be done only by an increase of the common stock of the company, which must be done by its sale at par, (or by a large issue of preferred stock at a high rate of interest—which we do not deem it advisable to recommend,) and knowing from the price of the stock in the market that such a course is impracticable, we have had it in contemplation to approach the officers of the Pennsylvania Railroad—which corporation, as you are doubtless aware, owns a majority of the stock of this company—with reference to a permanent lease of this road, based upon the payment of a fixed per centage on the stock of the company and the assumption of the payment of the interest and the principal of the debt as it matures. We therefore appointed a committee to meet the authorities of the Pennsylvania Railroad Company, and that committee has had an informal meeting. Nothing definite has been agreed upon, nor has any effort been made to bring about any agreement; the object being merely to consult with that company so as to be able to bring the subject to your attention at this meeting, and to get from you such instructions as you may be pleased to give in reference to the matter.

The position of this road is such, both as to the main line and leased roads, that we are in a measure, if not wholly, dependent on the favorable co-operation of the Pennsylvania Railroad Company for the greater part of the business we enjoy. We fully appreciate our importance to the Pennsylvania Railroad for it is evident that the outlet which we give them from Baltimore is of great value to that road. But without a perfect understanding as to the interchange of business, we should be the first sufferers. Therefore, in our judgment, under all the circumstances attending our present position, we do most earnestly recommend to the stockholders the propriety of permitting this road to be leased to, or absorbed by the Pennsylvania Railroad Company, if it can be done on a fair and equitable basis. And, with that object in view, respectfully submit the following resolutions for your consideration and adoption, if they meet your approval:

Resolved, That a committee be appointed to negotiate with the Pennsylvania Railroad Com-

pany for the permanent lease of the Northern Central Railway and its branch roads to that company, the same to be based on an annual rental on its capital stock and the payment of the interest on all of its obligations growing out of such leases and indebtedness of every description, and the payment of the same as it matures; or in lieu thereof, an interchange of stock so as to merge this company into the Pennsylvania Rail road Company upon an equitable basis; any agreement to be subject to the confirmation of the stockholders at an adjourned meeting, to be called on ten days' public notice.

Resolved, That when we adjourn, we adjourn to meet at the call of the foregoing committee.

By order of the board of directors.

J. D. CAMERON, President.

On motion of Mr. Newcomer the report of the directors was accepted.

The resolution attached to the report, providing for the appointment of a committee to open negotiations with the Pennsylvania Railroad Company, and to report the result to a future meeting, was adopted, the agreement being that twenty days' notice should be given stockholders before being called on to vote.

The following gentlemen were then elected directors for the ensuing year: J. D. Cameron, Wm. Calder, A. E. Kapp, E. A. Biddle. J. M. Kennedy, B. F. Newcomer, Henry Welsh, J. P. Jones, Wistar Morris, S. M. Shoemaker, Strickland Kneass, and Geo. Small.

The new board organized after the stockholders' meeting had adjourned and the following officers elected: President, J. D. Cameron; vice-president, J. N. Du Barry; secretary, Robert S. Hollins; treasurer, John S. Leib; auditor, Stephen Little. Thomas A. Scott was substituted as a director in place of J. D. Cameron, elected president. The meeting then adjourned.

Union Pacific Railroad.

At the annual meeting of the stockholders of this company in Boston on the 5th inst., the following gentlemen were elected directors for the ensuing year:

Horace F. Clark, of New York; John Duff, of Boston; Augustus Schell, of New York; Oakes Ames, of Easton; Oliver Ames, of Easton; Sidney Dillon, of Council Bluffs; C. S. Bushnell, of New York; Elisha Atkins, of Boston; Royal E. Robbins, of Waltham; F. Gordon Dexter, of Boston; E. H. Baker of Boston; Joseph Richardson, of New York; George S. Bowdoin, of New York; Frederick Nickerson, of Boston, and O. S. Chapman, of Canton, Mass.

At a meeting of the directors on the 6th inst., the following officers were chosen:

President—Horace F. Clark.

Vice President—John Duff.

Secretary and Treasurer—E. H. Rollins.

Executive Committee—Horace F. Clark, John Duff, Augustus Schell, Sidney Dillon, Oakes Ames, Royal F. Robbins; Government Director—James F. Wilson.

Finance Committee—Oliver Ames, Augustus Schell, F. Gordon Dexter, George S. Bowdoin, Joseph Richardson, Elisha Atkins; Government Director, J. S. C. Harrison.

Land Grants—John Duff, Oakes Ames, F. Gordon Dexter, E. H. Baker, C. S. Bushnell, Frederick Nickerson; Government Director—Hiram Price.

Bridge over Missouri River—C. S. Bushnell, O. S. Chapman, John Duff, Sidney Dillon; Government Director—D. S. Ruddock.

Connecting Roads—Horace F. Clark, C. S. Bushnell, Oliver Ames, J. N. Millard.

The directors, after the transaction of business, adjourned to meet in Boston on the first Wednesday in June next. The next annual meeting of the stockholders will be held in Boston on the Wednesday next succeeding the 4th of March 1874.

Quincy Mining Company.

At the annual meeting of this company, held in Boston on the 5th inst., the following gentlemen were elected directors for the ensuing year: Horatio Bigelow, J. Pritchard, R. M. Clark, Cyrus Arnold, and A. J. Corey of Michigan. At a subsequent meeting of the directors Horatio Bigelow was chosen president, and William Rogers Todd secretary and treasurer. The annual report was submitted, from which we make the following extracts:

The shipment of the season was 2,795,949 pounds of mineral, which has been smelted at Detroit and on Portage Lake, and yielded 81 12-100 per cent, or 2,269,134 pounds of ingot copper.

The product of the mine for the year, as prepared for shipment, was 2,804,954 pounds, or 1,402 954-2000 tons of mineral, of the following descriptions, namely:

Stamp copper	2,602,245 lbs.	
Mass "	202,709 "	
	2,804,954 lbs.	
For which, estimating only the product of Dec., left over at the mine, at 27 cents per lb., has been realized the gross sum of		$724,561 16
Realized from sales of silver		535 56
Making gross earnings		$725,096 72
The expenses of the year are:		
Running expenses at mine	$393,920 18	
Building and construction account	67,227 65	
Other expenses	60,959 17	
		522,107 00
Which, deducted from gross earnings, leaves as profits		$202,989 72
There has been realized during the year, from interest on loans	10,422 69	
Sales of lot, town of Hancock	131 26	
Giving as net results of year's business		$213,543 67
The statement of assets and liabilities in our last report showed a balance of assets on hand, as of date January 1, 1872, of		$397,741 61
Add endowment, &c., not included	103,818 46	
Earnings of 1872	213,543 67	
		$715,103 74
Deduct—		
Dividend of Feb. 15, 1872	$200,000	
" August 1, 1872	150,000	
		350,000 00
Making balance of assets on Jan. 1, 1873		$365,103 74

Since the office of the company has been removed to Boston, dividends to the amount of $250,000 have been paid; these exceed the earnings of the past year $36,456 53. But after paying dividends, the company has a reserve over all liabilities of $151,821 75, which, with copper and surplus at the mine, makes a total surplus of $365,103 74.

This is a very satisfactory exhibit, especially as $67,227 18 have been expended for permanent improvements, and there has been a large increase in the cost of production.

KNICKERBOCKER

LIFE INSURANCE COMPANY,

269 BROADWAY, NEW YORK.

CHARLES STANTON, President.

JOHN A. NICHOLS, 2d Vice President.

GEO. F. SNIFFIN, Secretary.

TWENTIETH ANNUAL REPORT

JANUARY 1, 1873.

Net Assets, Jan. 1, 1872		$6,726,047 79
Income, 1872:		
From Premiums	$2,731,083 42	
From Interest and Rents	426,028 34	
		3,157,111 76
		$9,883,159 55
Disbursements:		
Paid Death Claims	$867,954 73	
Paid Matured Endowments, Dividends, Surrendered and Lapsed Policies	1,568 650 87	
Total Paid Policy Holders	$2,436,605 60	
Dividend on Stock	7,085 00	
Commissions, Taxes, Legal and Medical Fees	257,046 50	
Rent, Furniture, Reinsurance, Stationery, and Office Expenses	67,534 33	
Salaries	50,750 45	
		2,819,021 88
Net Assets, Jan. 1, 1873		$7,064,137 67
As follows:		
Real Estate—cost	$260,650 32	
Stocks and Bonds—cost	492,974 65	
Loans on Collaterals	82,008 00	
Loans on Bonds and Mortgages	2,465,413 38	
Cash on hand and in Bank	38,164 18	
Premium Loans	3,746,973 74	
Furniture, and all other Assets in possession	7,953 40	
		$7,064,137 67
Add:		
Accrued Interest and Rents	$176,342 17	
Unpaid and Deferred Premiums	607,085 14	
Commuted Commissions	188,161 12	
Due from Agents	18,580 40	
Profit on Investmen's	45,684 40	
		1,035,753 25
Gross Assets, Jan. 1, 1873		$8,099,890 90
Liabilities:		
Reserve on all outstanding Policies Dec. 31, 1872, American 4½ per cent	$6,763,483 29	
Losses reported not yet due	187,914 39	
Capital Stock	100,000 00	
		7,051,397 68
Surplus		$1,048,493 22

Ratio of Expense (including taxes) to Total Income, 12-10.

CHARLES M. HIBBARD, Actuary.

☞ The annual meeting of the Kingston and Pembroke Railway Company was held in Kingston, Ca., on the 12th of February. The directors' report was adopted, as well as the auditor's report. Over $73,000 has already been expended on the road. 30 miles are to be completed this year; 34 more in 1874; 32 more in 1875, and the balance in 1876. It was reported that the Bedford mines are being largely worked and will be a large feeder to the road. The following directors were elected:—Messrs. C. F. Gildersten, J. Fraser, Wm. Murray, J. O'Reilly, D. D. Calvin, M. Doran, S. Shibley, Hon. A. Campbell, and John Breden. Mr. Gilderstein, at general request, consented to act another year as president.

Naugatuck Railroad.

The receipts, expenses, etc., of this road for the nine months ending September 30, 1872, are as follows:

Receipts:

From transportation of freight		$231,846 15
" " passengers		151,273 77
" " mails		4,121 87
" " express		7,875 00
" " milk		9,343 68
" Other sources		3,895 36
		$408,355 38

Expenses:

Repairs of road	$92,369 64	
" engines	5,872 92	
" freight cars	20,877 79	
" passenger cars	10,194 29	
" bridges	2,779 68	
" dock	4,722 52	
" tools	3,352 79	
" buildings	6,360 60	
Passenger expenses	20,859 77	
Freight "	57,370 64	
General "	6,500 00	
Legal "	600 00	
Contingent "	2,871 89	
Coal	1,644 09	
Wood	1,485 72	
Railroad fence	1,701 17	
Tallow and waste	918 00	
Oil	1,587 17	
Engine coal	24,991 83	
Insurance	636 93	
Gas light	705 40	
Printing and stationery	2,628 12	
Damages	433 53	
Rent of cars and engines	326 66	
		271,736 15
Balance		$136,619 18
Deduct—		
Taxes	$2,956 66	
Coupon interest	5,461 93	
		8,417 59
Net gain in 9 months, to Sept. 30, 1872		$128,201 59
Add balance to profit and, loss Dec. 31, 1871		286,290 06
		$414,491 65
From which take dividends—		
No. 33, Feb. 15, 1872	$93,820 00	
No. 34, Aug. 15, 1872	93,920 00	
		187,540 00
Balance at credit of profit and loss, September 30, 1872		$226,951 65

By a new law of the State, the fiscal year of all Connecticut Railroad corporations terminates on the last day of September; the remaining three months of the year 1872 will therefore be included in the next annual report.

BALANCE SHEET, Sept. 30, 1872.

Construction and equipment		$1,911,753 77
Permanent improvements		129,698 00
Due from stations	$29,904 97	
Due from general post office department	1,425 31	
Due from individuals and corporations	1,672 51	
Railroad stocks	17,600 00	
Railroad bonds	5,000 00	
Camden rolling mill property	26,243 24	
Notes receivable	200 00	
Real estate	34,612 79	
Ice	3,017 14	
Cash	18,712 13	
Materials on hand	78,876 92	
		227,265 11
		$2,268,716 88
Capital stock		$1,877,900 00
Mortgage bonds		107,000 00
Coupon interest	$1,416 22	
N. Y. & N. H. Railroad Co.	3,698 59	
Notes payable	30,000 00	
Personal accounts	1,391 25	
Hartford, Prov. and Fishkill R. R. Co	85 94	
September expenses	20,273 23	
		56,865 23
Profit and loss		226,951 65
		$2,268,716 88

President.—E. F. BISHOP, Bridgeport, Conn.

Directors.—W. D. Bishop, R. Tomlinson, E F. Bishop, Bridgeport, Conn.; Green Kendrick, Waterbury; A. L. Dennis, Newark, N. J.; N. A. Baldwin, Milford, Ct.; J. B. Robertson, New Haven, Ct.; J. G. Wetmore, Winsted, Ct.; R. M. Bassett, Derby, Ct.

Secretary and Treasurer.—HORACE NICHOLS, Bridgeport, Conn.

Superintendent.—GEO. W. BEACH, Waterbury, Conn.

Marietta and Cincinnati Railroad.

At the annual meeting of the stockholders of this company in Cincinnati on the 19th ult., the President, Mr. John King, Jr., presented the twelfth annual report which shows that the ratio of working expenses is 79¼ per cent, a decrease as compared with 1871 of 7¼ per cent. The net earnings, being $410,451, have increased $200,396 as compared with the year ending December 31, 1871. The total earnings for 1871 were $1,690,976; for 1872, $2,029,164—increase $338,196. The local freight increase was $58,996; through freight increase $215,795; through passenger increase $28,112; local passenger decrease $17,410, showing that there is a marked increase in every description of traffic except local passengers.

The local passenger tariff was reduced in June, 1872, to a basis of about 3½ cents per mile for distances of thirty miles, with reductions in still greater proportion for shorter distances. Liberal arrangements were also extended to political and other conventions, and to the Cincinnati exposition, and by commutation tickets for 1,000 miles of travel. The result has been to increase largely the number of passengers, whilst the revenue has been less. It is believed, however, that the wisdom of this liberal policy will be demonstrated, and a largely increased revenue developed in 1873 and in future years from this valuable branch of business. As the mileage of passenger trains in 1872 increased—in comparison with 1871—only about 3 per cent, it may be assumed that very little additional expense was incurred by the increased number of passengers transported.

During the year 35,328 through passengers were carried, being an increase of 10,497 as compared with 1871, of 19,921 as compared with 1870, of 26,471 as compared with 1869, and of 28,598 as compared with 1868; the number for 1872 being more than five times that of 1868. Few railroads can show, in this respect, a more regular or satisfactory growth. No personal injury was received by any passenger upon the road during the year.

An increase in through freight has marked the interchange of business with all the lines with which this company connects. The White Continental Line, of 1,207 freight cars, furnished in about equal proportions, according to mileage, by the Ohio and Mississippi, Illinois and Southeastern, Marietta and Cincinnati, and Baltimore and Ohio roads, and covering the territory between St. Louis and Springfield, Illinois, and the Atlantic cities, has been very successful, and the necessity has been demonstrated for additional equipment to accommodate the large amount of business offering.

The Red Continental Line, composed of 832 cars, and covering the route between Baltimore and Burlington, Iowa, via Cincinnati, Indianapolis and Peoria, was inaugurated in the Spring of 1872, and as it is now evident that the line can be increased to advantage, arrangements have been perfected by the Baltimore and Ohio, Marietta and Cincinnati, Indianapolis, Cincinnati and Lafayette, Indianapolis, Bloomington and Western, Chicago, Burlington and Quincy and Cincinnati, Lafayette and Chicago roads, to double the number during 1873.

The cars composing the White and Red Continental lines are furnished by the roads in interest, and the gross earnings received by them, without drawbacks, such as are frequently allowed by railroad companies to fast freight lines.

The improved facilities provided at Baltimore by a first-class elevator, to which another of 1,000,000 bushels capacity will be added next year by the Baltimore and Ohio Railroad Company, has created in that city a great market for cereals, which will grow in magnitude and importance as the means of transportation are increased.

The following statement is presented, in order to furnish particulars of the revenue and working expenses in comparison with the two preceding years:

	1870.	1871.	1872.
Earnings	$1,420,345 55	$1,690,967 66	$2,029,164 65
Expenses	1,342,156 27	1,480,912 80	1,618,713 06
Earnings more than expenses	$78,189 28	$210,054 86	$410,451 59
Working expenses	94½ per ct.	87½ per ct.	79¾ per ct.

In addition to ordinary expenses, a large outlay has been made during the year for construction, reconstruction and extraordinary renewals. The work of arching all of Herrold's Moonsville, and Number One tunnels, and such portions of Vanderwurker's as required it, was commenced, and prosecuted with vigor during the year, and all are now in a safe condition, but as the work progressed it was developed that if longer postponed the road would have been closed for through business, perhaps for a month or six weeks, and an immense loss of revenue and reputation for regular and rapid transportation been incurred, after all which it would have been necessary to have undertaken the work which has been completed.

The report then goes into details of expenditures of the year for ballasting, cross-ties, regrading and other construction and repairs. Some 3,830 tons of new rails, equivalent to forty miles of new track, were laid.

In addition to the subscription of $142,900 to the stock of the Cincinnati and Baltimore road during 1872, there have been advanced to this date $230,741 09 in cash; and in the stock of the Baltimore and Short Line Railroad $50,000 have been invested and $37,495 59 advanced in cash.

CINCINNATI AND BALTIMORE RAILROAD.

This line was completed on the first day of June, 1872, as a single-track road. In consequenc of the largely increased business of the Marietta and Cincinnati road and the traffic of the Cincinnati and Springfield road, it was determined, as indicated in the report for 1871, to commence at once a double track, and the capital stock was increased to $800,000. This work has progressed satisfactorily, and the double track will be completed in July, 1873, when the rent of the Cincinnati and Springfield Company will be increased to $40,000 per annum. Of the Cincinnati and Baltimore Company's bonds, $314,000 have been sold, leaving $186,000 to be disposed of; but the Marietta and Cincinnati Company has advanced, in addition to its subscriptions of $396,300, cash amounting to $280,741 09, which will be repaid by the Cincinnati and Baltimore Company as the bonds and stocks are sold.

FINANCES.

Four hundred and sixty thousand dollars of third mortgage bonds were sold during the year, a considerable amount of real estate belonging to the company has been disposed of, but property, valued at nearly $200,000, not needed for railroad purposes, is still in the hands of the company the

sale of which will aid in reduction of the liabilities of the company.

BALTIMORE SHORT LINE.

The survey of this road having been completed and the line located, contracts were made in September, 1872, and the work has been vigorously pressed. The Marietta and Cincinnati Company, in addition to $50,000 subscription to the stock, has advanced the Baltimore Short Line in cash $37,495 59. It is expected that this road will be finished early in 1874, thus lessening the distance between Cincinnati and Parkersburg more than 10 miles, and perfecting the line.

It is proper at this time to exhibit the condition of the company when the present administration took charge, in February, 1868, and a brief statement of its affairs since that date in the following

REVIEW.

In February, 1868, them aterial state of the road caused the greatest alarm. For years its operations had been conducted upon the policy of meeting the most important requirements by temporary and insufficient expedients, and the road was in a most dilapidated condition generally.

The finances of the company were in a deplorable state. The gross receipts were about twelve hundred thousand dollars per annum, all of which, under any fair system of accounts, were chargeable to working expenses, and no funds were in hand or could be earned for the interest on the mortgage bonds and floating debt, for increased equipment, or for the necessary construction. The second mortgage bonds had nearly all been sold, and the remainder were held at fifty per cent. The company was paying extravagrant rates for the small sums it was able to borrow, and its credit was almost destroyed.

In addition to these embarrassments the road was not completed into Cincinnati, and at the expiration of the contract with the Hamilton and Dayton Company, in February, 1871, the Marietta and Cincinnati Company would have been placed at the mercy of another and to some extent a rival corporation.

The building of the Cincinnati and Baltimore road, therefore, was a necessity, requiring very large advances, which the Marietta and Cincinnati Company would be obliged to incur until the securities of the Cincinnati and Baltimore Company could become known and be advantageously placed upon the market. A crisis in the company's affairs had been reached. Trains could have been run only a few months longer, and the question was simply should the interest on the bonded debt be in default, the property of the re-organized company sold, and the interest of the stockholders finally sacrificed, or should a vigorous effort be made to avert utter ruin? It required great faith in ultimate results to encounter, in a state of affairs so discouraging, the enormous outlay which the new management foresaw would be demanded in placing the road in a position to accommodate the wants of the community and to meet the interest on the bonded and floating debt. Fortunately its confidence was shared by the Baltimore and Ohio Company, which advanced liberally, from time to time, as required, its means and credit to the Marietta and Cincinnati road, without which it would have been impossible to continue to operate the line.

The liberal policy adopted in the spring of 1868 has been continued nearly five years, as shown by the following statement, embracing the principal items of extraordinary expenses and construction during that period. There were constructed nine iron bridges costing $175,042, seventeen miles of new side track costing $164,690, and there were expended for ballasting $199,894, for widening cuts, new embankments and retaining walls $171,460, for reducing Maderia grade $31,409, in arching Pilcher Vanderwurker and Moonville tunnels $187,749, and there were also constructed ten station houses, twenty-one water stations, sixty miles of new fencing, three coal stations, and two machine shops, the Mineral and Ferris branches were completed, and heavy expenditures were made for depot grounds, right of way, new telegraph line, and improved stationary machinery. For increased equipment, consisting of thirty-one locomotives, fourteen passenger cars, and one thousand and five freight cars, $1,072,282 were expended.

There were invested in the Cincinnati and Baltimore Company $400,000 for capital stock and $230,741 09 cash advanced, and in the stock of the Baltimore Short Line Company $50,000 were invested and $37,495 59 advanced in cash. About 674,000 new cross-ties and 20,928 tons of new and re rolled rails, more than sufficient to relay the entire line from Parkersburg to Cincinnati, were placed in the main track and branches, and charged to repairs.

A third mortgage for $3,000,000 was placed upon the property in 1870, the bonds realizing from 70 to 80 per cent, an average rate far above that obtained for those of the second mortgage.

The gross earnings steadily increased after 1868, but it was not until 1871 and 1872, when the increase attained the ratio of twenty per cent annually, the augmented revenue began to yield a return commensurate with the heavy outlay for construction and extraordinary expenses, which, while made at the very lowest cash rates for labor and material, have so largely enhanced the intrinsic worth of the property.

As was to be expected a very large floating debt has been incurred, now amounting, after deducting the available means on hand, including the stock and debt of the Cincinnati and Baltimore, and Baltimore Short Line Companies, to about two and a quarter millions, which it is proposed to fund by a fourth mortgage for four millions of dollars, using the surplus as may be required for additional equipment, reducing grades, straightening the line, side tracks, subscriptions to the Baltimore Short Line, building an iron bridge over the Scioto river, near Chillicothe, &c. The propriety and necessity of this action, in the judgment of the board, cannot be doubted.

The market value of such securities does not depend entirely upon the worth of the mortgaged property, in this case far exceeding the debt, but to a great degree upon its ability to earn interest. With the condition of the road so materially improved—with the valuable alliances which this improvement has enabled the company to form—the Cincinnati and Baltimore road completed with a double track—the plant so largely increased—the gross earnings, $2,400,000, which would be the amount for 1873, with the ratio of twenty per cent increase over 1872, maintained, as in 1872 and 1871 over the years preceding them, respectively—(and it is reasonable to anticipate as encouraging a result)—it is believed it will now be practicable for the company annually to earn sufficient to pay the interest on the entire mortgage debt. Should the earnings continue to increase, it is hoped in a few years the stock itself may be remunerative.

Equipment and Rolling Stock Company.

The annual meetings of the Equipment and Rolling Stock Companies took place to-day at the office of Sir Hugh Allen. On the Equipment Company there will be a dividend payable on paid up stock on the 30th April, at the rate of ten per cent per annum. On the Rolling Stock it was determined to reduce the dividend hitherto payable from ten to nine per cent. This change was made in anticipation of the possible action of the Grand Trunk Company, who, if they carry out the programme announced by the president at the last meeting, will purchase the cars leased by this company, at the earliest day allowed by the contract, and so shorten the time during which the sinking fund of the company will accumulate. In that case it appeared that the present sinking fund would be hardly sufficient to keep the capital intact, and one per cent is therefore to be deducted from dividends for that purpose. Should the purpose announced by the President of the Grand Trunk not be carried out for a year or two after the earliest possible date, the increased sinking fund will form a rest. Sir Hugh Allan was again elected president of both companies, with the same board of directors as those of last year.—*Montreal Herald Feb, 5.*

YOUR ONLY CHANCE

Secure Your Tickets Immediately to

THE

THIRD GRAND

GIFT CONCERT

Which will be given under authority of a special act of the Legislature at Library Hall, Louisville, Ky., positively on

Tuesday, April 8th, 1873,

the profits of which are for the benefit of the

PUBLIC LIBRARY OF KY.

The best musical talent that can be obtained will contribute to the pleasure of the entertainment, and to provide funds for the magnificent gifts **one hundred thousand whole tickets of admission only,** at $10 each, will be issued, and **ten thousand cash gifts,** amounting to

HALF A MILLION DOLLARS

Currency, will be distributed by lot to ticket-holders as follows:

One Grand Cash Gift		$100,000
One Grand Cash Gift		50,000
One Grand Cash Gift		25,000
One Grand Cash Gift		20,000
One Grand Cash Gift		10,000
One Grand Cash Gift		5,000
24 Cash Gifts of	$1,000 each	24,000
50 Cash Gifts of	500 "	25,000
80 Cash Gifts of	400 "	32,000
100 Cash Gifts of	300 "	30,000
150 Cash Gifts of	200 "	30,000
590 Cash Gifts of	100 "	59,000
9,000 Cash Gifts of	10 "	90,000
Total, 10,000 Gifts, all Cash		$500,000

Tickets, $10; Halves, $5; Quarters, $2.50.

Hon. Ex-Gov. Thomas E. Bramlette, of Ky., has charge of the business of the Concert, and he will give personal attention to all the details. Besides the original act authorizing the Concert for benefit of the Library, the Legislature of the State have twice passed votes of confidence in the management and approval of the expenditures of funds by the Trustees. Buyers are notified that all preparations are positive and complete for the Concert promptly on the day set, and orders must be sent in without delay. Lists of the drawing will be ready the next morning. Tickets, like greenbacks, are good to the holder, and buyers need not, therefore, be known, unless they so choose.

At the last Concert ticket No. **6,450** drew the capital gift of **$75,000,** which was paid the third day after the drawing, precisely as announced. The ticket was held by the following club of gentlemen, at **Columbus, Ind.,** viz.: T. C. Burgess, Wm. D. Summers, W. H. Webb, Albert Jones, Gideon Shultz, C. C. Crawford, Chas. McCalla, J. Frank Pancake, Lloyd Mortledge, Henry A. Rothrock. The money was paid to the Second National Bank of Louisville for account of First National Bank of Columbus, Ind., and by the latter Bank paid to the various gentlemen named above.

The Trustees also refer with pleasure to all who have drawn gifts in the first two Concerts as to the satisfactory manner in which they received the money without any discounts whatever having been deducted. Orders may be sent by mail, by P. O. order, draft, or registered letter, or by Express prepaid. All orders and enquiries must be made to the New York office.

THOS. H. HAYS & CO.,

General Depot of Supply,

609 Broadway, N. Y.

☞ The Northwestern (*N. C.*) Railroad has been completed to Keinersville, 18 miles west of Greensboro, and regular passenger and freight trains commenced running over the road on the 3d inst. This road opens up a magnificent mineral region, and is destined to be a valuable feeder to the system of roads comprising the Piedmont Air-line railway.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	282,770	293,422	286,562	342,743	2,309,767
1869	212,604	218,982	391,306	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,859	5,670,882
1870	415,104	394,176	488,332	633,758	768,720	729,274	783,700	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	535,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 876	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	299,249	329,851	371,544	321,597	387,269	322,635	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,669	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,516	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	343,235	342,389	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	496,062	543,518	454,916	361,171	5,164,897
1873	382,568	402,477	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,930	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,510	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	785,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,935	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,236	852,422	11,008,277
1872	774,856	714,122	846,894	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,627	354,766	366,960	378,493	326,434	330,970	404,286	419,439	428,598	386,914	337,404	4,380,129
1873	358,612	408,849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,498,494	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,393,327
1872	1,333,994	1,294,976	1,460,173	1,548,812	1,729,218	1,463,961	1,560,023	1,525 243	1,643,484	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,368	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,593	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	527,068	572,176	547,988	636,373	641,410	616,680	763,256	759,967	863,746	681,332	640,183	.....
1873	680,499	592 9 9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,538	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345,316	1,236,285	14,797,975
1872	1,276,150	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,824,882	1,525,812	1,433,931	17,322,614
1873	1,412,368	1,549,285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,590	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125,065	119,160	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	132,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353 569	473,546	490,772	443,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470.703	480,847	427,096	422.015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,803	580,908	667,849	785,338	616,024	576,783	6,968,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	309,228	321,203	333,503	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 890	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	495,569	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	805,318	905,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,568	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,095
1872	440,985	387,526	426,192	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,739
1873	384,715	423,716	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	292,447	250,617	294,874	289,550	283,221	263,323	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	237,897	261,346	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,485	534,561	703,618	836,603	965,353	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,083
1869	479,236	525,490	755,433	904,834	999,463	930,680	1,232,906	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	993,966	617,058	569,697	1,1?9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,090	12,500,614
1872	647,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,193,695	1,522,847	1,127,03)	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,967	204,597	199,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,285
1870	152,393	158,788	172.216	172.347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	161,496	177,085	201,648	17?,169	165,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	148,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,200	450,203	429,806	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	328,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,818	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	23,560	617,585	758,467	999,665	837,358	716,829	5,709,153
1870	528,520	500 139	589,238	706,600	802,586	746,450	643,068	664 051	728,521	719,698	570.168	508.053	7,654,094
1871	479,516	373,925	498,509	584,540	724,466	728,174	678,698	681,865	800,402	777,362	708,142	469.932	7,521,682
1873	378,936	504,115	566,861	699 420	890,443	855,459	743,388	789,667	868,754	980,706	915,727	757,851	8,892,606
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,600	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,248	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn. City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,618	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	5,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,1?3	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.88	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	824	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	87	16	East New York & Jamaica N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,655	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	50½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	3.00	....	....	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	60
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm. Br., Morr. & F'dham.N.Y.	264,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,648	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	....	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	567,639	400,000	184,500	101,291	222,408	42,125	3	100	100	84½
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Lease	d)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	80,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Mancheet.Pa.	146,202	140,000	23,000	—	139,377	84,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	....	Rochester and Brighton ....N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Lease	d)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,225	573,417	109,300	—	484,034	151,593	15.0	50	30	58½
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	....	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,48?	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa	.....	997,700	—	—	173,479	48,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa	584,898	400,000	100,000	—	415,796	105,301	10	50	50	90
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31, '71	2.38	12	4	Williamsport .....Pa	38,625	15,000	5,000	22,213	10,486	2,754	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester .....Mass.	81,418	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	661,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1894	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F.& A	1882	....
2d Mortgage.....	200,000	7	M.& N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1878	....
D. Dock, E. Bdw. & Battery: 1st Mortgage.....	700,000	7	M.& S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st. & G'd st. Ferry (N.Y.): 1st Mortgage.....	215,000	7	A.&O.	1878	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M.& N	1891	....
Germantown: 1st mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1876	90
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1894	....
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M.& N	1886	....
Second and Third st. (Ph.): 1st Mortgage.....	88,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1870	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Ren. estate.....	612,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	55,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M.& N	1885	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	900,000	6	J.& J.	1886	....
General Mortgage.....	100,000	7	J.& J.	1891	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1876	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A.&O.	1890	....
Worcester: 1st Mortgage.....	28,000	7	.....	.....	....
2d Mortgage.....	6,000	8	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	833,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Jan. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5s
" " pref.100	1,486,900	M & S.	Mar. '73 5s
Camden and Amboy* ...100	5,847,800	J.A J.O.	Jan. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey..100	15,000,000	J.A J&O	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*..... 100	880,000	J.A J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '73 6
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,649,910	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,083,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" pref.. 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,539	M. & N.	Nov. '72 3½
Cleveland & Pittsburg*.. 50	11,250,854	F.M.AN	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	12,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val..100	848,964	F. & A	Aug. '72 5
Concord 50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River..... 100	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & D.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,568,850	J. A. J.O.	July '72 2½
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.)..... 100	4,462,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*..100	600,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J. & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.).....100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '72 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 5½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So...100	49,446,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	6,789,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Jan. '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	Sept.'72 2
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '72 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp...100	605,000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan. '73 2½
New London Northern*100	1,003,500	J. & J	Jan. '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '72 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Jan. '73 2½
Nisg Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi...100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. 73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. 73 —
Panama..... 100	7,000,000	J.A. J.O.	Jan. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	75,000,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref... 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. 73 2½
Phila., Wil. & Balt..... 50	11,435,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 2
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb. '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1.
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...160	274,400	J. & D.	Dec. '71 5½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,880,000	M. & N.	Nov.'72 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491.750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105.000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Phbg. Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Jan. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Feb. '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 100	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Jan. '73 2½
Erie of Pennsylvania..... 80	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.) 50	2,838,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... .100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,000	— & —	.....
" pref.....100	8,993,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 5
Pullman Palace Car.....100	4,000.000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700.000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Mar. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	110
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,754,000	6	Jan. & July.	1880	116¾
.. .. coupon	4,661,000	6	" "	1880	118¼
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,508,050	6	Jan. & July	1881	116¾
.. .. coupon	63,813,300	6	" "	1881	118¾
Loan of Feb. 25, 1862 (5-20s).....registered	31,442,700	6	May & Nov.	1882	115¾
.. .. .. (5-20s).....coupon	234,518,600	6	" "	1882	115¾
Loan of March 3, 1863.....registered	53,480,450	6	Jan. & July.	1881	116¾
.. .. coupon	21,519,550	6	" "	1881	118¾
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	115¾
Loan of June 30, 1864 (5-20s).....registered	35,144,550	6	May & Nov.	1884	115¾
.. .. .. (5-20s).....coupon	34,916,700	6	" "	1884	115¾
Loan of March 3, 1865 (5-20s).....registered	36,734,850	6	May & Nov.	1885	115¾
.. .. .. (5-20s).....coupon	119,214,950	6	" "	1885	116¾
.. .. 2d series (5-20s).....registered	59,038,350	6	Jan. & July.	1885	114¾
.. .. .. (5-20s).....coupon	149,757,250	6	" "	1885	114¾
.. .. 3d series (5-20s).....registered	90,984,350	6	Jan. & July.	1887	114¾
.. .. .. (5-20s).....coupon	224,877,450	6	" "	1887	116¾
.. .. 4th series (5-20s).....registered	14,147,000	6	Jan. & July.	1888	115
.. .. .. (5-20s).....coupon	24,459,600	6	" "	1888	116¾
Loan of March 3, 1864, (10-40s)....registered	139,907,350	5	Mar. & Sept.	1904	111¼
.. .. .. (10-40s).....coupon	54,659,950	5	" "	1904	111
Consols of July 14, '70 & Jan. 20, '71.registered	128,685,450	5	F. M. A. & N.	1881	113¾
.. .. coupon	71,314,550	5	" "	1881	113¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	1 310,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114
U. S. Notes and Fractional Currency.....	401,376,409	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($16,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	43
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($3,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	2,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '48.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O.,Mob.&Chat.R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1899	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,837,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" " "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	....
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1888	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	PAYABLE.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	100½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1866.....	160,000	6	Jan. & July.	1876	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	90½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	800,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'76	99½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	248,107	5	" "	pleas.	....
.. General Fund Stock	1,159,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	112
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	33
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	18½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,000,000	6	" "	1876	99
.. Loan of 1860 Bonds, stg f'd.....	1,496,309	6	" "	1881	105½
.. Loan of 1856 Bonds, stg f'd.....	2,400,009	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,850	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($18,857,327):					
.. State House, Stock and Bonds '53-'66..	1,238,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	23
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	20
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	1,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1890	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	21,300,417	6	Jan. & July.	long.	83
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	2,000,000	6	" "	"	83
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	49
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	....
.. State Bonds, sterling coupon.....	1,866,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,092,426	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn.	3,500,000	6	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1890	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1858 '75	866,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	96½
Loan of 1858-'85	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R.) assumed	486,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	39½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	59½
Mass. L. (secr'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	208,860	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.:)						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1901	87½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	81½
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (1st. by State) gold	1,600,000	7*	" "	" "	1885	112
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Jonquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	180,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	88½
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	662,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	94
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	2,500,000	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	99½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m....	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	97½
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	99
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	91
Equipm't (Eng & Cars, $2,750,0 0)	275,000	10	May & Nov.	" "	1871	
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi.R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,136,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.), '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov.), '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,000,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $6,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1900	28
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)..	323,000	7	June & Dec.	" "	'71–'84	....
1st Mort. (Bell. and Ind. R.R.)..	616,000	7	Jan. & July.	" "	'70–'95	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	437,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July	" "	1892	85½
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct	New York.	1908	91½
2d Mortgage Consol. skg fund..	3,679,500	7	Feb. & Aug.	" "	1909	73
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	90½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD& E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1886	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1894	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,723,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	90½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1888	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $8 000,000	2,519,000	7	Jan. & July.	New York.	1890	90½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94½
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091) tx.f.	2,046,000	8	Maren & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5½,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	100
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1888	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	103
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	89
3d Mortgage (Consol)	1,261,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	104
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	101
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	498,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000m)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'96-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B's.& Ph.	1899	....
2d Mort. gold tax free and conv.	329,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1879	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,334,600	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	97½
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	98½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	97½
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.&Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	31½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	95½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1899	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1895	90
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1895	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	50
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	100½
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204.000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500.000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,0000	8	May & Nov.	" "	1889	100½
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E.)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	97½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1880	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	108½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.)						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1895	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	6 7	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N.Y.C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	85
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	92½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	75½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	87½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	80⅝
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	76½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	77½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	90
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	80
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW& W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	"	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	99
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee.	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C& A)						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	80
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1896	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1890	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	3,414,000	7	" "	"	1911	103½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.		2,305,630	7	Jan. & July.	"	1893	104
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	76
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	93½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	104½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	90
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	75½
Rich., Fredericksburg & Potomac:						
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	8	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage		130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage		175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	95½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	94
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F. :						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala.$16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	360,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	560,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	91½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	82
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Buri. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	90
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	93½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	77½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	70½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,596,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	98½
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	88
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	97½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	23
2d Mortgage consolidated	1,500,000	7	" "	"	1891	12½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1850	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	62
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	313,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	30 ,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1883	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1893	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1894	103½
1st Mortgage registered: 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	95
Convertible Bonds	1,496,879	6	June & Dec.	"	1917	93
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	71½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	766,150	6	" "	"	1888	....
Boat and Car Loan	628,10	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶ ..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Forec	losed and	sold—No	returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)... New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	307,061	283,874	1,069,006	267,487	7	100	92
Dec. 31, 1871	—	—	51.0	2	4	1	—	21	Alexandria and Fredericksburg ¶ ..... Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley..... Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under	construct	ion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	28	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No return	s furnished					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶ ..... Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be	complet	ed by Dec.	1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to	Cheshire.)			1,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.... Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	25½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—	(Unfinish	ed—No o	perations.)			—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶. Ga.S.C.& N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible re	turns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶ ..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	247.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Missis-ippi and Ohio... Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶. N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	.....	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper.	by Central	of Georgia.)		73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesco and Mount Morris .. N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2	.....	(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ .... Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	165
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	856,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac..... Maryland.	.....	—	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)			—	100	....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec 31, 1871	21 2	1.0	3.4	—	5	2	—	59	Bellefonte and Snow Shoe.. Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware ..... New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,376	—	—	—	250,000	48,000	—	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.8	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,600	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	148
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,889	23.4	—	(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	476,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶.. Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	9½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	138
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine..... Mass., N. H. & Me.	5,277,949	*	909,875	292,913	4,921,274	—	646,893	1,012,570	140.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	120
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	150
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	172.0	(In han	ds of Rec	eiver.)			—	100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	26.0	—	(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	—	—	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie... N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	963,932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	37,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	—	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*..... Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	117½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	—	—	1,050,000	1,200,000	—	—	100.0	(Traffic	guarantee	40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*..... Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building	—to cost	$20,000,00	00.)			—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....	—	—	(Building	—to cost	$7,500,00	0.)			—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	....	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	—	366,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	to United	Companies.)		43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central..... Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod ..... Mass.	1,257,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown.... Illinois.	550,000	—	—	—	350,000	200,000	—	—	17.5	(Opened	January	1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor.. N.Y.	474,067	*	—	—	376,594	150,000	—	—	—	(Complet	ed 18 mi	les Jan. 1,	1872.)			—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64.600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	586	Catawissa..... Penn.	5,126,500	*	—	—	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	43½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota..... New York.	538,000	—	—	—	294,469	250,000	11,750	—	—	—	(Recently	opened—	No report.)		—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,234,000	—	—	—	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000	—	—	—	6,000,000	4,000,000	—	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	16,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,691	6,841,379	3,035,235	10	100	103½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	787	Central Ohio..... Ohio.	5,500,000	*	—	—	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	86½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶.. California.	120,432,717	5,784,303	—	—	64,283,190	82,208,000	.....	.....	1,099.0	.....	.....	.....	8,902,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	694,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers ..... Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8	—	(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	89	21	12	421	Chesapeake and Ohio..... Va. & W. Va.	18,059,543	*	.....	.....	5,358,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,825,000	.....	.....	18.2	161,130	1,161,458	7,001	285,122	166,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	.....	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	278,000	90,000	.....	1,056,000	1,871,000	.....	.....	100.0	200,152	100,989	59,611	.....	.....	—	100	...
Dec. 31, 1871	109.6	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....	.....	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	.....	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	...
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	.....	99,267	.....	22.0	70,617	124 254	39,375	57,588	177,607	—	100	65
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	...
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson..Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11.381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	...
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	...
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	(Recently opened.)					—	100	...
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	.....	104,294	226,500	19,000	.....	11.6	15,933	18 532	13,009	42,198	19,807	—	100	...
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....	.....	239.0	(Operated by contractors.)					—	100	...
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	94.0	(Leased to Michigan Central.)					—	100	...
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	...
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	...
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	.....	.....	.....	200,000	.....	120,386	.....	8.0	(Leased to Del., Lacka. & Western.)					—	100	...
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	.....	....	(Opened December 19, 1871.)					—	100	...
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	.....	14.0	17.528	15,714	7,415	26,898	11,061	—	100	...
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	.....	(No statement furnished.)			.....	.....	.....	.....	.....	18,240	7,234	29,173	132,000	61,606	—	100	...
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	5.7	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	319,600	.....	.....	28.0	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri..Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	70.0	(Leased to Tol., Wab. & Western.)					—	100	...
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	52.0	(Leased to Tol., Wab. & Western.)					—	100	...
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	45
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	.....	38,139	7.8	19,200	75,124	13.019	62,662	21,242	—	100	...
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	.....	222,150	.....	12.2	41,982	31,903	84,714	76,386	17,582	10	100	...
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	.....	116.0	164 414	109,915	64,494	207,113	32,298	—	100	...
Oct. 31, 1871	36.0	18.0	17.6	—	.....	.....	.....	.....	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	.....	—	(Leased to Pennsylvania.)					7	50	.....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N. Haven and Hartford R. R.)							.....	.....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,959	2,055,500	.....	.....	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	...
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	.....	.....	.....	703 000	.....	7,000	.....	47.6	.....	.....	.....	17,774	12,780	—	100	...
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	150,000	.....	.....	.....	5.5	.....	.....	83,892	45,628	15,006	10	100	...
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased to Flint & Pere Marquette.)					100	...	...
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	.....	.....	.....	200,000	200,000	50,000	.....	10.3	(Leased to New Haven & Northampton.)					—	100	...
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	350	Housatonic .....Connecticut.	2,105,558	.....	261,663	306,847	2,000,000	391,000	67,899	.....	119.8	321.600	.....	.....	780,281	92,384	—	100	...
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	.....	5,636	.....	93.0	(No returns furnished.)					—	100	...
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	.....	.....	.....	.....	180.5	.....	.....	.....	1,796,682	943,564	—	100	...
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	.....	62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212.539	25,280,510	5,764,500	16,370	.....	1,110.9	5,710,554	1,286,584	1,831,944	8,401,142	2,732,847	10	100	123
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased to Chicago Burl. & Quincy.)					—	100	...
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	.....	65.5	(Under construction, to cost $4,500,000.)					—	100	...
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	.....	212.5	.....	.....	.....	1,133,863	.....	—	100	...
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,028	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	.....	217.0	.....	.....	.....	1,827,824	622,313	—	100	...
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	.....	.....	600.000	3,338,000	702,486	.....	72.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes....Indiana.	4,581,800	*	589,143	222,168	1,402,000	3,150,000	32,717	.....	117.0	215,952	.....	.....	671,557	286,415	—	100	...
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585.000	.....	16,078	46,841	4,625,000	2,960,000	.....	.....	183.7	.....	.....	.....	255,684	66,794	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	(Leased to Illinois Central.)				364,369	120,369	—	100	...
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	73.0	(Leased to Chicago & N. Western.)					—	100	...
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	460.000	100,000	.....	.....	13.0	.....	28,882	120,501	92,878	23,198	—	100	...
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	11.0	11,380	.....	82,617	34,292	1,558	—	50	...
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	121.0	281,640	[8 months (Leased to Erie.)		357,664	180,164	—	100	...
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	...
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	.....	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michigan Central.)					8	100	...
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	.....	.....	.....	185,250	800,000	.....	.....	4.6	21.489	206,270	.....	127,843	43,894	—	100	...
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	308,000	400,000	.....	.....	42.0	(No returns furnished.)					—	50	...
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	58.0	(Leased to Lake Shore & Mich. Southern.)					—	100	...
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	32.0	(Leased to Michigan Central.)					6	100	...
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	32.0	(Leased to Michigan Central.)					—	100	...
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	.....	990,000	.....	.....	.....	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	...
Dec. 31, 1871	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Texas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	35.0	(Recently opened—operations not reported.)					—	100	...
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	.....	—	(Leased to Leav. Lawr. & Galveston.)					—	100	...
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	.....	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	.....	....	(Recently opened.)					—	100	...
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	...
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	.....	.....	117,073	666,000	.....	.....	—	(Leased to Tol. Western.)					—	100	...
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	.....	.....	138,261	192,510	.....	.....	.....	—	(Leased to Tol. Western.)					—	100	...
Dec. 31, 1871	5 0.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y..P..O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	95½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	.....	.....	—	(Recently opened.)					—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Movem.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,200	1,965	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	.....	.....	.....	135,300	.....	74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124 3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	186.25	1,700,591	124,919,236	38,662,529	4,483,584	1,868,554	10	100	139‖
Sept. 30, 1871	262.0	*	96.2	104.0	33	21	19	486	New York and Oswego Midland	N. Y.	16,009,728	1,958,927	.....	.....	5,326,773	6,063,500	265,735		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	(Leased	to New Y	Cent. & H	ar. R.)	60.000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	...	...	...	...	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420		35 0	.....	42,948	274.628	154.259	73,121	—	100	....
May 31, 1871	225.0	—	9.6	—	25	23	18	314	North Carolina †	North Carolina.	4,947,746	*	.....	.....	4,000,000	553,413	292.020		223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern †	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	260,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72 0	—	3.6	118.0	...	...	...	...	North Louisiana and Texas	La.		(No a	ccounts o	btainable.)					72.0			(No accou	nts.)		—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705.780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	92
Dec. 31, 1871	94 9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985 700	2.311.667	857,520		97.5	645,593	178.610	307,968	777.499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	66	38	4,288	Northern Central †	Md. and Penn.	11,484.745	3,049,049	301.144	486.981	5,601,700	8,582,000	1,006.850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266.899	979,133	6	50	79
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160.570	252,916	3.068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	110‖
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1.000,000	400,000	.....		72.0		(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	0..	...	...	...	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000p.m	.....		278.0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester †	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750.000	784,387	548,255	66.4	402,895	371.651	304,710	749,117	261,746	10	100	125
Dec. 31, 1871	113.0	32.0	18.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	814.257	34,384	—	—	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157.790	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027.699	347,857	6	100	59‖
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	34,259	450.000	.....	2,767	24,477	12.0	.....	.....	58,979	46,986	29.048	6	100	....
Jun. 30, 1871	340.0	63 0	19.7	—	87	43	24	1,373	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534 8 0	298,943		393.0	2,428,686	884,514	664,676	3,197,153	798,212	—	100	46‖
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675.008	651.502	10	50	68
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671.478	599,236	6	100	111‖
Dec. 31, 1871	5.0	4.0	2.7	—	...	...	...	...	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640.258	195.356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap †	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574.313		292.6	555,236	185.604	121.911	959,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	.....	.....	.....	375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	.....	.....	.....	268,060	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,269,324	*	.....	.....	1,141.400	183,000	.....		35.0	166,568	186,707	170.816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(U der	construc	tion.)	.....	1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri †	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	52‖
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Padu ah and Gulf	Kentucky.	(Under	construc	tion.)	.....	2,425,000	1,071,000	.....	.....	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250.000	.....	.....				(Under	construct	on.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No | returns.)			—	100	124‖
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	.....	800,000	.....	600,000	1,200,000	.....		34.0		(Construc	tion in pro	gress.)	245.662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	.....	.....	.....	3 0.000	.....	.....		14.5		(Leased t | o Erie.)			—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	.....	.....	.....	500.000	500.000	.....		12.0	(Leased	to Erie at	35 p. c.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350.000	.....	.....	.....	248,000	80.000	.....		15.1		(Leased t | o Erie.)			—	100	....
Jan. 31, 1872	67 3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	.....	87,758	.....	1,500,000	1,076.000	.....		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	.....	.....	.....	342.150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	.....	.....	.....	500.000	375,000	.....		18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,333	41,339,475	34,418.205	13,660.505	1,253,887	699.0	11,904.317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	117‖
Dec. 31, 1871	47.0	15.9	57.0	—	28	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,937,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	225
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098	.....	.....	.....	132,412	700,000	100,000		—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,993	.....	.....	3,061.700	3,000,000	415,008		142.7	.....	187,119	862,065	1.271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	82.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80.722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381		6.5	(Oper.b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	5	106	Petersburg †	Virginia	1,719,113	*	.....	63,753	1,342,200	358 500	50,305	31,860	82.	168,592	84,953	52,345	283,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1.500,000	90,089		58.1	167,474	254,944	109,939	271.205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie †	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000.000	149,362		298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	52
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	.....	.....		33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	176
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,008,940	10	50	115‖
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	.....	329,620	.....	1,259,100	.....	.....	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997.900	1,745,000	284,988	496,889	105.1	1,065.517	1,608,033	348,216	2,678,865	1,069,943	8	50	118‖
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	.....	.....	.....	80,555	330,300	142,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Phg, Cin. & St. Louis.	Pa. & W. Va.	Ohio.	18,000,444	*	3,637,305	150,476	5,424.350	10,004,140	6,389.738		201.0	2,747,565	540,576	1,236,803	3,316,973	642,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8 639	.....	14.159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville †	Penn.	7,330 816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717.299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	5,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	35,394,515	*	.....	.....	19,714.286	13,663,000	.....		369.3	6,508,725	1,985.732	2,047,114	8,393.974	4,040,644	7	100	94‖
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	.....	.....	.....	450,000	.....	.....			(Leas	ed to Bost	on and Al	bany.)		6	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....				(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	● 25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	.....	.....		51.3	331,257	389,322	.....	628,430	180,561	10	100	182
May 31, 1872	50.0	—	....	60.0	2	—	—	—	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....				(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170 000	200,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	95
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	‖	120,523	.....	524,464	380,300	226,830		....	40,208	53,052	6.110	34,021	5.673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	‖ 63,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

| | | |

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch- Coltness	per ton	62 50	@ 65 —
Gartsherrie		—	@ 60 —
Glengarnock		56	@ 58 —
Eglinton		55	@ 56 —
Pig, American, No. 1		50	@ 51 —
Pig, American, No. 2		45	@ 48 —
Pig, American, Forge		40	@ 44 —
Bar, Refined, English and American		110	@ — —
Bar, Swedes, assorted sizes	(gold).	120	@130 —
—STORE PRICES.—			
Bar, Swedes, 1½ x¾ & 1¼ x½ to ¼ & ½ sq. 1½ to 5x¾ to ¾ & ½ to 2sq. 6 to 12 x ¾ & ¼		150	— @160 —
Bar, Refined, ¾ to 2 in. rd. & sq.–1 to 6 in. x ¾ to 1 in		107 50	@ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in		112 50	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		115	— @ — —
Large Rounds, 2½ to 2¾ to 3¾ to 4 in		115	— @127 50
Scroll		130	— @160 —
Ovals and Half-round		132 50	@152 50
Band, 1 to 6 in. by 3-16 to No. 12		—	— @122 —
Horse Shoe		—	— @127 50
Rods, ½@3-16 inch		112 50	@155 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		125	— @180 —
Nail Rod	per lb.	—	— @ — 9½
Sheet, Russia, as to assortment	(gold)	16	—@ — 16½
Sheet, Single D. and T. Common		—	6½@ — 7½
Sheet, Doubles and Trebles, Charcoal		—	7½@ — 8½
Sheet, Galvanized	List. 15 per ct.disc.		
Rails, English	(gold) per ton.	70	— @ 72 —
Rails, American, at Works in Penns'a'y.		83	— @ 85 —
Anvils, (Eagle)	per lb currency.	—	9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	18	@ — 22
English Spring (2d and 1st quality)		—	9½@ — 10½
English Blister (2d and 1st quality)		—	11½@ — 16
English Machinery		—	11½@ — 14
English German (2d and 1st quality)		—	11½@ — 12
American Blister		—	— @ — 11½
American, Cast, Tool		—	— @ — 17
American, Spring		—	— @ — 11
American Machinery		—	— @ — 11½
American German		—	9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	—	— @ 5 25
8d. and 9d.	"	—	— @ 5 50
6d. and 7d.	"	—	— @ 5 75
4d. and 5d.	"	—	— @ 6 —
3d.	"	—	— @ 6 75
Cut, 2d and 3d. Fine		—	— @ 7 50
4d. and 4½d. Sugar Box		—	— @ 6 —
Cut Spikes, all sizes		—	— @ 5 50
Horse Shoe, Forged (No. 10 to 5)	per lb.	—	21 @ — 33
Copper		—	— @ — 45
Yellow Metal Sheathing and Slating		—	27 @ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	—	— @ — 3½
Straits	(gold).	—	32 @ — 32½
English	(gold).	—	31½@ — 32

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box. 12 - @12 25	14 12½@	14 37½	
I. C. Coke	10 50 @10 75	12 50 @	12 75	
Coke Terne	8 75 @ 9 75	10 50 @	11 50	
Charcoal Terne	10 75 @11 25	12 75 @	13 37½	

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	—	8½@	— —
Crude, 40 @ 47 gravity (in shipping order)	—	14½@	— —
Refined, Standard White (in ship'g order)	—	18½@	— —
Refined, S. W. (in jobbing lots)	—	18½@	— 19
Refined, S. W. (in tin)	—	26 @	— 27
Naptha, Refined, (65 @ 73 gravity)	—	13 @	— 14
Residuum	per gall.	—	6½@ — 7

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	—	— @— 43
Copper, Bolts	—	— @— 45
Copper, Braziers' (over 16 oz.)	—	— @— 45
Copper, Nails	—	— @— 45
Copper, Old Sheathing, &c., mixed lots	—	28 @— 30
Copper, English Pig	—	— @— 29½
Copper, American Ingot	—	26 @— 34½

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 45	@ 6 50
German	(gold)	6 45	@ 6 50
English	(gold)	6 50	@ 7 —
Bar		—	— @ 9 25
Sheet		—	— @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe		1.5c pr.lb.	

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		15 —	@18 —
Liverpool House Cannel		—	@20 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 —	@ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
Boston, Hart. & Erie	9	9¼	8	9	9	9¼
Canton Co.	102	103¾	102¼	....	....	....
Central Pacific 6s	104	....	....	103¾	103¾	....
Central of N. Jersey	103½	104¼	104	104¼	104	103¾
Chicago & Alton	109	....	....	109	109	110
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	97	....	....	....	....	....
Chicago, Burl. & Q.	111½	....	....	....	....	112¼
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	81¾	....	....	82	....	....
" pref.	89¼	....	....	89¾	89¾	89¾
" 1st M.	....	....	....	98¾	..	99
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	91
Chic., Rock Isl. & Pac.	113¾	115½	114¾	116½	116¾	116
Chi., R. I. & Pa. 7s, 1896	101½	....	....	....	....	....
Clev., Col., C. and Ind.	89	89	89	89	89	89
Clev. & Pittsburg guar.	89¾	90¼	90¾	90	90	89¾
" 2 M.	....	....	....	....	99	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	85¼	....	....	85¼
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	40½	40¾	40	40¾	41	41¾
" 1 M.	91¾	91¾	91¼	91¼	91¼	91¼
" 2 M.	72¾	72¾	72¾	....	....	73
Del. & Hudson Canal	121¼	121	120¾	120	120	120
Del. Lack. & Western	101¾	101¾	101¼	....	....	101¾
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	66¼	65¾	65	64¾	65¼	65¼
" pref.	....	....	....	....	....	75
" 1 M. 7s, 1897	....	....	103	....	103	....
" 2 M. 7s, 1879	100	....	100	....	99	....
" 3 M. 7s, 1883	99	....	....	98	98¾	....
" 4 M. 7s, 1880	....	....	....	....	99	99¼
" 5 M. 7s, 1888	97	97	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	89	....	....	....	....	....
Hannibal & St. Joseph.	45¾	45½	....	45	....	....
" pref.	66	....	....	....	....	....
" 8s, conv.	....	....	....	....	....	89¼
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	104¼	....	103¾	103	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	121	123	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich S'th.	95	94¾	94¼	95¼	94¾	95¾
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	12	....	....	....
Michigan Central	108	....	....	107½	106	106½
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	104	....	....	....	....	....
" 2 M.	....	....	....	98¼	99	99
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	53½	53¾	53	53¼	54	54¼
" pref.	74	73¾	....	73¼	....	74¼
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	108
" 7 3-10s con.	93¼	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	94	94	....	93¾	94	....
" H. & St. J. 1ss.	91	....	....	91	90¾	....
Morris and Essex	91	91	90¼	....	....	....
" 1st mort.	....	....	....	....	105¼	105¼
" 2d mort.	97	....	....	....	97	....
N. Y. Cen. & Hud. Riv.	103¾	104	105	106	105¾	105¼
" 7s, S.F. 1876.	102	....	....	....	....	102
" 6s. S.F. 1883	94¼	....	....	....	....	....
" 6s. S.F. 1887	....	....	....	....	....	....
N. York and Harlem	127¾	126¾	135	138	135	134
" pref.	....	....	135	....	....	....
" 1 M. 7s, 1873	....	....	....	102¼	....	102¼
N. York, N. Hav. & Hart.	....	....	141	140¼	....	139¾
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	46	46	46¼	46¼	46¾	46¼
" pref.	....	....	....	....	....	....
" 2d M.	....	87¼	....	87¾	....	....
Pacific Mail S. S. Co.	55¾	55¾	56¾	60¾	60	58¼
Panama	117¾	119½	123¾	127	124	124¾
Pitts., Ft. W. & Chi. gtd.	94¼	94¼	94¼	94¼	94¼	94¼
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	98¼	99
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	44¾	45¼
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	82¾	83	....	83	83	83
" new	83	83	....	83	83	83
Tol., Wab. & Western	72¾	73	73¼	74	74¼	74¼
" pref.	....	....	....	....	....	....
" 1 M.	....	....	96	....	....	....
" 2 M.	....	....	....	93¼	....	....
" Equipment.	....	....	85	....	....	....
" St. Lou. Div.	89¾	....	89	89¼	....	89
Union Pacific	35¼	35¾	35¼	35¾	35¾	35¼
" 1st mort.	86¾	86¼	86¾	86¾	86¾	86¼
" L. Gt. 7s	77¼	....	77	77	....	77¾
" Inc. 10s	71	70¾	70¾	70¾	....	....
Virginia 6s, old	....	....	....	46	....	....
" new	....	....	....	....	....	....
" consol.	56¼	....	....	56¼	....	....
" def. certf.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	111	....	110¾	111	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	113¾	113¾	....	....	....	....
U. S. 6s, 1881, reg.	116¾	116¾	116¾	116¾	116¾	....
U. S. 6s, 1881, coup.	118¾	118¾	118¾	118¾	....	....
U. S. 6s, 5-20s. reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	116¾	....	115¾	116¼	116¼	115¾
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	115¾	115¾	....	....	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	116¼	116¾	116¾	....	....	....
U. S. 6s, 5-20s, r. n. '65.	114¾	....	....	....	116¾	....
U. S. 6s, 5-20s, c. n '65.	114¾	114¾	114¾	114¾	114¾	114¾
U. S. 6s, 5-20s, reg. '67.	114¾	....	....	....	114¾	....
U. S. 6s, 5-20s, c. 1867.	116¾	116¾	....	116¾	116¾	116¾
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	....	116¼	116¼	116¼	....
U. S. 6s, Pac. RR issue.	114	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Catawissa preferred	....	....	44¼	44¼	44¾	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	90½	....	....	....	....
" 6s, 1889	88	....	88	....	....	....
" mort. 6s, '89	96¼	97	....	....	....	97¼
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	....	....	37	38	38	38¼
" 6s, 1884	87¼	87¼	87¼	....	....	....
" Gold L.	91¼	....	91	....	91¼	....
" R. R. L.	93¼	....	....	....	....	93¾
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	60¾	61	61	61	61	61
" 6s new coup.	....	....	95¼	....	....	97
" 6s new reg.	....	....	....	98	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	52¼	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	121
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	96¾	97	....	97	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	40	39¼	....	....	39	39¼
Oil Creek & Allcg. Riv.	33¾	....	....	33¼	33	33
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	60¼	60	60¼	60	59¾	59
" 1st M.	....	....	....	....	100	....
" 2d M.	....	99¾	....	....	....	....
" Gen. mort.	91¾	....	....	....	....	....
" " reg.	....	....	....	....	....	....
Penn. State. 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	107¼
" 6s, 3d series	108¼	....	....	....	....	....
Philadelphia City, 6s	....	....	96¾	96¾	....	96¾
" new	100¾	101	101	101	101	101
Philad., Germ. & Nor.	88	....	....	....	....	....
Phila. & Reading	57¼	57¾	57¾	57¼	57¾	57¾
Philadelphia and Erie	....	....	....	....	....	26
" 6s	....	....	....	....	....	....
" 7s	92	....	91¼	....	91¼	91¼
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	14¼	....	....	....
" 6s, 1882	....	....	75	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	77¾	....	78¼	....	....
United Co. of N. Jersey.	121¼	121¼	121¼	121¼	121¾	121¼
Hestonville, (Horse)	19	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	59	....	....
Spruce and Pine	32	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875.	99¼	....	....	....	....	....
" 1886	....	....	98	....	....	....
" 1890	99¼	99¼	99¼	....	99¼	....
" 1884	....	....	....	....	....	....
" 1900	99	99	....	....	98¾	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885.	97¼	....	97¼	....	....	....
Marietta & Cin. 1st M.	98	98¼	98¼	....	98¼	98¾
" 2d M.	....	....	....	89¼	....	90
" 3d M. 8s	....	82¼	....	83	....	83
Northern Central	39¾	....	39¼	....	39¼	....
" bonds, 1885.	93¾	....	....	93¼	93¼	93¾
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.	93¼	93	....	....	....	93¼
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	55¾	56	56¼	56¼	57	....
" Defer. Certif.	....	15	14¾	....	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 12.

	Th.6.	F.7.	Sat.8.	M 10.	Tu.11.	W.12
Boston and Albany	....	147¾	148	148¼	....	148
Boston and Lowell	138	....	....	....	....	....
Boston and Maine	119¼	119¼	119¼	121	....	120
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	.... 39¼	38¼	....	39¼	39¼	39
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	111¾	112¼	112¼	112¼	....	112¾
Concord	....	....	....	....	80¼	....
Connecticut River	....	....	....	137	....	....
Eastern	105¼	106¼	....	108¼	107¼	107
Fitchburg	131	....	....	....	....	130
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	108	108	107⅛	108	107¾	106¼
Northern, N. H	110¼	....	....	110¼	....	....
Ogdens. & Lake Champ	59¼	....	.. ..	....	....	....
" pref	....	....	....	....	....	....
Old Colony	....	111¾	....	....	111¼	....
Ph., Wil. & Baltimore	56¼	56¼	....	....	56¼	56¾
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	85¼	85¼
" Land Grant 7s	.. ..	....	....	....	....	....
" Income 10s	70¼	....	70	....	71	71
Vermont & Canada	59	....	....	....	....	55
Vermont & Mass	....	87	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	.. ....	103	....	....	....	....
Metropolitan	.. ....	....	....	....	....	....
Middlesex	.. ....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	.. .... 29¼	....	....	26¾	27	27¼
Franklin	.. .... 8¼	....	8¼	7¾	7¾	....
National	.. ....	5¼	....	5¼	5¼	5¼
Pewable	.. ....	12	....	12	....	....
Quincy	.. ....	47¾	47¾	....	46¼	47

London Stock Exchange.

	Closing Prices. Feb. 21.	Feb. 14.
Atlantic & Gt. W. 1st mort., $1,000	78 — 80	76 — 78
Do. 2d mort., $1,000	69 — 71	68 — 70
Do. Con. mort. B'nds Bisch's Cert.	37 — 39	35 — 37
Do. Reorg. Scrip	100 —102	99 —101
Do. Leas. Lines, Rental Bonds	92 — 93	91⅛ — 92¼
Detroit & Milwaukee 1st mort. Bonds	75 — 80	75 — 80
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid	52 — 52¼	51 — 52¼
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	98 —100	97 — 99
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	94 — 95	94 — 96
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	84 — 88	82 — 87
Michigan Central 8s 1882, conv.	90 — 95	90 — 95
Panama 2d mort	— —	— —
Panama General mort	95 — 97	95 — 97
Pennsylvania, 2d mort	100 —102	100 —102
Do. General mort	96 — 97	96 — 97
Do. $50 shares	49 — 50	47½ — 48¼
Philadelphia and Erie 1st mort	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, March 15, 1873.

Stock Exchange and Money Market.

Though active all through the week, and extremely high as to price up nearly to the close, Money has been, as a whole, working some what less unfavorably for the borrowing interests, especially through the later half of the week. The offerings were increasing, and gaining perceptibly on the more urgent requirements of operators at the Stock Board. Yet, the market continues close and feverish, and in addition to the legal rate of 7 per cent in currency or coin, a commission of $\frac{1}{32}$@$\frac{1}{16}$@⅛ is exacted from the more ready dealers, to enable them to make up their bank accounts, in due season, each afternoon. The very extensive amounts of bonds and stocks, especially of the latter, which the brokers are carrying, with a view to higher prices, absorb unusually large sums of Money, testing to the utmost the ability of the banks and the disposition of private lenders to afford the necessary, and making the movement anything but comfortable or convenent. The mercantile call for help has been rather more pressing, yet the discount business has been comparatively slow, and the best grades of commercial paper have been rated at from 9@12 per cent per annum. The stringency in the discount line has been seriously felt in trade circles, checking the revival of the usual Spring demand for produce and merchandise. The demoralization in the foreign exchanges has been against the export movement in produce. Our produce shipments would profit, temporarily at least, by the higher price of Gold, if the Gold speculation had not demoralized the Exchanges and rendered it difficult to negotiate mercantile or banking bills on corresponding terms. The city banks, last week, lost about 1¼ millions of their legal tender reserve, ¾ths of a million to their specie average. Their deposits were further cut down about 2½ millions, and their loan and discount averages reduced nearly a million. The banks continue below their reserve, the last statement showing that they lacked $204,875 of the 25 per cent reserve which the national banks are required by law to keep on hand. It appears, however the deficiency in this respect is altogether with the State banks, which are not obliged to maintain the 25 per cent average of legal tender, and consequently have been more liberal of accommodation to their customers, during the Money pressure. The U. S. Sub-Treasury, last week, made an addition of nearly a half a million to its coin balance while losing 1⅜ millions of currency. Its currency reserves at the close of the week were $21,021,004; and its coin board, $37,344,131

The city banks, in their latest return, show a falling off of $1,251,000 of legal tender notes, with an increase of $779,100 of specie, and a reduction of $2,557,400 in their deposits, also a contraction of $993,600 in their loan and discount averages, and an addition of $199,900 to their item of circulation. The city bank exchanges, last week, averaged 139 millions.

The clearances of the banks averaged through the week 139 millions a day, and amounted in the aggregate, for the whole week, to $833,306,705 as against $818,260,203 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance $1,368,156 and enlarged its coin reserve $417,201 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $17,149,600, against $19,186,200 same time last year. The city bank deposits are now $199,508,700 against $210,393,000, week ending March 9, 1872. The legal tender reserve amounts to $39,475,000, against $44,560,900 same time last year. The circulation now stands at $27,801,200 against $28,122,000 same time last year. The loans are now $280,351,300 against $281,342,400 at this date last year.

The cash balances in the Treasury on Wednesday were as follows: Currency, $3,137,435; coin, including $24,133,500 in coin certificates, $64,955,537; special deposit of legal tenders for the redemption of certificates of deposit, $28,345,000.

There has been considerable talk about a reissue of greenbacks, to the amount of about ten millions, but nothing reliable has been elicited.

Government revenues have been rather more satisfactory in the way of excises, since our last The excises yielded within the week about 2½ millions, and thus far in the current fiscal year beginning with July 1, 1872, $80,358,582 millions. The customs at the port of New York, for the week, were $2,413,265, and at the outports, about $850,000 more, in coin or coin certificates.

The coin reserve of the city banks is now about 17⅛ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is under 39¼ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 199½ millions, against 47½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $3 499,589 of currency, and $1,077,933 of gold, the latter including $2,649 000 from customs; and disbursed $4,867,975 of currency and $3,660,733 of gold, the latter embracing $767,459 of coin interest.

The Gold speculation has been quite firm through the week, the operators for higher figures showing decided confidence, in anticipation the Money market, and the foreign exchanges working in favor of their interests, through the Spring. Apprehension has been felt that there can be little or no relief from the City Bank movement before the middle of April, and to this is added a dread on the part of the Stock Exchange and Railroad people, that the operation of borrowing sixty-day credits on London has been carried about as far as prudence, (on the part of the Bankers issuing their credits) will allow, and that even the renewal of existing engagements may be rendered difficult, unless improvement should be felt in the Exchange market. The export drain of specie, last week, was on an enlarged scale, and the customs call was up to a fair average. The later dealings showed rather less buoyancy in the general movement. The range of the price during the week has been from 114⅝@115¾ and the closing quotation on Wednesday was 115⅛ against 115⅛ on Wednesday of the preceding week. The specie outflow last week, was $904,288. The Gold Exchange Bank clearances have averaged about 75¼ millions per day during the week.

The specie exports on Wednesday embraced $248,118, all silver.

Under the Treasury programme for March, Government proposes to sell Gold as follows: Thursday March 20, $1,500,000; Thursday, March 27, $1,500,000. And to buy in Five-Twenties, as follows: Wednesday, March 19, $1,000,000; Wednesday, March 26, $500,000.

The customs demand for Gold last week, averaged $441 500 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873 have been $194,719 against $274,604 in 1872. The total customs revenue of the Government, in coin, at this port since July 1, has been $94,745,933 against $110,010 286 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $60,124,239, against $61,455,934 during the same time in 1871-2.

The export drain of specie was $904,288 last week, against $396,763 same week preceding year. The shipments since July 1, 1872, have been $47,230,840 against $25,563,414 during the same portion of 1871.

Foreign Exchange was much depressed early in the week, by the very free offerings of prime bills, which were largely in excess of the more urgent requirements of buyers. Toward the close

there was a parital improvement in the demand, which led to a steadier range of price. Bankers' sixty day bills on London closed at 107⅞@108; sight bills on London, at 108¾@109. The week's exports of Domestic Produce have been to the currency value of $5,398,314.

Government securities have been offered quite moderately, but have been in less active request, and rather easier as to values, notwithstanding the firmness in Gold.

Government bought in on Wednesday $500,000 Five Twenties, at from 113 39@113 46 net out of an aggregate offering of $2,342,100.

U. S. sixes of 1881 closed on Wednesday of this week at 118½@118⅝ U. S. Five-Twenties of 1862, 115½@116; U. S. Five-Twenties of 1864 at 115⅝@116; U. S. Five-Twenties of 1865, 116½ @116¾, U. S. Five-Twenties of 1865 consolidated, 114⅝@114⅞; U. S. Five-Twenties of 1867, 116½ @116⅝; U. S. Five-Twenties of 1868, 116⅛@ 116⅜; U. S. Ten-forties at 110¾@111; U. S. Fives of 1881 (Funding Loan) 115⅝@113⅞; Six per cent. currency Sixes from 118¾@114.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 26.	March 5.	March 12.
Consols	92½	92¾	92⅝
U. S. 5-20s, 1855....	93⅛	93¾	93⅝
" 1867	93½	93¾	93¾
" 10-40s	89½	89¼	89
New Fives of 1881...	90½	90⅝	90⅜
Erie	51½	52⅜	52⅝

State bonds have been quoted more variable, on a restricted business; offerings generally more liberal.

There has been a fair investment demand noted for the Railway Mortgages which have been generally quite firm, with very small offerings reported of the favorites of the older loans. Central Pacific Sixes have been selling as offered at steady prices closing at from 103¾@104. Chesapeake and Ohio Sixes have been in fair request at 87½ and interest. Western Pacific Sixes have been more inquired for at 94¾@95. The Northern Pacific 7-30 Loan have been selling to a fair extent at par and interest.

Railway and Miscellaneous share property has shown more animation, on a generally buoyant though rather sensitive market. The later dealings indicated considerably irregularity in values, with more or less of hesitancy in the speculative demand.

The movements in the Metal line have been on a moderate scale. Copper has been steady, but less active; sales, 100,000 lbs. Ingot at 34¾c.@ 35c., and 50 tons English at 30c. Iron has been generally slow of sale, on, however, a firm basis as to values; sales, 200 tons Scotch Pig, in lots, including Glengarnock at $58, Eglinton at $56, Gartsherrie at $60, and Coltness at $62 50@$65; 500 tons No. 2 American Pig, on private terms, quoted at $45@$48, and No. 1 at $49@$50; new American Rails at $80@$83; Old Rails at $57@ $58; new English at $70, gold; Wrought Scraps at $57 50@$60. Lead dull, with ordinary foreign quoted at $6 50, gold, per 100 lbs. Spelter quiet at 7¾c., gold, for Silesian. Pig-tin firm, but inactive, at 32c.@32¼c. gold, for Straits, and 31¾c. 32c., gold, for English. Tin Plates steady in price on a comparatively good demand; sales, 1,500 boxes Charcoal at $12; 500 boxes Charcoal Terne at $10 75; 1,000 boxes Coke at $10 50, gold per box. Charcoal Plates quoted here at $11 87½@12 25; Charcoal Terne, $10 50@$11; Coke, $10 25@$10 75, and Coke Terne, $8 75@$9 75 gold, per box. Nothing new in Zinc.

General business has been devoid of notable activity. Breadstuffs, Provisions, Petroleum, and Naval Stores have been in less request, and variable as to prices. Middling upland cotton, closed heavily on Wednesday at 20⅜@21⅛ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,829,644 bales, against 2,818,175 bales same time in the preceding year; exports 1,699,486 bales against 1,366,303 bales in the previous year; stock at the ports at latest dates, 356,500 bales against 505,202 bales same date 1871.

Foreign goods have been comparatively tame, on the basis of about previous quotations in the leading instances. The week's imports amounted to $9,404,893, including $4,083,514 of dry goods.

Ocean freights have been moderately active, since our last. Vessels have been in rather better supply, and have been in fair request, chiefly for the Petroleum, Cotton, Grain, and Lumber trades. Rates have been comparatively well supported.

At the Live Stock Markets, Beeves have been in reduced supply and request at from 8@14¼ cts.; Veals in moderate demand at 7¼@12 cts.; Sheep at from 4@7½ cts.; Swine at 5½@5⅞ cts. per lb., all live weight. The week's receipts were 6,445 Beeves, 1,100 Veal Calves, 16,621 Sheep and and Lambs, and 35,427 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri, Kansas and Texas R. R., 35; Atlantic and Pacific pref., 30⅛; Pacific R. R., of Mo., 54; Central of New Jersey 1st mort. new, 102¾; Louisville and Nashville 7s, 1898, consol., 95½; Toledo, Peoria and Warsaw 1st mort. W. D., 89; do. E. D., 91½; New Jersey Southern R. R., 27; do. 1st mort., 74; Milwaukee and St. Paul 7s, Iowa div., 87; St. Louis and Iron Mt. 1st mort., 95½; Delaware, Lackawanna and Western 7s, conv., 100; Lake Shore and Michigan Southern consol. reg., 99½; Clev. Col., Cin. and Ind. 1st mort. 103; Burlington, Cedar Rapids and Minnesota 1st mort., 89 ½; Boston, Hartford and Erie 1st mort., 39¾; do. guar., 59½; Ohio and Mississippi 7s, consol. 93⅛; Mil. and St. Paul 1st mort. La C. div., 91; St. Louis, Jacksonville and Chicago 1st mort., 94; Central Pacific State-aid bonds, 112; Am. Dock and Imp. 7s, 96; Gt. Western 1st mort. 1888, 95; Long Dock bonds, 95; Western Union Tel., 86; do. 7s, 100; Atlantic M. S. S. Co., 4; New Central Coal, 45⅞; Consol. Coal of Md., 54⅞; Maryland Coal, 26¼; Pennsylvania Coal, 225; American Coal, 59; Cumberland Coal and Iron, 98; Mariposa L. and M., 15⅜; Am. Mer. Union Exp., 67½; Wells-Fargo Exp., 93; U. S. Exp., 73¾; Adams Exp., 95; Brooklyn 6s, W. L. 94½; South Carolina 6s, new, Jan. and July, 20; N. Y. State 7s, B. L. reg., 106; do. 6s, 1873, 112.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 76; Wilmington and Reading 7s, 99½; Lehigh Valley 7s, new, 104; Philadelphia and Reading Gen'l mort. 7s, coupon, 101⅝; do. reg., 103½; do. 7s, new conv., 104; Allegheny Valley 7 3-10s, 92; Belvidere Delaware 3 mort., 81¼; Westchester and Philadelphia R. R. 7s, 103¾; Oil Creek 1st mort. 7s, 94½; Pennsylvania and New York 7s, 97½; Delaware Division Canal, 48; Nesquehoning R. R. 54; and 6th Streets R. R., 51; Pennsylvania Canal 17; Philadelphia City 5s, 1880, 90; do. 1874, 99; do. 6s, old, 1876, 97½; do, 1874, 100. The latest quotations are: City 6s, 96½@96¾; do. free of tax, 101@101¼; Pennsylvania State 6s, 1st series, 101@101½; do. 2d series, 107¼@107½; do. 3dseries, 108@108¾; Philadelphia and Reading 57⅝@57¾; do. Gen'l mort. 7s, coup., 101½@101¾; do. reg., 103½@ 103½; do. mort. 6s, 1880, 93@95; do. 7s, new, conv., 103¾@103⅞; United New Jersey R. R. and Canal Co., 121½@122; Camden and Amboy mort. 6s, 1889, —@96¼; do. 1883, 90@91½; do. 1889, 88@88½; Pennsylvania R. R., 58⅝@58¾; do. 1st mort., 99¾@100⅝; do. 2d mort., 99½@ 100; do. General mort. coupon, 91@92; do. reg., 95@95½; Little Schuylkill R. R., 46⅜@47; Morris Canal, 48@50; do. pref., 120@121; do. 6s, 93@97; Susquehanna Canal, 7@10; do. 6s, 73@ 75; Schuylkill Nav., 7@7¼; do pref., 14@14¼; do. 6s, 1882, 73½@75; do. 1872, 78@80; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 94 @95½; do. 5s, 59@61; Lehigh Coal and Navigation, 39⅛@39⅜; do. 6s, 1884, 87½@88; do. R. R. Loan, 93½@93¾; do. Gold Loan, 91@91; North Pennsylvania, 46½@48; do. 6s, 95@96½; do., 7s, 97@97; do. Chattle 10s, 110@112; Philadelphia and Erie, 25@26¼; do. 6s, 91@91; Minehill, 52½@53½; Catawissa, 20¾@21½; do. pref. 44@44¼; do. new pref., 32@33⅜; do. 7s, 1900, 100@101; Lehigh Valley, 60⅞@61; do. 6s, new coupon, 96@97; do. reg., 98@98; do. 7s, 103¾@104¼; Fifth and Sixth streets, (horse,) 51 @51; Second and Third, 59@60; Thirteenth and Fifteenth, 18@23; Spruce and Pine, 31½@32¼, Green and Coates, 48@50; Chestnut and Walnut, 57@60; Hestonville, 19@20; Union, —@73; Germantown, 34@—.

Boston.—Michigan Central scrip, 107¾; do. 8s, 1890, 106½; do. 7s, 1902, 99½; Vermont Central Equipment 8s, 75; Chicago, Burlington and Quincy 7s, 94¼; do. rights, 5 62½; Atchinson, Topeka and Santa Fe R. R., 23¾; do. L. G. 7s, 76; do. 1st mort. 7s, gold, 76; Ogdensburgh and Lake Champlain 8s, 1890, 75¾; Vermont Central 1st mort. 7s, 33; do. 2d mort., 12½; Cedar Rapids and Missouri 7s, 1916, 87¼; Eastern R. R. 7s, 1882, 100¾; do. 6s, 1888, 90; Maryland and Delaware R. R. 6s, 50; Kalamazoo and South Haven 1st mort. 8s, 1889, 100⅜; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 85; New Bedford and Taunton R. R., 159; Cincinnati, Sandusky and Cleveland R. R., 19½; do. pref., 35½; Burlington and Missouri R. R. in Nebraska, 65½; do. 8s, 100⅛; Rutland pref., 53; do. scrip No. 1, 85½; do. No. 3, 82; Portsmouth, Gt. Falls and Conway R. R., 95; Providence and Worcester R. R., 143; Worcester and Nashua R. R., 134¾; Connecticut and Passumpsic Rivers R. R., 89¼; Burlington and Missouri River R. R. new, 66¼; Eastern (N. H.) R. R., 102; Cary Imp., 13; Boston Water Power, 39¾; do. scrip, 69; Brookline Land, 6⅝; Waverly Land, 4⅝; Massachusetts 5s, 1894, gold, 100⅝; do. 6s, 1876, gold, 110⅝; Maine 6s, 1889, 99⅞; New Hampshire 6s, 1892, 98¾; Belfast 6s, 1899, 90; Portland 6s, 1887, 95½; St. Louis 6s, 1889, 88½; Boston 6s, 1880, currency, 99¼; do. 5s, 1878, gold, 100¼; do. 1884, gold, 98½; Cook Co., Ill., 7s, 1892, 97½; Cincinnati 7s, 102; Chicago 7s, 98¼; Au-

gusta 6s, 1887, 90; Allouez Mining Co., 21⅜; Astor, 30c.; Calumet and Hecla, 157; Dana, 1¼; Dawson Silver, 62½c.; Eagle River, 1; International Silver, 1¾; Manhattan, 62c; Mesnard, 2¾; Native, 25c; Pontiac, 1⅝; Petherick, 4⅜; Phœnix, 24; Rockland, 3; Ridge, 12; Shuniah Silver, 2⅛; Star, 2¼; St. Clair, 3¼.

Baltimore.—Orange and Alexandria 2d mort. 6s, 87½; do. 4th mort. 8s, 80½; Northern Central 6s, 190C, gold, 92½; Orange Alex. and Manasses 7s, 77¾; Central Ohio 1st mort., 86⅞; Virginia Central R. R. 8s, 96¾; Virginia and Tennessee 2d mort. 6s, 77¾; do. 3d mort. 8s, 88¼; Wilmington, Columbia and Augusta 7s, 81¼; Maryland Defense bonds, 104; Atlantic coal, 2.10. The latest quotations are: South Side 1st mort., 8s, 87½@90; do. 3d mort. 6s, 66@70; Wilmington, Columbia and Augusta bonds, 80⅜@81¼; Pittsburg and Connellsville 7s, 1898, 92½@93⅛; Baltimore and Ohio, 165@170; do. pref., 96@100; do., 6s, 1875, 97@98; do., 1880, —@97½; do., 1885, 97½@98; Parkersburg Branch, 11@—; Northern Central, 89¼@40; do. 6s, 1885, 93¼@93½; do., 1900, 90@—; do., 6s, 1900 gold, 92¼@92½; N. W. Va. 1st mort., ——@——; do., 2d mort., —@—; do., 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 98½@—; do., 2d mort., 7s, 90@92; do., 3d mort., 8s, 82¼@83; Central Ohio, 38½@40; do., 1st mort., 86⅛@87; Western Md. 1st mort. 6s 1890, 80@—; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 97@97; do. 2d mort pref., 73@80; do., 2d mort. guar. by Washington Co., 79@84½; Richmond and Danville 1st mort., 77@78½; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort 6s, 87½@88; do., 3d mort. 8s, 95@97; do., 4th mort. 8s, 80⅛@81; Orange, Alex. and Manassas 7s, 77⅛@77¾; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@78½; do. 8s, 3d mort., 88@89; Baltimore 6s, 1875, 99½@99½; do., 1884, 98½@98½; do. 1886, 98@—; do., 1890, 97¼@97¾; do., 1893, 97@97; do. 1893, exempt, 100½@101; do., 1900, exempt, 98⅝@99; do. 1900, new, 96@98⅝; do. 1902, 98@99¼; Memphis City 6s, 60@60¼; Maryland Defense Loan, 1883, 103¾@104⅜; Virginia 6s, old, 35@—; do. consol. 6s, 56@56½; do. reg. 51@53; do. coupon, 79¾@80; West Virginia, 14@15; City Passenger R. R., 22@22½; George's Creek Coal, 118@125.

Chesapeake & Ohio Road and Connections.

The newly opened Chesapeake and Ohio Railroad line, connecting the navigation of the Atlantic with that of the Ohio River, is now in successful through operation. Freights are continually passing from Cincinnati to Richmond destined for the Southern seaboard ports. Connection is made at Richmond with the railroad lines leading to Southern ports, and with the Old Dominion line of steamships for New York. Freights at the West are accommodated by lines of steamboats plying to Louisville and Cincinnati. Within a year it is expected that rail lines also will connect with the latter points. The advantages of cheap water-line connections is so conspicuous that very low rates are practicable between the Ohio River cities and the seaboard, by this route. Low grades and cheap fuel will enable this road to enter directly into competition for the transportation of the super-abundant cotton, corn, provisions, cattle, flour, and breadstuffs of the mid-western States.

The coal deposits along the line of the road, in the Kanawha Valley are so superior that both Eastern and Western markets will draw fuel, gas coal, and iron from this source. New iron furnaces are in contemplation in both Eastern and Western Virginia. When the wharves and shipping facilities at Richmond are perfected it will inaugurate a new and important line of transit for freights to and from Europe and the West.

Union Pacific Railroad.

The return of the traffic department of the Union Pacific Railroad Company is as follows:

	Dec., 1872.	Dec., 1871.
Earnings	$757,850 92	$469,932 06
Expenses	315,829 23	317,414 30
Net earnings	$406,021 69	$152,517 76
Increase gross earning for December.		287,918 86
Increase net earning for December		253,503 93

	1872. Jan. 1 to Dec. 31.	1871. Jan. 1 to Dec. 31.
Earnings	$8,892,605 63	$7,521,682 17
Expenses	4,800,579 48	3,600,566 86
Net earnings	$4,092,026 15	$3,921 115 31
Increase gross earnings for year 1872 over 1871		$1,370,923 46
Increase net earnings for year 1872 over 1871		170,910 84

Vermont Central Railroad.

A dispatch from Ogdensburg, N. Y., says a decision has been rendered in the Supreme Court against the Trustees and managers of the Vermont Central and Vermont and Canada Roads. The suit was brought to recover about $1400—for supples furnished the Ogdensburg and Lake Champlain Road, leased by the defendant roads, and property on the road was attached. A motion was made to dissolve the attachment, which motion was granted on the ground that all the property was held under authority of the Court of Vermont, in trust, and for the purposes of the trust, and could not be attached on a suit brought against the trustees in their official capacity; but that John Gregory Smith, W. C. Smith, Joseph Clark, B. P. Cheney and Lawrence Barnes, trustees and managers, were personally liable for all debts and contracts made by them.

☞ The St. Paul *Pioneer* of March 9, says Mr. John P. Robson, with a party of twenty-nine persons, who have been engaged since June last in exploring for a line for the Canada Pacific Railroad from Neepigon to Fort Garry, arrived in that city the previous evening, having walked from Neepigon to Duluth, 280 miles. They have surveyed and located 420 miles of road, being the distance (by surveyed line) between Neepigon and Fort Garry. The line is an excellent one.

☞ The Public Library of Kentucky is one of the grandest philanthropies of this nineteenth century, and is financially the soundest institution of the kind in the whole United States. The Third Grand Gift Concert in aid of the Library will be given at Lonisville on the 8th of April next, and people who wish to share in the half-million dollars currency to be distributed must order tickets at once.

☞ The estimated earnings of the Kansas Pacific Railway for the fourth week of February are: freight, $38,843 44; passengers, $17,779 72—total, $56,622 16.

BANKING-OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK. Mar. 12, 1873.

☞ The **Chesapeake and Ohio, the Central Pacific and Western Pacific Bonds,** all of which have been negotiated by us, we believe to be among the best and most desirable Investment Securities in the market, which in time must become very scarce; especially as the Government will probably pay off during the year, in gold, $300,000,000 FIVE-TWENTIES and a large amount of money thus released from investment must find its way into this class of securities.

The **Chesapeake and Ohio Six Per Cent. Gold Bonds,** the total amount of which is only $15,000,000, are secured upon a property worth $35,000,000 to $40,000,000, and are fully equal in intrinsic value to the CENTRAL PACIFIC BONDS. They are issued in denominations of $100, $500, and $1,000, coupon or registered, and at their present market price, 87⅛ and accrued interest, are very desirable.

The **Central Pacific Six Per Cent. Gold Bonds** are too well known to require description or commendation. Their total amount is $25,885,000; they have for a long time ranged in market price near or above par. Their price to-day is 103¾@104.

The **Western Pacific Six Per Cent. Gold Bonds** amount to $2,735,000. This road is now consolidated with the CENTRAL PACIFIC, and the payment of its bonds, principal and interest, is assumed by the latter. As they have recently been introduced on the Stock Exchange, we expect to see them rapidly rise to the price of CENTRAL PACIFICS, being substantially the same in character and value. Coupon Bonds, $1,000 each. Their market price to-day is 94¾@95.

We buy and sell, as usual, Government Bonds, receive deposits, on which we allow interest, make collections, and conduct a general banking business in all its branches.

FISK & HATCH.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 1, at 231,678 tons, and for the coal year at 2,319,527 tons, against 2,381,668 tons to corresponding time last year, being a decrease of 62,141 tons. The bituminous tonnage for the week is 37,023 tons, and for the year 276,344 tons, giving a total of all kinds for the week of 268,701 tons, and for the year 2,598,871, being an increase as against production to same time last year of 24,114 tons.

☞ The Red River *Star* learns that Gen. Thos. L. Rosser, late chief engineer of the Dakota Division of the Northern Pacific Railroad, and John Ross have concluded a contract with the Directors of the Canadian Pacific Railroad for the construction of a goodly portion of their line, commencing at Fort Garry and running east. The bonds given by these gentlemen for the completion of the work in question amounts to the round sum of $7,000,000.

☞ The president has reappointed the present Government Directors of the Union Pacific Railroad company. They are Hiram Price and James F. Wilson, of Iowa; C. Harrison, of Indiana; J. H. Millard, of Nebraska, and D. S. Ruddock, of Connecticut.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY OF, FOR INJURIES TO ITS EMPLOYES SUSTAINED IN ITS SERVICE—WHO ARE FELLOW-SERVANTS.

The facts in the recent case of Wonder *vs.* The Baltimore and Ohio Railroad Company, (32 Maryland, 111,) are fully and clearly stated in the following opinion by—

ALVEY, J.—This is an action by an employee against his employer, to recover for an injury received while engaged in the work for which he was employed, by reason of defective machinery that he was required to operate.

The plaintiff was a brakeman in the employ of the defendant, on one of its burden trains, and, while engaged in his work, he received the injury complained of, which was occasioned by an alleged defect in the brake to one of the cars that he was using in the regular course of his duty. The supposed defect consisted in the use of a hook instead of an eye-bolt on the brake, and in having the point of the hook turned the wrong way. In attempting to use the brake, in consequence of the defect, the plaintiff was suddenly thrown from the car to the track, and was caught between the brake-shaft and the trucks of the car and dragged a considerable distance, and seriously injured. He alleges that there was negligence on the part of the defendant in regard to the use of this defective brake and that he is entitled to recover from the company the damages sustained by him as the consequence of such negligence.

It is now settled that there is no contract obligation imposed upon the master, from the mere relation that he bears to the servant, to provide machinery of any particular character or description, to be operated by the latter, nor is there any implied undertaking on the part of the former, resulting from the mere relation as employer, that the machinery shall be kept free from defects such as may expose the servant to danger. The servant is a free agent to select the employment into which he enters, and in contracting for the wages that he is to receive, must be supposed to take into account the risks to which the employment may expose him, and among those risks are the defects and accidents of the machinery, and the negligence and want of caution of fellow-servants in the common employment. To hold the master liable to the servant for all the injuries resulting to the latter from defects in machinery or materials upon which he may be employed, or from the negligence of fellow-servants, engaged in the common employment, would go far to impede, if not to make it impossible, to carry on many of the great works of the country. All that can be required of the master, and for the neglect of which he is responsible to the servant, is, that he shall use due and reasonable diligence in providing safe and sound machinery, and in the selection of fellow-servants of competent skill and prudence, so as to make it reasonably probable that injury will not occur in the exercise of the employment. He is required, also so far as he can by reasonable care, to avoid exposing his servant to extraordinary risks, which could not have been reasonably anticipated at the time of the contract of service, though, as to such extraordinary risks, it would seem the master does not guarantee against them.

From these general principles it follows that the master is not liable to his servant for any injury occasioned by a defect of machinery furnished to the latter to operate, unless he was negligent in providing such machinery, or, if he knew of the defect, in omitting to warn the servant of its existence. And, where the defect producing the injury complained of, was the consequence of the incompetency or neglect of a fellow-servant, or where the origin of the defect did not appear, it has been held that the master was not liable to his servant, it not appearing that he had been guilty of negligence, either in selecting the fellow-servant or in providing the machinery in which the defect occurred. Brown *vs.* Accrington Cotton Co. 3 Hurlstone & Co. 511.

Who is a fellow-servant, within the meaning of the rule has been a question of some diversity of decision, though the decided weight of authority is to the effect that all who serve the same master, work under the same control deriving authority and compensation from the same source, and are engaged in the same general business though it may be in different grades and departments of it, are fellow-servants, each taking the risk of the other's negligence. Or, to state the rule more generally, in the language of a decision that has been approved by this court. "All who are engaged in accomplishing the ultimate purpose in view—that is, the running of the road—must be regarded as engaged in the same general business, within the meaning of the rule." O'Connell *vs.* B. and O. R. R. Co. 20 Md. 212. It follows, therefore, that the brakeman on the train is in the same common employment with the mechanics in the shops to repair and keep in order the machinery, and with the inspector of the machinery and rolling stock of the road, and the superintendent of the movement of trains. Farwell *vs.* Boston and Worcester R. R. Co., 4 Metc. 49. If, therefore, the defect in the brake that caused the injury in the present instance existed by reason of the neglect or want of care on the part of such employes of the defendant, the latter cannot be held liable, unless there has been negligence in the selection of those servants, and the *onus* of proof of such negligence is on the plaintiff. 27 Md. 589.

The case of Searle *vs.* Linsday, well illustrates this. There the plaintiff was employed by the defendant as their third engineer on board their steam vessel. While turning a winch, one of the handles came off, in consequence of the want of a nut or pin to secure it, and the plaintiff was thereby seriously injured. He was, with others at work at the winch by the orders of the chief engineer, who knew that the instrument was out of order, but was, nevertheless, a competent person for the position he occupied. There was no evidence of personal negligence on the part of the defendants, and it was held that the chief engineer and the plaintiff were fellow-servants, and that, as the defect existed by reason of the negligence of the chief engineer, whose duty it was to see that the machinery was kept in proper condition, the plaintiff could not recover. And, in the concurring opinion of Mr. Justice Williams in that case, the law is briefly but clearly stated that governs cases like the present. He said: "I think there was no foundation for the argument that Simpson, the chief engineer of the vessel, and the plaintiff stood in any other relation towards each other than that of ordinary fellow-servants. Then, applying the rule of law which is now firmly established, the common employer is not liable to either for an injury sustained through the negligence of the other. In order to take this case out of the ordinary rule, it was contended that here there was negligence on the part of the employers themselves. In order to make that out, there must be reasonable evidence to show they were to blame, either in respect to their not having provided proper machinery and appliances, or not having retained competent workmen. I do not find any evidence at all of any default in either of these particulars. If the winch was out of order, it was owing to Simpson's negligence. There was no evidence, nor any suggestion, that Simpson was not a perfectly competent engineer." And such was the view of all the judges.

In the case before us, the question depending upon a diversity of opinion, as to whether the eye-bolt or the hook is the better mode of fastening the brake is immaterial, as both seem to be approved appliances, tested by trial and experience, and if it were conceded that the eye-bolt has superior merits, it by no means follows that the defendant was bound to discard the hook that had been used for a long time and on so many of its cars, without accident. A master is not bound to change his machinery, in order to apply every new invention or supposed improvement in appliances, and he may even have in use a machine, or an appliance for its operation, shown to be less safe than another in general use, without being liable to his servants for the consequences of the use of it. If the servant thinks proper to operate such a machine it is at his own risk; and all that he can require is, that he shall not be deceived as to the degree of danger that he incurs. 1 Redfield on Railways 521.

As to the defective attachment of the hook, it was shown to have been the duty of the employes, Fairbanks, Buckingham and Day, to see that the cars and their appliances were kept in proper and safe repair. Whatever negligence, therefore, may have existed in regard to the arrangement of the brake, and of the defective attachment of the hook thereto, was the negligence of those employes, the fellow-servants of the plaintiff; and there is an entire absence of evidence to show that there was the least negligence on the part of the defendant in the selection and employment of those servants; but, on the contrary, there is the most abundant evidence that such servants were of sufficient competency and skill; nor is there the slightest evidence in the case, that any superintendent or other agent, having control and general direction of the employes, and for whose negligent conduct the defendant would be responsible to the plaintiff, ever had knowledge of the defective condition of the brake before the occurence of the injury. The proof wholly failing in these important particulars, the court below could not have done otherwise than to instruct against the plaintiff. The essential proof of the gravaman of the action was wanting, and of course the plaintiff could not recover.

For these reasons the judgment will be affirmed.

Judgment affirmed.

☞ Six new locomotives are to be put on the Cleveland, Columbus, Cincinnati and Indianapolis Railroad this month, and one thousand additional freight cars.

Vienna Universal Exhibition.

The following is a copy of the joint resolution passed by Congress to enable the people of the United States to participate in the advantages of the international exposition to be held at Vienna in eighteen hundred and seventy-three:

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to enable the people of the United States to participate in the advantages of the international exhibition of the products of agriculture, manufactures, and the fine arts, to be held at Vienna in the year eighteen hundred and seventy-three, there be, and hereby is appropriated, out of any money in the treasury not otherwise appropriated, the sum of two hundred thousand dollars, or so much thereof as may be necessary for the purpose herein specified, which sum shall be expended under the direction of the Secretary of State: *Provided*, That the president be authorized to appoint a number of practical artisans, not exceeding eight, and of scientific men not exceeding seven, who shall attend said exhibition and report their doings and observations to him, and whose actual and reasonable expenses, not to exceed one thousand dollars each, shall be paid from such fund; and the president be further authorized to appoint a number of honorary commissioners, not to exceed one hundred, who shall receive no pay for their expenses or otherwise: *And provided further*, That no person so appointed shall be interested, directly or indirectly, in any article exhibited for competition: *And Provided*, That not more than fifty thousand dollars shall be expended for salaries and expenses of all persons receiving appointments to places authorized in this resolution, and not more than five thousand dollars shall be paid for salary and expenses to any one person.

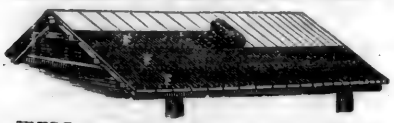
Section 2. That the governors of the several States be, and they are hereby requested to invite the patriotic people of their respective States to assist in the proper representation of the handiwork of our artisans, and the prolific sources of material wealth with which our land is blessed; and to take such further measures as may be necessary to diffuse a knowledge of the proposed exhibition, and to secure to their respective States the advantages which it promises.

Section 3. That it shall be the duty of the Secretary of State to transmit to Congress a detailed statement of the expenditures which may have been incurred under the provisions of this resolution.

Approved February 14, 1873.

☞ The President of the Washington, Cincinnati and St. Louis narrow gauge railroad contemplates letting it to contract in April from Harrisonburg, Va., to Highland Court-house.

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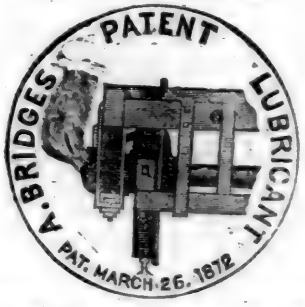
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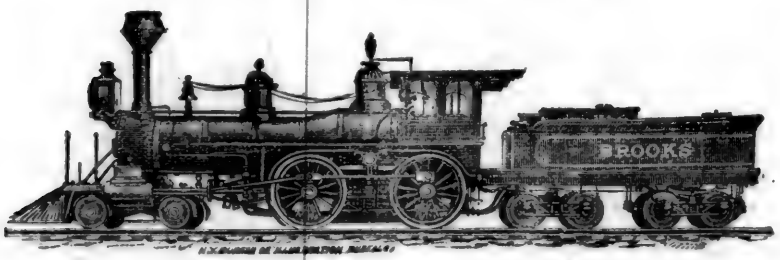
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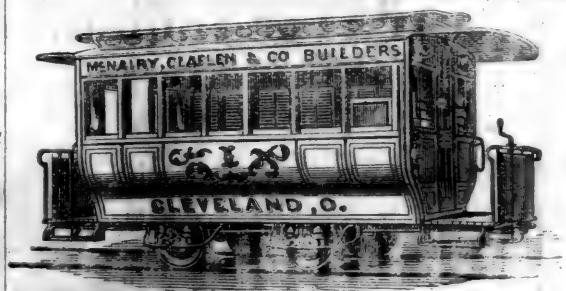
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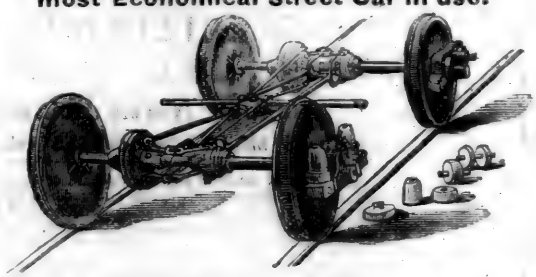
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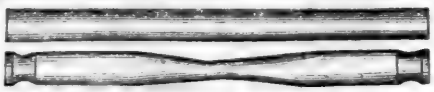
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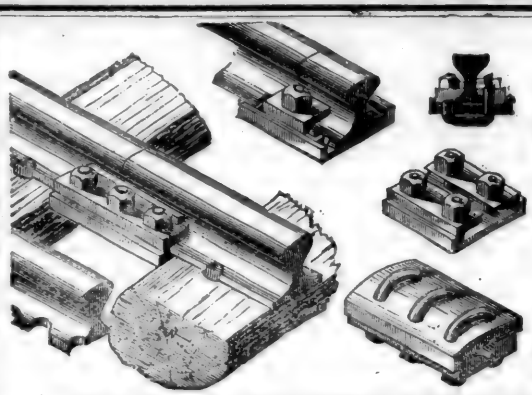
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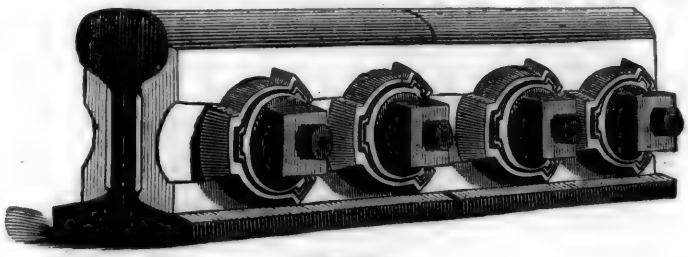
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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXIX., No. 12.] SATURDAY, MARCH 22, 1873. [WHOLE No. 1,926, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, March 22, 1873.

Connecticut and Passumpsic Rivers R. R.

A special meeting of the stockholders of this company was held at White River Junction on the 14th inst., to take into consideration the plan proposed by the president, Mr. Emmonds Raymond, to consolidate the funded debt and a small floating debt into one class of securities. The excellent financial condition of the road was stated and the necessary votes were passed to take up all of the various classes of notes and bonds now in existence and issue $1,500,000 seven per cent first mortgage bonds on the road, rolling stock and franchise, to bear date April, 1873, payable in 1896. The road thus mortgaged is 110 miles in length, is thoroughly equipped, and its net earnings last year $308,000, the stock paying a semi-annual dividend of three per cent. The million and a half mortgage not only covers the main line, but a connecting road, mortgaged to the Passumpsic for money advanced, is included.

☞ The Pennsylvania Railroad Company give notice to the stockholders that they will have the privilege of subscribing at par to the stock of the company in the proportion of thirty-three and one-third per cent of the number of shares registered in their names April 1, 1873. Those entitled to a fraction of a share can subscribe for a full share. All subscriptions must be made between May 1 and 24, 1873, and no subscription will be received after the latter date. The following are the dates of payment: First installment of fifty per cent between May 1 and 24, 1873, and the remainder (fifty per cent) to be called for on sixty days' notice, in installments not exceeding twenty-five per cent at any one time. The privilege of taking new stock may be sold by any shareholder. The new stock can be paid for in full at time of subscription, if desired.

TO INVESTORS.

To those who wish to REINVEST COUPONS or DIVIDENDS, and those who wish to INCREASE THEIR INCOME from means already invested in other less profitable securities, we recommend the Seven-thirty Gold Bonds of the Northern Pacific Railroad Company as well secured and unusually productive.

The bonds are always convertible at Ten per cent. premium (1.10) into the Company's Lands at Market Prices. The rate of interest (seven and three-tenths per cent. gold) is equal now to about 8¼ currency, yielding an income more than one third greater than U. S. 5-20s. Gold Checks for the semi-annual interest on the Registered Bonds are mailed to the postoffice address of the owner. All marketable stocks and bonds are received in exchange for Northern Pacifics ON MOST FAVORABLE TERMS.

JAY COOKE & CO.

New York, Philadelphia and Washington.

Winter along the Northern Pacific Railroad.

Mr. W. Milnor Roberts, Chief Engineer of the Northern Pacific Railroad, in a letter dated February 27, 1873, makes the following authentic statement:

On the finished line across Minnesota, from Duluth to Fargo, the road has been run all winter with remarkable regularity and freedom from snow difficulties. There has been less necessary delay on the Northern Pacific Road this winter than upon the roads east of it to Chicago and New York. Considerable snow has fallen in eastern Minnesota this winter, but there has not been an unusual amount in the western part of the State and across Dakota. The occasional snow fences opposite the excavations have served their purpose well.

In common with the rest of the country and with Europe, Minnesota, Wisconsin, Iowa and the entire Northwest have had a most unusual winter season. There have been some days of very severe weather, but it was quite as cold about the same period in most of the Eastern States.

In January, at Duluth, the thermometer ranged as follows during the middle of the day; average, 12 deg. above zero; lowest on the 9th when it was 8 deg. below zero; the highest, 22 deg. above, on the 20th. Absolute lowest, early in the morning of the 28th, 25 deg. below zero. At Duluth, in February, to the 15th, average, 20 deg. above; lowest, 1 deg. below; highest, 31 deg. above zero; absolute lowest, early in the morning of 2d, 17 deg. below.

At Fargo, on the western border of Minnesota, in the open prairie of Red River Valley, the range of the thermometer in January was as follows; average, 6 deg. above; lowest, 16 deg. below; highest, 31 deg. above zero; absolute lowest, early in the morning of the 9th, 30 deg. below zero. At Fargo, in February, to the 15th, the average was 11 deg. above; lowest, 10 deg. below; highest, 33 deg. above; absolute lowest, on the 1st, 10 deg. below zero.

In the Rocky Mountains, east of the main divide, at Bozeman, near the highest elevation of the Northern Pacific route, from the 5th to the 25th of January inclusive, the average temperture was 35 deg. above zero; lowest, 22 deg. above; highest, 44 deg. above; absolute lowest, early in the morning of the 23d, 16 deg. above zero. It is noticeable how much milder the weather has been at Bozeman, near Fort Ellis, and about 5,000 feet above the sea, than in Minnesota and Wisconsin, near the level of the lakes. The farmers of western Montana began their spring ploughing in the latter part of January, the winter in that section being considered over, and the roads were dry and dusty.

On the western slope of the Rocky Mountains, in eastern Washington Territory, the local papers state that the farmers of Walla Walla valley were ploughing their fields on the 26th of January, though the early part of the winter had been, as elsewhere, unusually cold for the region.

The winter climate along the Pacific division of our road, between the Columbia River and Puget Sound, which is in regular daily operation, may be inferred from the fact that at Portland, Oregon, the average temperature for January was 45 deg. above zero; the highest was 58 deg. and the lowest 34 deg. above. Snow fell on one day, the 2nd, to a depth of two and a half inches. Grass has been green throughout the winter about Puget Sound, and several varieties of flowers were in bloom out of doors in January and February.

Our experience on the finished line, and authentic reports from the remainder of the route, satisfy me that the Northern Pacific Road, if completed from Lake Superior to Puget Sound, would have been kept in regular operation the entire distance the last winter without difficulty.

Chicago and Alton Railroad.

The earnings of this road for the years ending December 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$1,278,793 44	$1,329,714 83
" freight	3,740,203 07	3,607,604 90
" express	84,949 42	94,868 65
" U. S. mail	74,050 54	77,171 64
" miscellaneous	105,913 76	46,927 69
	$5,278,910 23	$5,156,325 71
Expenses viz:		
Conducting transp.	$722,652 30	$902 508 95
Motive power	829,898 56	910,273 49
Maintenance of way	976 819 18	861,575 64
" cars	300,163 02	335,214 88
Taxes	117,757 97	128,858 30
General expenses	133,523 74	128,747 01
	$3,080,824 77	$3,277,178 27
Net earnings	$2,198,085 46	$1,879,147 44
Add balance to credit of income account, December 31, 1871		446,955 81
Total to be accounted for		$2,326,103 25
Disbursed as follows:		
Interest on bonds		$299,224 78
Interest on script, convertible September 1, 1875		9,431 37
Payments to sinking funds		82,000 00
Rent paid Joliet & Chicago R. R. Co.		133,736 65
Rent paid St. Louis, Jacksonville and Chicago R. R. Co.		240,000 00
Rent paid Louisiana and Missouri River R. R. Co.		112,454 17
Dividends, March and September, 1872, five per cent each		1,135,080 00
Government tax on dividends, etc.		10,403 13
Balance December 31, 1872		303,773 15
Total, as above		$2,326,103 25

The gross receipts from traffic were $122,581 52, or about 2.3 per cent less than those of the preceding year. The net receipts were $318,938 02, or about 14¼ per cent less than those of the preceding year.

The operating expenses (exclusive of taxes) amount to 61 per cent of gross receipts; including taxes 63.6 per cent. During 1871 the operating expenses were 56.13 and 58.36 per cent respectively. The president in his report says:

The causes that have produced this unsatisfactory result, may be mainly traced to the "Chicago Fire," and are, therefore, exceptional. During the greater part of the year, owing to the destruction of warehouses, it was impossible to obtain storage for grain arriving at Chicago on your line, without resorting to very expensive expedients, the cost of which is charged in the account of operating expenses. For a considerable portion of the year storage could not be had at any cost. Traffic in grain to Chicago ceased, and was forced by different channel to other markets.

The transportation of grain and lumber comprise the most important part of the traffic on your lines, and the measure of the latter is determined by the amount of the former to a very great degree; for the reason that the farmer generally makes his purchases of lumber with the proceeds of, and at the place where he finds a market for his grain. With a much larger amount of grain in the country than during the preceding year, the amount shipped to Chicago over your line was reduced one and one-half millions of bushels, and the return freights in lumber were reduced nearly eighty millions of feet.

At nearly every important station on your line we have competition by other railways for eastern bound traffic, and the through rates are thereby very much reduced. Under ordinary circumstances the comparatively low cost of lake and canal transportation, of which we take advantage during the season of navigation in forwarding freight to the Atlantic cities, enables us to obtain fair rates upon our part of the through route; but during the past year the capacity of the lake vessels was found to be quite inadequate to meet, in addition to the ordinary demands, the very extraordinary one for transporting materials for the rebuilding of Chicago. The result was an advance of from 200 to 300 per cent in lake freights, which compelled us to accept very much less than our usual proportion of the through rate.

There has been expended during the year $83,284 54 in replacing or in paying for property destroyed at the Chicago Fire, and not covered by insurance. That sum has also been charged in the accounts of operating expenses.

On lines like yours where very few persons travel except on business, a reduction of freight traffic from any cause, reduces the passenger traffic also in some degree. Other causes, however, such as the general increase of population and business of the country have resulted in more than balancing the reduction, and the receipts for the year show an increase of $55,921 39, or 4.4 per cent. The number of passengers transported during the year was 772,506, an increase of about 8 per cent over the preceding year. Of the whole number 5.5 per cent were through passengers, and 94.5 per cent way passengers.

The average sum paid by each passenger, including through and local, was one dollar and seventy-two cents.

As already indicated, the reduction in traffic receipts is due wholly to the reduced rates received for the transportation of freight, the total amount being $132,560 17, or 3.5 per cent less than the preceding year. While the tonnage transported shows an increase of 6.88 per cent. The aggregate, transported during the year is 3,203,597,161 pounds, including 959,162,420 pounds, or 480,000 tons of coal.

The coal traffic shows an increase 25.5 per cent during the past year.

The proportion between through and local freights being 11.26 per cent of the former to 88.74 of the latter.

The condition of your property has been, in all departments fully maintained, and is fully equal to that of the best roads in the West.

Two thousand five hundred tons of steel rails; four thousand eight hundred and twenty-three tons of new and re-rolled iron rails; one hundred and eight tons of track spikes; two hundred tons of splices and bolts, and one hundred and sixty-two cross ties have been used in repairs and replacement of materials in tracks.

Ten and one-quarter miles of new side-tracks have been constructed during the year.

A building for the general offices of the company at Chicago; fifteen new station houses; two new engine houses, eleven new water stations, and many other additions to the buildings of the company have been constructed during the year.

The number of locomotives owned by your company at the close of the year, was one hundred and forty-four, of which nineteen were purchased during the year, of the Schenectady Locomotive Works. One hundred and thirty one are "coal burners," and thirteen are "wood burners."

The whole number of miles run by locomotives during the year was 3,902,102, an increase of 16 per cent over the mileage of the preceding year.

The cost of motive power per mile run, compared with 1871, is as follows:

1871.		1872.	
Repairs	7.04 cents.	Repairs	6.12 cents.
Wages	6.54 cents.	Wages	6.59 cents.
Fuel	8.00 cents.	Fuel	7.84 cents.
Oil & waste	0.85 cents.	Oil & waste	0.86 cents.
Cleaning etc.	1.26 cents.	Cleaning etc.	1.20 cents.
Total	23.69 cents.	Total	22.11 cents.

Showing a reduction of 1.58 cents per mile.

The amount of coal consumed was 89,084 tons; the amount of wood, 14,968 cords. The distance run per ton of coal was 40 miles; the distance per cord of wood, 42 miles.

Six first-class passenger coaches, two baggage cars, two hundred house freight cars, one hundred stock cars, one hundred platform cars, forty-six combination cars, four drovers' cars, one tool car and one wrecking car, have been constructed at the shops of the company, and added to the car equipment. One paymaster's car, twenty house cars and twenty platform cars have been constructed to replace cars burned at the Chicago Fire.

The number and description of cars upon your line at the close of the year, may be stated as follows:

Pullman Palace Sleeping Cars	12
Pullman Dining Cars	5
Passenger Coaches	57
Baggage Cars	4
Baggage and Mail Cars	9
Baggage and Express Cars	3
Express Cars	8
House Freight Cars	1,614
Combination (house and stock) Cars	151
Stock Cars	397
Platform Cars	739
Drover's Cars	11
Paymaster's Car	1
Tool and Wrecking Cars	7
Total	3,018

The lines operated by your company at the close of the year, are as follows:

Chicago to Joliet (under perpetual lease	38
Joliet to East St. Louis (owned by your Co.)	242
Dwight to Washington, with branch to Lacon (owned by your company)	79.8
Bloomington to Godfrey—St. Louis, Jacksonville, & Chicago R. R. (perpetual lease)	150.6
Roodhouse to Louisiana (owned by your company)	37.6
Louisiana to Jefferson City—Louisiana and Missouri River R. R. (under perpetual lease	101.1
Total miles	649.1

On the "Main Line" between Chicago and East St. Louis there are 30½ miles of double main track, and 61 3 5 miles of side tracks. On the several other lines the aggregate length of side tracks is 26.65 miles, making a total on all the lines of 88¼ miles of side tracks. That part of the Louisiana and Missouri Road between Louisiana and Mexico (on the line of the St. Louis, Kansas City and Northern Railway) was open for traffic at the commencement of the year. The line from Mexico to Fulton, 24½ miles, was opened for traffic March 6th, and the line from Fulton to Jefferson City, 25½ miles, July 16th, 1872.

Our experience in operating the leased lines, has in all cases demonstrated the advantages claimed for them when the leases were made. The Joliet and Chicago Railway forms the trunk line of the system, and is indispensable to it.

The St. Louis, Jacksonville and Chicago Railway is developing increased traffic each year, and is a very valuable line to your company. In addition to the traffic upon its line, it contributed traffic to the amount of $495,414 70 to the Chicago and Alton line during the past year. By reason of the ice blockade at the ferry over the Mississippi River, at Louisiana, during the months of January, February and December, very little traffic could be done in connection with the Louisiana and Missouri River Road.

During the period of nine months when the river was unobstructed, the aggregate number of cars (passenger and freight) passing the ferry connecting that line with yours, was nineteen thousand six hundred and ninety-nine being an average of about eighty-four cars per day, a very satisfactory result under the circumstances. While this brief experience demonstrates the importance of the traffic for which we are seeking in that direction, and leads us to believe that our anticipa-

tions as to the value of that line will be ultimately realized, it also demonstrates the importance of a bridge over the Mississippi River to take the place of the ferry. Competing lines in that direction are provided with bridges, and if such was not the case, a railway traffic which is liable to absolute blockade, for one fourth of the year cannot be conducted profitably or to the satisfaction of those upon whom its success depends.

Careful examinations and estimates are now being made to ascertain the cost of the bridge. From approximate estimates it is believed that a permanent structure of stone and iron can be built at a cost which will fall considerably below one million of dollars.

The cost of maintaining and operating the ferry, including switching engines, &c., connected with it during the past year was $75,299 97. The revenue on a bridge computed at the rates charged on the Quincy Bridge—taking the actual traffic during the nine months already referred to as a basis—would be at the rate of $82,360 60 per annum; which without any increase of traffic, would probably be sufficient to meet the interest on the cost of a bridge, leaving the company to reap all the advantages to be derived from the increase of traffic without increased cost of transferring.

The traffic of your line between Chicago and Wilmington, (50 miles), has reached the utmost amount that can be safely conducted on a single track, and the constantly increasing volume renders it imperative do lay an additional track during the present year. On this part of the line almost the entire coal traffic passes from the Wilmington mines to Chicago. The cost of this additional track, including steel rails will be about $950,000. We have reason to believe that increase of traffic on this part of the line, and the economy of maintaining and operating it, will very much more than compensate for the increased capital which will be required.

GENERAL BALANCE, December 31, 1872.

Cost of road and equipment		$14,437,600 65
Machinery and tools		190,119 63
Meyer & Tilden, trustees, bonds, etc., in their hands, per contra		37,813 39
Bonds held by trustees on renewal account		50,000 00
Chicago and Mississippi R. R. Co. bonds, etc., owned by this Co		2,500 00
St. Louis, Jacksonville and Chicago R. R. Co. stock—cost		44,603 84
T. B. Blackstone, trustee, interest in palace cars		20,000 00
Joliet and Chicago R. R. Co. bonds —cost		59,934 88
Income bond script		1,084 50
Louisiana Branch securities—unsold		177,648 96
Louisiana Branch—cost of construction		1,370,932 58
Western Division—cost of construction		1,076,223 23
Louisiana and Mo. River R. R.—cost of construction		1,370,116 73
Louisiana and Mo. River R. R. Co. —advances for interest on bonds, etc., on account of rental		110,060 81
Bloomington city bonds		19,000 00
Post Office Department—due for mail service		19,780 81
Due from insurance companies for property burned		20,267 14
Due from other companies for mileage, track service, etc		18 759 13
Bills receivable and sundry debts due the company		76,199 50
Due from stations		77,317 53
Supplies on hand	$617,717 93	
Less amount set apart for supplies	500,000 00	
		117,717 93
Improvement account		962,534 62
Cash on hand		55,915 00
		$20,316,131 36

Capital stock—preferred		$2,425,400 00
Capital stock—common		8,929,900 00
		$11,355,300 00
Funded debt—		
First mortgage bonds	$2,400 000	
Income bonds	1,100,000	
Sinking fund bonds	199,000	
St. L., J. & C. R. R. Co. guaranteed first mortgage bonds	564,000	
St. L., J. & C. R. R. Co. guaranteed second mortgage bonds	188,000	
		4,451,000 00
Sinking fund—bonds paid and canceled		401,000 00
Common stock convertible script —amount received		995,630 41
Old common stock script outstanding		72 00
Sundry bonds and stock, unissued, per contra		87,813 39
Louisiana and Missouri River R. R. —Engineer's estimates on construction account		1,694,789 26
M. K. Jesup & Co.—paid by them for construction in Missouri from special fund in their hands as trustees		593,882 25
Unclaimed dividends—old		732 70
Unclaimed coupons		1,436 30
Unclaimed wages, including December pay-rolls		175,964 20
Trustees of sinking fund—balance due them		634 32
Balances due other companies for tickets sold, less balances due this company		16,650 17
Due for supplies purchased in December		205,069 14
Due sundry persons and companies		29,262 05
Due St. L., J. & C. R. R. Co. on account of rental		53,072 02
Income account—balance December 31, 1872		803,778 15
		$20,316,131 36

IMPROVEMENT ACCOUNT.

In pursuance of the terms proposed in a circular addressed to the stockholders of the company, under date of April 15th, 1872, 9,956 shares of the common stock of the company were sold at par to stockholders of record, on the 6th day of May ensuing, in the proportion of one share to each ten shares held on that day. Payment for the same was made by installments June 1st, August 1st, and September 2d. At the date last named, scrip was issued, bearing interest at 7 per cent. per annum, payable semi-annually, and convertible into common stock September 1st, 1875.

The amount received for this special account (interest having been adjusted at 7 per cent per annum), was	$995,630 41
There has been expended during the year for locomotives, cars, buildings and additions to the property of the company	962,534 62
Balance	$33,095 79

President.—T. B. BLACKSTONE.

Directors.—John Crerar, Chicago, Ill., Lorenzo Blackstone, Norwich, Conn., John J. Mitchell, St. Louis, Mo.—Term of service expires first Monday in April, 1873. T. B. Blackstone, Chicago, Ill., John B. Drake, Chicago, Ill., D. Willis James, New York.—Term of service expires first Monday in April, 1874. John F. Slater, Norwich, Conn., John A. Stewart, New York, George Straut, Peoria, Ill.—Term of service expires first Monday in April, 1875.

Secretary and Treasurer.—W. M. LARRABEE.

General Superintendent.—J. C. MCMULLEN.

Report of the Chief Engineer of the Texas and Pacific Railroad.

FEBRUARY, 5, 1873.—Message and report read, and three hundred copies ordered to be printed.

EXECUTIVE OFFICE,
AUSTIN Feb. 2, 1873.

HON. E. D. PICKETT,
President of the Senate:

SIR:—In compliance with the resolution adopted by the Senate on the thirty-first ult., I enclose a copy of a report made to me by the Engineer-in Chief of the South Pacific and Trans-continental Railways. This is the only written communication made to me touching the affairs and progress of those railways.

From this report, as well as verbal information, I am led to believe that the managers of these railways are making a vigorous effort to comply with their charter, and that the construction of the road is proceeding with great celerity. Also, that from the operation of causes beyond their control a loss of time for construction of perhaps several months has occurred.

Very respectfully,
EDMUND J. DAVIS,
Governor.

TEXAS AND PACIFIC RAILWAY CO.,
MARSHALL, TEXAS,
Office Chief Engineer.

To His Excellency, E. J. DAVIS,
Governor of the State of Texas:

It is due the State of Texas and the interests I represent as Chief Engineer, that I should make a statement to you of the progress of the work on the Texas and Pacific Railroad.

In June the President of the company, Thos. A. Scott, with a party of the directors, visited the State for the purpose of examining the work they had to undertake; as they then informed you in Austin, they decided to prepare the work for construction, and push it forward as rapidly as possible to completion, in hopes to be able to complete to Fort Worth by January 1, 1874.

The President of the company after a careful inspection of the route as far as Fort Worth, instructed me to place engineering parties upon the entire line from Marshall to San Diego; and to prepare 500 miles in Texas, including the Southern Division from Marshall to Fort Worth, 181 miles, the Jefferson Division from Marshall via Jefferson to Texarcana, sixty-nine miles, the Transcontinental Division from Texarcana to Fort Worth, 235 miles, for work, and to place upon it all the forces I could obtain.

In pursuance of these instructions the line from Longview to Fort Worth, from Marshall to Texarcana, and from Texarcana to Fort Worth was covered with engineering parties with the instructions to prepare the road for letting by October 1, 1872.

Two parties of engineers were also placed upon the route between the Brazos and the one-hundredth meridian, three parties between the one-hundredth meridian and El Paso, three parties between El Paso and the Colorado of the West and Fort Yuma, and three parties on the California Division between Fort Yuma and San Diego, with the view to definitely fix the entire route across the continent.

The surveys of the road are so well advanced that within the next sixty days we will have a connected practicable line across the continent.

These surveys determine that the country is remarkably adapted to the building of a transcontinental road with rapidity at a fair cost.

We also immediately organized the department for construction, with a view of building our road from Marshall, north; Longview, west, Dallas, east, and Sherman east; at the same time, and from each of these points, I am to day ready to lay track.

The grading completed and ready for the superstructure, is from thirty to fifty miles north, east and west from the points mentioned.

Considerable progress has also been made towards bridging the Trinity, at Dallas and Sher-

man. Our arrangements are such that as soon as the railroad lines connecting with us are completed, and navigation on Red River opens, I can deliver material from Pittsburg, New Orleans and Galveston, at those points.

The work upon all the divisions between Marshall and Fort Worth was advised to be let in accordance with the enclosed notice, on the first day of October, and between that day and the fifteenth day of October, the grading ties and bridging upon the entire three divisions were contracted, and between the first day of October and the first of November, most of the contractors moved upon the work and have now been upon the road about two working months. In that time there has been graded and completed, ready for the track over one hundred and fifty miles of road-bed, and upon nearly every mile of the uncompleted road east from Dallas and Sherman, large forces are at work.

Three hundred thousand ties have been delivered on the line, and the bridging is progressing in all its parts.

Large amounts of the company's material is on Red River, in St. Louis, New Orleans and Galveston, consisting of engines, cars, iron, tools, and supplies of all descriptions.

Unexpectedly to us, Red River has remained low, and supplies shipped by us in July and August still remain on the river.

We have now on Red River some $500,000 worth of supplies and material, without which, and until the railroads connecting with us are completed it is impossible to proceed with the track laying.

The want of navigation has added immensely to the cost of our work. That portion of Northeast Texas contiguous to our work being almost destitute of provisions and forage, has forced us to overcome the difficulty and supply our contractors by placing wagon trains between Monroe and Shreveport, and a large class of the provisions consumed here, conveyed by this route has cost us from four to seven and a half cents per pound freight. We have been obliged to take out of Red River, chartering steamboats for that purpose, and bring round by New Orleans, Galveston and the International road, a large part of our tools and heavy supplies destined for Shreveport, besides all provisions of a perishable character which had been shipped by this route were brought round by the routes specified to the terminus of the International Railroad, and then hauled by wagon train to Longview, at a cost of more than double the first cost of the articles so transported. We are delayed at Sherman on account of the non-completion of the Houston and Texas Central Railway, and the Missouri Kansas and Texas Railroad to that point, which we were confident would be completed by December the fifteenth.

This delay has necessitated the company's placing upon the road, large wagon trains from the end of the Missouri, Kansas and Texas Railroad to Sherman.

We had also counted upon the completion of the International and Great Northern roads to Longview, but their delay has obliged us to haul our freight from the end of their roads to Longview, and for reasons beyond the control of those companies, their roads still remain without a connection with us.

These delays in the forwarding of supplies and material have put the company back at least six months with the track. They were unavoidable, and could not by any foresight, expenditures, or energy on the part of the company have been prevented or avoided.

I think I can safely say that there never has been in any State more work done in the same length of time upon railroads than the Texas and Pacific Railway has performed in the last two months, notwithstanding the difficulties encountered.

The force upon both lines of the railroad to-day shows 3,500 teams and 5,500 men, sufficient to complete the grading, bridging, and tieing of all that portion now under contract in ninety working days.

At this time the entire force is temporarily laid up by the horse disease, so epidemic over the United States. This delay alone will retard the completion of work over sixty days.

The unusual difficulties and delays in navigation, and the non-completion of roads to a connection with us, holds all our iron, spikes, bridges and material for the superstructure, en route, at Galveston, New Orleans and St. Louis, which we expected to have at Dallas, Sherman, Longview and Shreveport to day.

Even after Red River gets in good boating order, and railway connections are completed to us, it will take at least ninety days to bring over these roads and up the river, and place in store material sufficient to justify us pushing rapidly with our track.

Our ships loaded with iron have commenced arriving at New Orleans and Galveston. Several of them encountered the great gale on the coast of England, and were forced to port for repairs and reshipment.

The iron in Pennsylvania, that is to come via St. Louis and the Missouri, Kansas and Texas Railroad to Sherman, is ready and waiting shipment and as soon as these railroad connections are made the material will be thrown in upon the line at the different points by all the means of transportation that we can command.

All these delays have added immensely to the cost of the road, and if we are forced to complete both lines to Fort Worth by January 1, 1874, we shall be obliged to make extraordinary efforts and add to the cost of the work at least thirty-three and one-third per cent above what true economy and the interests of the company dictate, and more it is believed, than the interests of the State will demand.

This extraordinary expenditure the company desire to avoid, and to use the money thus saved in the rapid extension of the road from Fort Worth westward.

Notwithstanding these past delays, preparations are made to push the work of completion to Fort Worth as fast as men and material can do it.

We ask from the State time to overcome the difficulties that the elements have placed in our way and which were beyond the power of man to foresee or control, and that we may be placed by the State upon the same footing, as to time, with the company that preceded us.

An extension of the time within which this company is required to complete the two lines of road to the point of junction at Fort Worth to the first day of January, 1875, would enable the company to do the work without incurring the extraordinary expense which would not be unavoidable if we are required to finish the work by the first of January, 1874. There will be no relaxation of work or withdrawal of any of the forces now engaged, and this extension of time is asked only for the purpose of avoiding the extraordinary expense incident to a too rapid construction.

We have already expended upon work in the State, over two millions of dollars, and for material and supplies bought outside of the State, and now en route to the line of road, over $3,500,000.

We are taking measures for the proper organization of our land department, and shall present to our own and foreign countries the great advantages Texas possesses for emigration, that cannot fail to pour into the State a large immigration of the class that make an industrious, thrifty and honest population.

Our land department will be organized upon the system of the land departments of the great roads of this country that have been so successful, such as the Illinois Central, Union Pacific, Burlington and Missouri River Railroad, and others. We already see the effects of our operations in this section.

Information by the emigrating population is already being sought at our offices, not only in this country, but from all parts of Europe, and we are endeavoring to complete our organization so as to give information that shall not only be favorable to the locality through which our lines run, but to the entire State.

Our arrangements will extend to the obtaining low rates from all parts of Europe to all parts of Texas, and contracting for bringing all emigrations to any portion of the State who desire to settle and become citizens thereof. The principal office of the company in this State has been erected at Marshall, and arrangements have been made at this place for the erection of the principal shops of the company, which now are under process of construction.

The right of way has been obtained over the greater portion of the entire lines from the eastern part of the State to Fort Worth, and in most of the towns through which our lines run we have made satisfactory arrangements for depots for the accommodation of traffic and travel of such places and adjacent counties.

I refer confidently to the Representatives of the State who live along our line for a full corroboration of the facts I have given you, and I bespeak from you and the authorities of the State that aid and assistance that your duties and position can consistently give us, and that your well known interest in the development of the internal improvement of Texas justify us in expecting.

I am respectfully,

G. M. Dodge,
Chief Engineer.

Dresden and Oil Springs Railway.

The profiles, estimates, &c., have been made by Mr. E. C. Kenny, of the Canada Southern, and the necessary notices have been given for obtaining a charter. The line is 16½ miles long, and is to run from Dresden to Dawn Centre (Rutherford P. O.), thence due north along the centre of the 8th concession of Dawn, to Oil Springs in Enniskillen. From Oil Springs it will continue north 2½ miles to the point of junction with the Canada Southern. The municipalities of Dresden, Dawn and Oil Springs, are each expected to vote bonuses of $10,000, besides which the road will be entitled to $2,000 per mile from the Government. This amount Mr. Kenny states will be amply sufficient to guarantee the speedy construction of the work. The grading can be completed for about $50,000, and the only bridge on the line will be a trestle structure of one hundred feet at Oil Springs.—*St. Clair Republican.*

☞ Freight is now received on the New Haven, Middletown and Willimantic Railroad and forwarded as far east as East Hampton, and at Willimantic freight is received and forwarded to Turnerville, near Colchester. Only six miles of track need to be laid before New Haven and Willmantic will be connected with iron bands, and the distance is being shortened about half a mile each day.

☞ The Memphis and Little Rock Railroad was sold at Hopefield on the 18th inst., by Mr. Vaile, the trustee of the second mortgage bondholders, Mr. Witt of Cleveland being the purchaser at $15,000 over and above the first mortgage bonds, and all liens previous to the issuance of second mortgage bonds, amounting in the aggregate to $3,181,000.

☞ The directors of the Springfield, Athol and Northeastern Railroad have unanimously voted to bond the extension from Barrett's Station to Springfield, and the real estate owned by the road in Springfield, which will amount to $200,000, for $300,000.

☞ The Northern Colonization Railway Company ask for tenders for building 128 miles of the main line and 14 miles of branch line. The 128 miles is the distance from Montreal to Aylmer, and 14 miles is a branch from St. Therese to St. Jerome.

Railroads of Massachusetts.

A tabular statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the fiscal year ended September 30, 1872.

(Prepared from the Annual Report of the Board of Railroad Commissioners.)

Railroads.	Capital Account. Stocks. $	Bonds. $	Debt. $	Total. $	Cost of road & equipm't. $	Railroad. Main Line. M.	Branches. M.	Other track. M.	Traffic. Train Mileage. M.	Passenger Mileage. M.	Freight Mileage. M.	Earnings. Gross. $	Net. $	Interest paid. $	Dividends. Amount $	Rate. p. c.
Ashburnham	40,700	.....	11,050	51,750	33,522	2.50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Athol and Enfield	520 000	239,400	44,605	804,005	857 828	30.40	.....	0.91	44,320	.....	.....	39,032	10,555	6,741	.....	.....
Attleborough Branch	129,700	.....	3,500	133,200	128,875	4.00	.....	1 00	.....	.....	.....	9 062	9,062	.....	9,062	7
Berkshire	600,000	.....	.....	600,000	600,000	22.00	.....	2.00	58,408	624,536	2,752,463	42,045	34,048	.....	33,977	5.6
Boston and Albany	19,664,100	3,037,000	530,560	23,231,660	25,254 994	201.65	47.98	376.73	4,883,071	113,047,331	290,064,965	9,259,599	2,362,615	115,155	2,004,469	10.0
Boston, Barre and Gardner	736,240	.....	136,682	873,922	867,889	26.00	.....	2.00	82.064	1,175,489	388 031	69 356	7,551	3,283	.....	.....
Boston, Clinton and Fitchburg	872,600	1,250,000	.....	2,122,600	2,161,380	42.87	.....	9.00	441,745	9 650,520	13,648,174	576,418	133,527	75,760	3,600	0.4
Boston, Hartford and Erie	.....	22,500,000	.....	22 500,000	22,500,000	85.75	53.25	30.55	543,592	16,003,065	9,454,389	841,392	208,937	11,050	.....	.....
Boston and Lowell	2,234,000	922,500	1,446,228	4,602,728	4,565,024	26.75	16.00	45.75	741,981	25,567,169	17,653,653	1,293,970	241,016	50,486	178,820	8.0
Boston and Maine	6,816,825	.....	787,509	7,604,334	8,597,644	74.25	8.50	84.93	1,215,996	57,247,475	20,756,207	2.046,142	504,116	.....	500,000	10.0
Boston and Providence	3,950,000	.....	.....	3,950,000	4,155.080	44.00	14.50	65.00	702,246	86,403,151	20,406,814	1,716,399	465,347	.....	395,000	10.0
Cape Cod	1,020,380	349,000	115,848	1,485,178	1,940,422	71 62	22.44	7.80	210,684	7,240,950	1,860,878	321,798	86,738	18 619	65 873	8.7
Cheshire	2,153,300	809,200	.....	2,962,500	2,849,307	53.62	.....	11.20	622,256	6,590,886	22,909,589	824,763	183 851	49.388	105,000	5.0
Connecticut River	1,850,000	250,000	217,500	2,317,500	2,281,341	50.00	5.85	23.50	324,053	10,986,048	9,729,463	738,368	215,482	27,599	170,000	10.0
Danvers	67,500	150,000	26,956	243,456	244,456	9.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duxbury and Cohasset	350,000	.....	40,000	390,000	484,519	17.50	.....	1.05	.....	788,231	66,639	36,032	1,434	.....	.....	.....
Eastern	4,262,600	5,149,400	2,298,541	11,709,541	9,616,375	41.39	71.71	61.23	1,403,179	66,496,498	12,832,483	1,973,623	574,201	300,050	.....	.....
Fall River, Warren and Providence.	150,000	200,000	71,711	421,711	321,507	5.79	.....	.....	11,788	619,744	.....	42,375	15,609	8,358	.....	.....
Fitchburg	4,000,000	.....	.....	4,000,000	4,290,875	50.00	43.32	84.68	716,246	24,341,123	19,618,511	1,350,289	323,935	.....	321,960	8.0
Framingham and Lowell	499,896	650,000	53,928	1,103,824	1,203,854	26.00	.....	3.84	.....	.....	.....	21,580	21,580	21,551	.....	.....
Hanover Branch	123,300	40,000	.....	163,300	211,939	7.88	.....	1.00	21,096	343,498	58,588	71,032	20,295	8,933	.....	.....
Hartford and New Haven	6,500,000	580,000	.....	7,080 000	5,601,579	62.00	16.50	87.00	782,172	35,860,579	30,215,835	2,106.674	752,702	35.175	432,000	6.6
Holyoke and Westfield	200,000	200,000	.....	400,000	399,687	10.32	.....	0.75	.....	.....	.....	26,365	26,365	14,000	.....	.....
Hopkinton	162,980	115,000	.....	277,980	260,310	11.45	.....	0.14	.....	.....	.....	.....	.....	.....	.....	.....
Horn Pond Branch	2 000	.....	.....	2 000	15,238	0.66	.....	0.07	.....	.....	.....	.....	.....	.....	.....	.....
Lancaster	123,100	.....	.....	123,100	123,100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lee and Hudson	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lowell and Lawrence	200,000	54,700	.....	254,700	363,158	12.35	.....	17.03	.....	.....	.....	26,586	19 687	3,088	12,000	6.0
Mansfield and Framingham	300,000	470,000	9,542	779,542	768,558	21.00	.....	25.50	.....	.....	.....	39,903	37,791	34,235	.....	.....
Massachusetts Central	894,080	.....	202,687	1,096,767	1,083,489	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Middleborough and Taunton	148,175	.....	5,008	153,183	176,401	8.53	.....	10.63	21,442	298,219	149,686	36 386	7,033	1,187	5,918	4.0
Milford and Worcester	82,500	.....	28,000	110,500	114,827	3.87	.....	4.77	.....	.....	.....	5,000	4.002	2,208	.....	.....
Monadnock	197,057	29,500	97,675	315,332	385,802	16.00	.....	16.80	22,700	.....	.....	28,826	1,683	.....	.....	.....
Nashua, Acton and Boston	162,900	135,000	151,516	449,416	449 416	19.87	.....	19.87	.....	.....	.....	.....	.....	.....	.....	.....
Nashua and Lowell	800,000	.....	48,825	848,825	971,591	14.50	.....	37.00	333,354	11,486,699	7,931,351	587,898	86 913	.....	80.000	10.0
New Bedford and Taunton	500,000	171,500	.....	671,500	797,649	20.13	16.06	46.51	121,834	5,011,596	1,520,199	281,452	62,862	9,019	45,000	9.0
Newburyport	220,340	300,000	77,046	597,386	597,386	26.97	.....	31.77	.....	.....	.....	.....	.....	.....	.....	.....
Newburyport City	92,900	.....	13,638	106,538	98,973	2.08	15.00	2 59	.....	.....	.....	.....	.....	.....	.....	.....
New Haven and Northampton	2,100.000	1,750,000	221,116	4,071,116	4,157,645	83.88	25.45	145.38	428,988	6,346,367	11,648,166	657,238	220 278	128,365	63,000	3.0
New London Northern	1,418,800	376,500	45,000	1,840,300	1,530,331	100.00	.....	120.62	399,977	5,113,297	9,363,558	640,183	172,764	33,632	139,033	10.0
Norwich and Worcester	2,823,400	759,000	35,526	3 617,926	3 395,531	59.40	0.70	92.60	410,089	6,986,518	13,270,243	827,269	348,995	47,670	237,780	10.0
Old Colony and Newport	5,100,020	.....	3,407,236	8,507.256	8,537,207	131.33	15.08	236.09	1,110,675	50,820,108	13,934,187	1,897,438	630,250	205,287	328,846	6.5
Pittsfield and North Adams	450,000	.....	.....	450,000	450,000	18.65	.....	21.49	.....	.....	.....	27.000	27.000	.....	27,000	6.0
Providence and Worcester	2 000,000	500,000	185,000	2,685,000	2,575,205	43.41	1.00	104.56	507,586	14,471,984	15,864,734	895,897	239,926	87,798	200,000	10.0
Salem and Lowell	243,305	226,900	.....	470,205	468,969	16.88	.....	22.08	.....	.....	.....	17,500	15,329	13,614	1,825	0.75
South Shore	259,685	150,000	125,000	534,685	626,593	11.55	.....	15.11	60,163	2,902,097	197,210	91,035	21,391	15,759	.....	.....
Stockbridge and Pittsfield	448,700	.....	.....	448,700	448 700	22.00	.....	28.00	58,358	1,247,168	1,126,478	81,409	25,891	.....	26,062	5.8
Stony Brook	300,000	.....	.....	300,000	295,108	13.16	.....	15.02	.....	.....	.....	22,723	18,212	.....	18,000	6.0
Stoughton Branch	85,400	.....	693	86,093	113,441	4.04	0.60	5.74	18,984	351,865	69,494	28 038	9,871	425	5,124	6.0
Taunton Branch	500,000	.....	96,076	596,076	571,477	19.70	24.11	24.80	94,392	2,524 640	1,644,010	172,103	48,422	3.902	36,462	8.0
Vermont and Massachusetts	2,860,000	900,000	68,899	3,828,899	3,743,134	56.00	.....	98.11	249,299	6,044,658	2,952,065	557,197	169,523	55,644	57,200	2.0
Ware River	743,400	750,000	10,000	1,503 400	1,384,289	49 10	.....	50.60	.....	.....	.....	16,832	16,832	12,928	.....	.....
West Amesbury	100,000	.....	.....	100,000	100 000	4.50	.....	4.50	.....	.....	.....	.....	.....	.....	.....	.....
West Stockbridge	39,600	.....	.....	39,000	39,600	2.75	.....	6.37	.....	42.807	.....	1,961	1,592	.....	1.584	4.0
Worcester and Nashua	1,425,400	310,300	32,926	1,768,626	2,212,144	45.69	.....	86.44	359,641	6,416,827	11,783,252	587,359	195,453	14,902	170,500	11.9

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	825,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,274,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	691,015	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,635	360,223	323,030	271,247	3,696,158
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506.681	497,519	475,608	441,197	404,264	4,849,405
1871	353,335	342,360	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,887	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488.352	559,882	497,261	540,756	431,315	352,:04	5,156 326
1873	352,868	402,477	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,160	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390.355	421,363	466,830	565,145	480,710	519,306	669.605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,938	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,405
1871	655,423	602,482	774,994	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,821	3,095,966
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	305,149	295,460	281,491	268,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,627	354,766	366,960	378,493	326,434	330,970	404,286	419,439	428,598	396,514	337,404	4,380,129
1873	358,612	408,849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,498,494	1,720,075	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,333,994	1,294,976	1,460,173	1,548,812	1,729,218	1,463,961	1,550,023	1,525 243	1,643,464	1,743,752	1,704,374	1,392,615	18,691,096
1873	1,316,831	1 329,422	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,130	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,128	524,693	709,645	568,282	640,975	778,261	698,228	841,363	979,401	914,406	814,413	696,677	8,823,484
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,142	718,722	707,992	836,041	890,267	753,184	755,436	688,131	8,401,142
1872	637,436	527.068	572,175	547,988	636,378	641,410	616,680	763,256	759,967	863,746	681,332	640,183	.....
1873	589,493	562,919	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152,264	267,411	303.915	306.944	286.086	282,723	332,555	305.446	387,999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	2.3,240	3,093,183
1873	150,587	194,786	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,016	1,130,847	1,295 369	1.368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,276,190	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,824,882	1,525,812	1,433,931	17,322,614
1873	1,412,308	1,549,285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98.482	108,461	95,416	95.924	108,413	126.556	121.519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386.527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,803	580,908	667,849	785,338	616,024	576,783	6,988,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	360,228	321,203	333,508	436.412	565.713	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	464,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,586	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	463.884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,730
1873	334,715	423,716	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	360,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,650	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	308,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,675,682
1873	227,897	261,346	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,368	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	9,736,062
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,159,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,347	423,045	644,504	688,578	1,063,002	1,510,688	1,213,303	1,359,633	1,418,141	1,418,642	1,423,278	837,080	12,500,664
1872	657,348	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,322,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,760	169,351	160,095	2,008,285
1870	152,393	158,788	172,216	172,347	155,051	150,719	129,567	167,805	158,627	163,285	152,909	137,794	1,871,031
1871	143,488	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,960	154,641	147,540	149,832	130,145	161,496	177,085	201,648	175,169	155,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,378	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,190	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	288,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,630	348,891	310,800	450.246	470,720	422,369	323,377	434,284	4,242,348
1870	257,664	293,645	295,279	318,099	340,892	348,638	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,060	516,985	5,736,666
1872	439,740	431,949	460,646	447,311	519,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,702	23,560	617,585	758,467	999,665	837,388	716,829	5,709,184
1870	528,529	500,139	539,238	706,908	802,586	746,450	643,058	644,051	728,521	719,698	570,168	505,053	7,664,094
1871	479,518	373,925	499,809	584,540	724,466	728,174	673,698	681,805	800,402	777,362	708,142	469,932	7,521,682
1872	273,938	504,116	566,861	699 490	890,442	835,459	743,282	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,799	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown.....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City.....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.).N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,430	—	100	100	....
Sept. 30,'71	4.63	....	....	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	....	....	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.).N.Y.	3,632,053	2,100,000	1,000,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn. City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.).N.Y.	1,029,175	1,068,400	626,000	88,746	599,245	13,153	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14.667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C).N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	31	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City).N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	6.25	....	...	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.).N.Y.	1,064,679	748,000	216,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark (Ph.).Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	50½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	85,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n).N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	50
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.).Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	19½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,328	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	6.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,586	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	84½
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City).N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	200,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31,'71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	408	67	Philadelphia City (C. & W.).Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	200,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,050	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham...Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	56	14	Ridge Av. & Manayunk(Ph.).Pa.	223,615	168,100	63,300	6,000	45,834	36,700	—	50	15	43
Sept. 30,'71	10.00	....	...	Rochester and Brighton ....N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	62	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	....	...	Schuylkill River (Phila.) ....Pa	47,468	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City).N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	55½
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City).N.Y.	1,775,892	750,000	250,000	80,000	735,930	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	280	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	345	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lan	singb.)		—	100	100	....
Sept. 30,'71	—	692	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,185	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa	584,898	400,000	100,000	—	415,796	105,301	10	50	50	90
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,000	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	909	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,438	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,800	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	13,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.	Principal Payable.	Market Price.
	$	pc		
Albany: 1st Mortgage.....	40,000	7 J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7 M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7 J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7 J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7 J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7 J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7 J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7 M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6 J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7 F.& A	1882	....
2d Mortgage.....	200,000	7 M.& N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7 J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7 J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7 M.& S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7 J.& J.	1881	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7 A.&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7 J.& J.	1877	....
2d Mortgage.....	51,500	7 M.& N	1891	....
Germantown: 1st mortgage.....	250,000	7 J.& J.	1879	....
2d mortgage.....	100,000	7 A.&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7 J.& J.	1876	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	137,000	7 J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7 J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7 J.& J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7 A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6 A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	90,500	6 J.&D.	1884	....
2d Mortgage.....	25,000	7 J.& J.	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7 J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6 J.& J.	'80'1	....
2d Mortgage.....	300,000	6 J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7 J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7 J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7 M.& N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,250	.. J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7 J.&D.	1877	....
2d Mortgage.....	200,000	7 F.& A	1876	....
3d Mortgage.....	154,000	7 A.&O	1885	....
Conv. bonds.....	315,000	7 M.& N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	88,700	7 J.& J.	1878	....
2d Mortgage.....	15,800	7 A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7 J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7 J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7 J.& J.	1890	....
Rea. estate.....	619,000	7 var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7 A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7 M.& N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	6 J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6 J.& J.	1885	....
General Mortgage.....	100,000	7 J.& J.	1881	....
Utica, Clinton & Bingham: 1st Mortgage.....	200,000	7 J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7 A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7 J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7 A.&O.	1890	....
Worcester: 1st Mortgage.....		7	.....	....
2d Mortgage.....		6	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref.... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Jan. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	5,000,000	M & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M & N	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5a
" " pref.100	1,485,900	M & S.	Mar. '73 5a
Camden and Amboy*....100	5,847,800	J.A. J.O.	Jan. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '72 2½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey..100	15,000,000	J.AJ&O	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	380,000	J.A. J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. 73 5
Chicago, Burl. & Quincy.100	18,652,410	M. & S.	Mar. '73 5a
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10a
" " pref... 50	429,046	M. & N	Nov. '72 3
Clev., Col., Cin. & Ind...100	3,944,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '72 3½
Cleveland & Pittsburg*. 50	11,250,854	F.M.A.N	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val..100	848,964	F. & A	Aug. '72 5
Concord..... 50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River 00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A J.O.	July '72 2½
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.)..... 100	4,462,600	J. & J.	Jan. '72 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg.....100	4,000,000	J. & J.	Jan '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '72 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. & J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	49,446,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Jan. '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '73 5½
Long Island..... 50	3,000,000	M. & S.	Sept.'72 2
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989.548	J. & J.	Jan. '73 4a
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7a
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12a
N. Haven & Northamp..100	605,000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan '73 2½
New London Northern*100	1,003,500	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Jan. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N.C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5a
Northern Central 50	5,000,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,364,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '72 4
Ohio and Mississippi....100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 ll
Old Colony & Newport..100	6,297,900	J. & J.	Jan. 73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Jan. 73 —
Panama.....100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	.....
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	Nov. '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. '73 3
Philadelphia & Reading 50	32.684,375	J. & J.	Jan. '73 5
" " pref... 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Jan. 73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4a
Pittsb., Ft. W. & Chi.*...100	19,714,286	J.A. J.O.	Jan. '73 1
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Port'and and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5a
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2.040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	369,450	F. & A.	Feb. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn.'70 11-4a
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...160	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,880,000	M. & N.	Nov.'72 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	803,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Jan. 73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	650,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Feb. '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '73 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,300	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 5
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	5,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Mar. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	110
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,754,000	6	Jan. & July.	1880	116¼
.. .. coupon	4,661,000	6	" "	1880	119
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,508,050	6	Jan. & July	1881	116¼
.. .. coupon	63,813,300	6	" "	1881	119
Loan of Feb. 25, 1862 (5-20s) ..... registered	31,442,700	6	May & Nov.	1882	115½
.. .. .. (5-20s) ..... coupon	234,518,600	6	" "	1882	115½
Loan of March 3, 1863 ..... registered	53,480,450	6	Jan. & July.	1881	116¼
.. .. coupon	21,519,550	6	" "	1881	119
Loan of March 3, 1864 (5-20s) ..... registered	2,298,000	6	May & Nov.	1884	115½
Loan of June 30, 1864 (5-20s) ..... registered	33,144,550	6	May & Nov.	1884	115½
.. .. .. (5-20s) ..... coupon	34,916,700	6	" "	1884	115½
Loan of March 3, 1865 (5-20s) ..... registered	36,734,850	6	May & Nov.	1885	116
.. .. .. (5-20s) ..... coupon	119,214,950	6	" "	1885	116¼
.. .. 2d series (5-20s) ..... registered	59,038,350	6	Jan. & July.	1885	114½
.. .. .. (5-20s) ..... coupon	149,757,250	6	" "	1885	114½
.. .. 3d series (5-20s) ..... registered	90,984,350	6	Jan. & July.	1887	115
.. .. .. (5-20s) ..... coupon	224,877,450	6	" "	1887	116¼
.. .. 4th series (5-20s) ..... registered	14,147,000	6	Jan. & July.	1888	114
.. .. .. (5-20s) ..... coupon	24,489,600	6	" "	1888	116¼
Loan of March 3, 1864, (10-40s) ..... registered	139,907,350	5	Mar. & Sept.	1904	110½
.. .. .. (10-40s) ..... coupon	54,659,950	5	" "	1904	110½
Consols of July 14, '70 & Jan. 20, '71. registered	128,685,450	5	F. M. A. & N.	1881	113½
.. .. coupon	71,314,550	5	" "	1881	113½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	1 310,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114
U. S. Notes and Fractional Currency	401,376,409	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'89-'00	43
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,684):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,810):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	99½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1883	....
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	100½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	99½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	99½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	6	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,428	6	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	33
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	17½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,496,309	6	" "	1881	105½
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($29,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1892	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,238,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	23
.. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	17
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	600,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	66
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	66
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'83-'00	49
.. State Bonds (old) coupon	11,105,000	6	" "	'83-'00	....
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'66-'00	....
.. Funded Interest, 1866-'67.....	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1847.....	466,250	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,300	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	97
Loan of 1853-'85	1,710,400	6	April & Oct.	"	1885	98
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
3d Mort.(N.W.Va.R.R.)assumed	485,400	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	833,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	74,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	42½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50½
Mass. L.(sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1888	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	94½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	102
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	89½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	87
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	102
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	103½
Convertible 20 years bonds, gold	1,560,000	7*	" "	" "	1883	100
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1885	112
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	4,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
2d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	90½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75-'80	83½
Chester Creek:						
1st Mortgage, guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	669,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	94
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	2,500,000	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (C., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	2,590,000	7	F. M. A. & N.	" "	1915	91
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	---
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	597,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $1,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	800,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	79
1st Mort. (San., Day. & Cin.) S.F.	968,000	6	Feb. & Aug.	Boston.	1900	78½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	86
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	73½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	802,000.	6	March & Sept.	New York.	1870	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	100
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	88½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1859	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	96½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	99
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	81½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia (E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76–'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868–'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869–'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872–'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	98½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	100½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1862	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnstown & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135.000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'80	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,768.	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,600	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1888	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	103
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y&O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	89
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	104½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	101
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	103
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1900	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	245,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	600,000	7	Jan. & July.	N. Y. & Bost.	1883	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,989,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackayanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	600,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	97½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97
1st Mort. (Junc.R.R.)Dec.1, 1862	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	103
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	98½
1st Mort. May 1, 1865 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	98½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	96½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68 (Kal.Al.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1889	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1900	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,646,000	6	June & Dec.	"	1898	97
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	31½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M. for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	95½
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	280,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	638,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,460,000	7	" "	Baltimore.	1891	98½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	50
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	6	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	91½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cont)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	283,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1890	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	72
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $900,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1880	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	87½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	92
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	76
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	88
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln).....	580,000	7	April & Oct.	"	1882	80⅝
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	76½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96⅝
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80½
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	77⅝
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	80
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,305,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1876	....
Pekin, Linc. & Decatur(TW& W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guarnteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91⅞
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb. & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	3,414,000	7	" "	"	1911	103½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg...	624,000	6*	" "	" "	1911	97½
	Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....		2,305,630	7	Jan. & July.	"	1893	104½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	96
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	98⅞
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105⅝
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds...	153,600	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	78
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	96,200	6	Jan. & July.	Calais, Me.	1870	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1870	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
3d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	94
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort.(R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J. & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	228,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark (C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-,90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspena. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,000,000	7	June & Dec.	New York.	1894	91½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	61
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	94
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'93-'99	86
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	78½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	73½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug.	New York.	1875	98½
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	97
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage		7				
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	23
2d Mortgage consolidated	1,500,000	7	" "	"	1891	12½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82
Warwick Valley (Erie):						
1st Mortgage	86,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000		7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	313,400	....			....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	106½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm		7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	90
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	101
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1883	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1896	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1868	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Mi. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Forecl	osed and sold—No returns.)				—	100	....
Sept. 30, 1871	142.0	—	85.6	—	81	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	88,440	—	164.0	587,211	367,061	283,874	1,069,986	267,487	7	100	94
Dec. 31, 1871	—	—	51.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	construction—No part in use.)				—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under	construction—No part in use.)				—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No return	s furnished.)				—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be c	ompleted by Dec. 1, 1870.)				—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0		(Leased to Cheshire.)			7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	23
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—		(Unfinished—No operations.)				—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete March 1, 1872.)				—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	—	566.8	(No acc	essible returns since Juno 30, 1871.)				—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf †.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* †.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,690	.....	1,106,883	460,878	—	100	26
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand Trunk.)				4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper.	by Central of Georgia.)			73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	81,470	4,884	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio †.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,186	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,508	8	100	170
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and account ed for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washington May 1, 1872.)				—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased	to Maine Central.)			36,000	—	50	....
Dec 31, 1871	21.2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	14	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	—	—	250,000	48,000	.....	—	15.6	(Leased	to Fall Brook Coal Co.)				5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,978	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,842	2,127,983	10	100	148½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie †..Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	5½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,690	1,767,952	548,761	1,203,108	252,264	8	100	138
Sept. 30, 1871	74.2	8.5	65.4	—	49	58	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	117½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	150
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	—	—	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	21.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	.....	—	26.0		(Leased to Erie.)				—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	2	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie..N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	.....	—	—	(Leased	and oper. by Erie.)				7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	963,932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	90,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,696,271	170,454	143,164	2,754,526	10,118,290	734,145	453,681	349.6	1,609,941	249,396	320,574	2,406,840	1,111,881	10s	100	117½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	—	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	—	Lands.	—	12,000,000	8,000,000	—	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Leased	to Pennsylvania.)				10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,356	—	60.0	.....	366,818	66,443	364,500	128,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	.....	332,925	338,000	44,437	—	—	(Leased	to United Companies.)			43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	167	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	285,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Opened	January 1, 1872.)				—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	474,067	—	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	685	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,391	.....	487,452	654,322	202,575	—	50	43½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,469	250,000	11,750	—	—		(Recently opened—No report.)				—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois Central.)			113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N. W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	—	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	—	—	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	16,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,106	990,591	6,841,379	3,035,235	10	100	105
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	—	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	36½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* †..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	—	—	—	635,355	400,000	60,484	—	22.8		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Quadrivial (') occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989.941				306,045	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*			300,000	300,000	27,225		10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw.. Ill. & Mich.	3,000,000	273,000	90,000	.....	1,050,000	1,871,000	.....	.....	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000				1,000,000	2,300,000	.....		—	(Oper. by	Ft. Wayne	Jackson & Sag.)	.....	.....	—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707		—	(Oper. by	Boston,	Clinton & Fitchburg.)	—	—	—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*			283,745		99,267		22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	524,000	.....		85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387.800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield,....Illinois.	5,000,000	*			2,000,000	3,000,000	.....		—	(Recently	opened.)				—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901		49,893		104,294	226,500	19,000		11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....				2,800,000	8,000,000	.....		239.0	(Operated	by cont	ractors.)			—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000	.....		94.0	(Leased	to Michig	an Central.)			—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608.620	.....		1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,766	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386				200,000		120,386		8.0	(Leased	to Del., L	ackaw. & W	estern.)		—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*			400,000	640,000	.....		....	(Opened	December	19, 1871.)			—	100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893				130,000	130,000	.....		14.0	17.528	15,714	7,415	26,698	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas		(No s	tatement	furnish	ed.)					18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*			99,700	62,000	.....		5.7	(Leased	to Erie C	ompany.)			—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600				560,000	319,600	.....		28.0	(Leased	to Erie C	ompany.)			—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000				1,000,000	1,000,000	.....		70.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000	.....		52.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	44½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123.300	50,000	.....	38,139	7.8	19,200	75,124	13,019	62,662	21.242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	.....	222,150	.....	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*		1,009	4,000,000	4,000,000	40,509		116.0	154 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....		—	(Leased	to Pennsy	lvania.)			7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Con	solidated	in N.	Y., N. H	aven and	Hartford	R. R.)		.....	.....	.....	.....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000				703 000		7,000		47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*			150,000				5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000				1,000,000	1,000,000	.....		—	(Leased	to Flint &	Pere Mar	quette.)		—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield .....Mass.	450.000				200,000	200,000	50,000		10.3	(Leased	to New H	aven & N	orthampton.)		—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558				2,000,000	391,000	67,899		119.8	321.600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804		5,636		93.0	(No	returns f	urnished.)			—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*			820,000	6,520,000	.....		180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*			870,900	2,808,096	.....		62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois	33,610,185	*	.....	1,212 539	25,280,510	5,764,500	16,370		1,110.9	5,710,854	1,286,584	1,631,944	8,401,142	2,732,847	10	100	128
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000				1,000,000	1,000,000	.....		—	(Leased	to Chicag	o Burl. &	Quincy.)		—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000		65.5	(Under	construct	ion, to cost	$4,500,000.)		—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517		217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486		72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717		117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	188.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000	.....		183.7	(Leased	to Illinois	Central.)	304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000				1,314,000	1,314,000	.....		73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,000	30,000	16,681	204,977	13.0	.....	28,882	120,501	92,878	—23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....		11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 mo	nths.]	357,664	180,164	—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	883	Jefferson (Erie).....Pennsylvania.	4,395,700				2,095,700	2,300,000	.....		—	(Leased	to Erie.)				—	100	....
Dec. 31, 1871	185.0	—	22.6	—	41	38	12	883	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515.294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.)....Illinois.	2,000,000				1,500,000	500,000	.....		—	(Leased	to Chicag	o & Alton.)			7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000	.....		—	(Leased	to Michig	an Central.)			8	100	103
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320				185,250	800,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				610,000	840.000	.....		58.0	(Leased	to Lake S	hore & Mi	ch. Southern.)		6	100	....
Dec. 31, 1871	82.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000	.....		32.0	(Leased	to Michig	an Central.)			—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	46,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000		990,000				35.0	(Recent	ly opened	—operatio	ns not re	ported.)	—	100	....
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000				720,000	720,000	.....		—	(Leased	to Leav. L	awr. & Ga	lveston.)		—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905		672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2,020.000	6,730		....		(Recent	ly opened.)			—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn	3,354,078	625,000	.....	.....	1,335,000	2225,000	202,271		80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000				1,000,000	1,300,000	.....		—	(Leased	to Tol. W	estern.)			—	100	....
Dec. 31, 1871	86.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073				117,073	666,000	.....		—	(Leased	to Tol. W	estern.)			—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309			138,261	192,510	.....	.....		—	(Under	construct	ion.)			—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	93½
Aug. 31, 1872	92.0	—	5.1	—	10	....	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	—	.....	—	(Recent	ly opened.)				—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M.	E.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	84.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,967	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	—	.....	.....	135,300	—	74,700	—	7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,591	124,919,238	38,662,529	4,483,584	1,868,554	10	100	139½
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	120	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420	—	35 0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina †	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern †	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.		(No accounts obtainable.)							72.0		(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	92
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	601	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central †	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	77½
Mar. 21, 1872	69.2	13.4	16.5	—	28	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,775	187,741	8	100	110½
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—		(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	....	1,700	0..	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)		.....	.....	100,000,000	50,000 p.m	—	—	278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester †	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	127½
Dec. 31, 1871	113.0	52.0	14.6	—	22	26	12	306	Nova Scotia	Nova Scotia.	6,942,765	—	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	—	122.0	634,939	163,412	388,837	1,027,699	347,857	6	100	56
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534.8 0	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	45½
Oct. 31, 1871	95.0	3.5	45.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	66
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195.356	37,874	—	100	....
Sept. 30, 1871	260.0	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap †	Va.	8,500,000	690,600	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185.604	121.911	939,680	359,077	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	289,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	.....	.....	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogdensburg.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,269,324	*	.....	.....	1,141.400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)	.....	1,500,000	1,500,000	.....	—	21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri †	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	53
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)	.....	2,425.000	1,071,000	.....	.....	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250.000	—	—	—	—		(Under	construct	ion.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000.000	2,993,177	.....	—	47.5		(No | returns.)			—	100	118
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	.....	—	34.0		(Construc	tion in pro	gress.)	245.662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500.000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350.000	—	—	—	248.000	80.000	—	—	15.1		(Leased t | o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076.000	—	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	675,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,060,505	1,263,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	118½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,947,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	220
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098	—	.....	.....	132,412	700,000	100,000	—	—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	—	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned o	ver to Co	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	3	106	Petersburg †	Virginia	1,719,113	*	.....	63,753	1,342,200	558.500	50,305	31,860	82.	168,592	34,953	52,345	243,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500.000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	52
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie †	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,854	1,828,491	3,542,264	842,586	—	50	52
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	176
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	115½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,765	8	100	123
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	113
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville †	Penn.	7,330 816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932.848	700,423	717,299	964,939	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic	P., C., I. & I.	33,394,515	*	.....	.....	19,714,288	13,663,000	.....	—	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas	ed to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,230	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	—	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	—	25,000	49,819	681,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85.570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,886	—	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628.430	180,561	10	100	132
May 31, 1872	50.6	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	—	4,300,000	.....	3,000,000	2,500,000	.....	.....	—		(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	95
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	7	120,523	.....	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	6,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	3.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	143
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	•	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	23,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	•	.....	.....	837,600	.....	209,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,038,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,936	•	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	624,731	457,454	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,947	•	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,214,989	•	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	•	76,035	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	•	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,236	•	.....	.....	250,843	.....	.....	—	20.0	.....	(No return	s furnished.)	.....	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	•	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	399,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	•	.....	.....	1,262,922	289,000	555,522	—	.....	65,501	118,763	24,582	120,155	50,085	—	100	50
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central.)	.....	.....	—	100	13
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	•	.....	.....	.....	.....	.....	—	112.0	.....	(No return	s furnished.)	.....	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	•	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	•	———	250,483	4,340,000	7,000,000	250,483	—	268.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	•	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,983	1,636,904	667,319	—	100	91
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	•	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 25	, 1871—No	returns.)	.....	—	100	50½
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,191	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute.....Ill.	7,780,231	•	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St	. Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	•	8,594,240	220,419	1,968,600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	•	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	Leased	to Boston	and Lowe	ll.)	17,711	1½	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	•	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	•	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	66	Schenectady and Susquehanna...N. York.	380,868	•	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	50
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	—	Schuylkill and Susquehanna .....Penn.	1 283,490	•	.....	.....	1,289,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	•	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	•	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	53	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	•	.....	.....	1,389,000	1,423,000	.....	—	45.5	66,500	32,813	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	•	.....	.....	2,667,600	1,629,000	.....	—	157.0	.....	(No report	furnished.)	.....	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,554	•	1,575,529	230,881	5,819,275	4,340,230	1,146,769	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	•	3,650	19,850	259 685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	•	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,880	•	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,748	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,088	•	———	———	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	286	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	•	———	———	4,000,000	4,000,000	———	—	....	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Sept. 30, 1871	13.0	—	0.8	—	3	8	6	*	Staten Island .....New York.	381,709	—	558,291	———	700,000	200,000	40,000	—	13.0	59,930	334,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,767,050	•	———	———	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	•	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	———	———	580,909	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	53	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	•	———	———	5,700,000	6,450,000	.....	—	246.9	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	461.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	•	377,338	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	73½
Sept. 30, 1871	34.9	—	9.1	—	13	1.	6	222	Troy and Boston.....New York.	2,312,098	•	———	———	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	5	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	•	———	———	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,328	United Companies of New Jersey..N. Jer.	28,520,394	•	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	122
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,966	•	———	———	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,81 ,681	•	———	———	2,558,600	.....	.....	—	89.3	158,800	244,486	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	•	———	———	2,500,000	———	———	—	—	(Leased	to Vermo	nt Central.)	.....	.....	8	100	56
May 31, 1871	118.0	—	108.0	—	170	128	51	5,189	Vermont Central.....Vermont.	11,500,000	•	———	———	5,000,000	8,000,000	———	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,089	244,819	150,376	562,238	162,372	2	100	88
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	•	———	———	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	60	Vineland..... .....New Jersey.	1,826,192	•	———	———	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	———	———	1,800,000	1,261,409	———	—	—	(Leased	to Del., L	ackawa. and	Western.)	.....	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	———	———	225,000	85,000	———	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	55,500	126,092	14,904	1,467,670	100,000	262,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	11	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	———	———	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	53	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,099	2,006,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,178	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	2	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta	e of Georgi	a.)	———	306,088	.....	—	138.0	306,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	•	———	———	680,000	2,675,000	———	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,750,263	—	———	———	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	•	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	8	171	West Jersey.....New Jersey.	2,241,892	•	1,270,669	223,646	1,208,900	2,398,600	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	•	———	———	918,462	2,500,000	40,000	—	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	8.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	•	———	———	300,000	3,800,000	———	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	68.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	———	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	•	19,621	125,598	1,456,200	1,580,100	51,230	153,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	207	Winona and St. Peter.....Minnesota.	5,112,908	•	———	———	4,000,000	4,315 000	71,633	—	143.5	297,360	70,845	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	———	137,517	45.7	314,457	356,264	328,372	560,764	181,067	10	100	134½
									CANALS, &c.																								
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	.....	.....	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	———	———	1,633,350	800,000	———	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	96
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,838,580	.....	15,000,000	10,000,000	.....	—	108.0	.....	.....	1,428,758	113,361	loss.	10	100	118
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	———	———	5,847,400	———	———	—	65.5	———	———	.....	1,045,957	753,361	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	—	108.0	———	———	982,188	578,463	31,978	—	50	784
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	———	———	1,003,800	110,000	8,179	.....	85.0	———	———	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	———	110,570	2,200,000	1,621,965	197,815	82,206	103.0	———	———	.....	600,552	142,888	—	50	100
Dec. 31, 1871	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	———	———	4,457,150	2,805,000	460,000	.....	360.0	———	———	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	———	———	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	661,424	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	———	———	2,002,710	2,636,310	270,505	.....	84.0	———	———	501,874	144,099	87,303	—	50	....
Dec. 31, 1871	77.0	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	———	———	2,907,850	3,000,000	.....	.....	84.0	———	———	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	———	———	1,100,000	748,000	100,728	———	123.0	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	—	@ 55 —
Gartsherrie		—	@ 60 —
Glengarnock		56	@ 57 —
Eglinton		—	@ 55 —
Pig, American, No. 1		50	@ 51 —
Pig, American, No. 2		47	@ 48 —
Pig, American, Forge		42	@ 44 —
Bar, Refined, English and American		110	@ — —
Bar, Swedes, assorted sizes	(gold)	120	@130 —

—STORE PRICES.—

Bar, Swedes, 1¼ x ¾ & ¼ 1½ x ⅝ to ¼ & ½ sq. 1⅝ to 5x⅝ to ⅝ & ¼ to 2sq. 6 to 12 x ⅝ & ¼		150	@160 —
Bar, Refined, ¼ to 2 in. rd. & sq.–1 to 6 in. x ¼ to 1 in.		107 50	@ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.		112 50	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		115	@ — —
Large Rounds, 2¼ to 2⅝ to 3¼ to 4 in.		115	@127 50
Scroll		130	@160 —
Ovals and Half-round		132 50	@152 50
Band, 1 to 6 in. by 3-16 to No. 12		—	@122 —
Horse Shoe		—	@127 50
Rods, ⅜@3-16 inch		112 50	@155 —
Hoop, ¼ by No. 22 to 1 & 1¼ by 13 & 14		153	@180 —
Nail Rod	per lb.	—	@ — 9¼
Sheet, Russia, as to assortment	(gold)	16	@ — 16½
Sheet, Single D. and T. Common		6¼	@ — 7¼
Sheet, Doubles and Trebles, Charcoal		7¼	@ — 8¼
Sheet, Galvanized	List. 15 per ct. disc.		
Rails, English	(gold) per ton.	70	@ 71 —
Rails, American, at Works in Penna. c'y.		82 50	@ 85 —
Anvils, (Eagle)	per lb currency.	—	9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	18	@ — 22
English Spring (2d and 1st quality)		9½	@ — 10½
English Blister (2d and 1st quality)		11½	@ — 16
English Machinery		11½	@ — 14
English German (2d and 1st quality)		11½	@ — 12
American Blister		—	@ — 11½
American, Cast, Tool		—	@ — 17
American, Spring		—	@ — 11
American Machinery		—	@ — 11½
American German		9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	—	@ 5 25
8d. and 9d.	"	—	@ 5 50
6d. and 7d.	"	—	@ 5 75
4d. and 5d.	"	—	@ 6 —
3d.	"	—	@ 6 75
Cut, 2d and 3d. Fine		—	@ 7 50
4d. and 4½d. Sugar Box		—	@ 6 —
Cut Spikes, all sizes		—	@ 5 50
Horse Shoe, Forged (No. 10 to 5)	per lb.	21	@ — 33
Copper		—	@ — 45
Yellow Metal Sheathing and Slating		27	@ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	38	@ — 37½
Straits	(gold)	33	@ — 33½
English	(gold)	—	@ — 33

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box. 12	@12 25	14	12½@ 14 37½
I. C. Coke	10 50	@10 75	12 50	@ 12 75
Coke Terne	8 75	@ 9 75	10 50	@ 11 50
Charcoal Terne	10 75	@11 —	12 75	@ 13 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		8½	— 9
Crude, 40 @ 47 gravity (in shipping order)		13½	@ — 24
Refined, Standard White (in ship'g order)		19½	@ — 19½
Refined, S. W. (in jobbing lots)		19½	@ — 20
Refined, S. W. (in tin)		25½	@ — 26½
Naptha, Refined, (65 @ 73 gravity)		12½	@ — 13½
Residuum	per gall.	6½	@ — 7

COPPER—DUTY: Pig, Bar and Ingot, 5; 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. Old Copper, All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.		—	@— 43
Copper, Bolts		—	@— 45
Copper, Braziers' (over 16 oz.)		—	@— 45
Copper, Nails		—	@— 45
Copper, Old Sheathing, &c., mixed lots		28	@— 30
Copper, English Pig		—	@— 30
Copper, American Ingot		—	@— 34½

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p.ct.

Spanish	(gold) per 100 lb	6 62½	@ 6 75
German	(gold)	6 62½	@ 6 75
English	(gold)	6 62½	@ 7 —
Bar		—	@10 50
Sheet		—	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		15	@18 —
Liverpool House Cannel		—	@20 —
Anthracite (by cargo)	per ton of 2,000 lb.	5	@ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 10.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
Boston, Hart. & Erie	8½	7	7⅞	6¼	6⅝	5⅝
Canton Co.	....	....	....	....	100	....
Central Pacific 6s	103⅞	....	....	....	103½	103½
Central of N. Jersey	104	104½	....	104½	105	....
Chicago & Alton	109½	109	110	110½	112	112½
" pref.	112½	113	112	112½	113½	114½
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	113	....	....	112	112	112½
" 8s, 1883	....	....	110½	....	....	....
Chic. & Northwestern	....	....	....	....	91	....
" pref.	89½	89½	89½	88½	89	87½
" 1st M.	99	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	90½	....	....	91	....
Chic., Rock Isl. & Pac.	116	114⅝	115½	115	115½	114½
Chi., R. I. & Pa. 7s, 1896	102½	102	102	102½	102½	102½
Clev., Col., C. and Ind.	87	88	88	88½	88½	88
Clev. & Pittsburg guar.	89½	89	89½	89	....	88½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	86
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	41½	41	40½	40½	40½	39½
" 1 M.	91½	91½	....	91½	91½	91½
" 2 M.	....	73	....	73	73½	....
Del. & Hudson Canal	120	120	120	120	119	118
Del. Lack. & Western	101½	101½	101½	....	101½	101½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	96½	....	....	....
Erie Railway	65	65½	65½	65½	65	64
" pref.	74	75½	75½	....	....	....
" 1 M. 7s, 1897	....	103	....	....	....	103
" 2 M. 7s, 1879	99½	100	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	99½	99½	....	99½	101	100½
" 5 M. 7s, 1888	....	97	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	89½	89½	90	....	89
Hannibal & St. Joseph.	45	....	....	44½	44½	44½
" pref.	....	....	....	....	....	62
" 8s, conv.	89½	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" 7s	105	....	104½	....	....	....
Lake Shore & Mich. S'th.	95½	95½	94½	93½	93½	93½
Lake Shore Div. bonds	....	....	....	....	96	96
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	106⅞	....	105½	105½	106	105
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	104	....	....	....	....	....
" 2 M.	99	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	54½	55	55½	56½	56½	56½
" pref.	75	75½	76½	75½	76	76½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	85	....	....	....	....
" 8s.	....	....	....	....	107	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	94	94½	94½	....	....	94½
" H. & St. J. 1s	....	....	....	....	91	....
Morris and Essex	90½	90½	90½	90½	90½	90½
" 1st mort.	....	....	....	....	106	105½
" 2d mort.	....	....	97	97	....	97½
N. Y. Cen. & Hud. Riv.	105½	105½	101½	100½	100½	101
" 7s, S.F. 1876.	102	....	....	....	....	....
" 6s. S.F. 1883	....	94½	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	133½	137	137½	138	138½	138
" pref.	....	....	137	138	....	....
" 1 M. 7s, 1873	....	....	...	102½	....	....
N. York, N. Hav. & Hart.	139½	....	....	140½	....	139½
N. Carolina 6s, old	....	....	....	....	....	....
" new	17½	....	....	....	....	....
Ohio and Miss.	46½	45½	45½	45½	45½	45½
" pref.	74½	73	....	....	....	....
" 2d M.	55	....	....	....	58	....
Pacific Mail S. S. Co.	56½	56½	56½	56½	57½	57½
Panama	124	....	....	120	121½	118
Pitts., Ft. W. & Chi. gtd.	94½	....	....	....	95	93½
" 1 M.	105½	105	105½	105½	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	17	....	23½
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	83½	85½	84½	85½	85½	86
" new	84	85	84½	86	86	....
Tol., Wab. & Western	72½	73½	73½	73½	73½	73½
" pref.	....	....	....	....	....	....
" 1 M.	96	....	....	....	....	95½
" 2 M.	93½	....	....	....	....	93½
" Equipment.	....	....	....	....	....	....
" St. Lou. Div.	89	....	....	....	....	....
Union Pacific	34½	34½	34½	34½	34½	34½
" 1st mort.	86½	86	86	86½	86½	86
" L. Gt. 7s	77½	....	78½	78	78	78½
" Inc. 10s	71½	72	72	72	....	73½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	....	56½	....	56½
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 19.

FEDERAL STOCKS:—	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	....	....	110¾	....	....
U. S. 5s, 10-40s, coup.	110⅝	....	....	110⅝	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	116¾	....	....	116¾	....	....
U. S. 6s, 1881, coup.	118½	....	....	118½	119	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	115¾	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	115¾	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	115½	....	115¾	116	....	....
U. S. 6s, 5-20s, c. 1865	116½	116½	116¾	116¾	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	114¾
U. S. 6s, 5-20s, c. n '65	114½	114¾	114½	114¾	114½	114¾
U. S. 6s, 5-20s, reg. '67	....	....	....	115	....	....
U. S. 6s, 5-20s, c. 1867	116¾	....	116¾	116¾	116¾	116¾
U. S. 6s, 5-20s, reg. '68	....	....	114¾	....	....	....
U. S. 6s, 5-20s, c. '68	116¾	....	....	116¾	....	....
U. S. 6s, Pac. R.R. issue	113¾	113¾	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa preferred	....	....	44½	44½	44¾	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	90½	....	....	....	....	90
" 6s, 1889	88	....	89	89	....	....
" mort. 6s, '89	....	....	....	95½	97	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	39½	38½	39½	38¾	38¾	39½
" 6s, 1884	....	....	....	....	....	....
" Gold L.	90¾	90¾	90¾	91	91	....
" R. R. L.	....	....	....	93½	....	93¾
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	60½	60¾	60¾	61	61	....
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	98	....	98	98	98	....
Little Schuylkill R.R.	....	....	46¾	....	46¾	46¾
" 7s	....	....	....	....	....	....
Minehill	....	....	53	....	52½	52½
Morris Canal	50	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	46½	46	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	97	....	....	....	....	97
" 10s, 1887	....	....	....	....	....	....
Northern Central	39½	....	....	39	....	38¾
Oil Creek & Alleg. Riv.	34	....	....	....	33½	33
" 7s	76½	....	....	....	....	....
Pennsylvania R. R.	58¾	59	59¾	59½	59¾	59½
" 1st M.	....	....	....	....	99¾	100
" 2d M.	99	99	....	....	....	99½
" Gen. mort.	....	....	91¾	....	....	....
" " reg.	....	....	....	....	....	95¾
Penn. State. 6s, 1st series	....	....	....	....	....	101
" 6s, 2d series	....	....	107½	....	....	108
" 6s, 3d series	....	....	108½	....	....	....
Philadelphia City, 6s	....	96¾	....	....	....	....
" new	101½	101¾	101½	101½	101½	101½
Philad., Germ. & Nor.	88	....	....	....	....	....
Phila. & Reading	57¾	57½	57¾	58	58¼	57¾
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Phila., Wilm. & Balt.	....	....	....	56½	....	....
Schuylkill Navigation	....	7	....	....	....	....
" pref.	....	14	....	....	....	....
" 6s, 1882	....	....	....	....	....	75
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	121¾	121¾	121¾	121¾	122	122
Hestonville, (Horse)	....	....	....	....	....	19½
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	59	60½	59	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875	99	....	99½	....	....	....
" 1886	....	....	....	....	....	98½
" 1890	97	97	....	97½	....	97½
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	170	....	....	....	....	170
" bonds, 1875	....	....	....	....	....	....
" " 1880	97	....	....	....	....	....
" " 1886	....	98	98	....	....	....
Marietta & Cin. 1st M.	98½	98½	98	....	98½	....
" 2d M.	....	....	....	....	91	91½
" 3d M. 8s	....	....	....	....	....	83½
Northern Central	39½	39	39	....	....	38½
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	93½	....	....	....	93½	93½
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	56½	....	56½	....	56½	....
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	....	22½	22½	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
Boston and Albany	....	148¼	....	148¼	148¾	148¼
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	119	....	117¼	118	117¼	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	.... 39¼	40	....	40¼	42¼	42¾
Cheshire, pref	....	....	....	....	77	....
Chi., Burl. & Quincy	112¼	112¾	112¼	112	112	112
Concord	80¼	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	107	107	107	107	106¾	106¾
Fitchburg	....	130	....	....	130¾	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	106¾	106¾	106¾	105¼	....	105¼
Northern, N. H	111	111	110¼	110¼	....	110¼
Ogdens. & Lake Champ	56	....	....	....	....	....
" pref	....	....	....	....	99	99
Old Colony	111¼	111¾	111¼	....	111	111¼
Ph., Wil. & Baltimore	57	57¼	....	57	57	56¾
Portl'd, Saco & Ports	....	....	....	132	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	85¾	84¼	....	....	....
" Land Grant 7s	....	....	74½	....	....	....
" Income 10s	....	....	....	....	72	72
Vermont & Canada	....	56	....	....	....	....
Vermont & Mass	....	....	....	....	88	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	56	....	....	58¼	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	29	....	28¼	....	....
Franklin	 7	6¾	....	....	7	7¼
National	....	6	....	....	6¼	....
Pewabic	.... 11¼	11¼	....	....	....	....
Quincy	....	46¼	....	46¼	46¾	46¾

London Stock Exchange.

	—Closing Prices.— Feb. 21.	Feb. 28.
Atlantic & Gt. W. 1st mort., $1,000	78 — 80	79¼— 80¼
Do. 2d mort., $1,000	69 — 71	71 — 72
Do. Con. mort. B'nds Bisch's Cert.	37 — 39	42 — 43
Do. Reorg. Scrip	100 —102	100 —102
Do. Leas. Lines, Rental Bonds	92 — 93	93 — 94
Detroit & Milwaukee 1st mort. Bonds	75 — 80	75 — 80
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid	52 — 52¼	51¼— 51¾
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	98 —100	98 — 90
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	94 — 95	96 — 97
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	99 —101	100 —101
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	90 — 95	90 — 95
Panama 2d mort	— —	— —
Panama General mort	95 — 97	95 — 97
Pennsylvania, 2d mort	100 —102	100 —102
Do. General mort	96 — 97	97 — 98
Do. $50 shares	49 — 50	48 — 49
Philadelphia and Erie 1st mort	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, March 29, 1873.

Stock Exchange and Money Market.

Money has been quite active, and extreme rates have been exacted for call loan accommodation, the figures quoted having been from 7 per cent currency in a few instances to the more prominent Government houses, to the same rate in gold, with the addition of a commission of ⅛@⅛ of one per cent per day for the use of funds to the more needy of the Stock Exchange firms. The available supply has been seemingly less liberal, as well with private lenders as at bank. The discount market has been moderately active and the best grades of business paper have been rated at from 9@12 per cent per annum. The city banks, last week, lost about ¾ths of a million of their legal tender reserve, about ¼th of a million of their specie average. Their deposits were further cut down nearly 3½ millions, and their loan and discount averages reduced about 2⅜ millions. The banks continue below their reserve, the last statement showing that they lacked $264,250 of the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of nearly a million to its coin balance while losing one half a million of currency. Its currency reserves at the close of the week were $20,461,430; and its coin board, $38,388,907.

The city banks, in their latest return, show a falling off of $757,500 of legal tender notes, with a decrease of $202,900 of specie, and a reduction of $3,413,300 in their deposits, also a contraction of $2,322,700 in their loan and discount averages, and of $190,800 in their item of circulation. The city bank exchanges, last week, averaged 130¼ millions.

The clearances of the banks averaged through the week 130¼ millions a day, and amounted in the aggregate, for the whole week, to $781,569,065 as against $833,306,705 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance $559,574 and enlarged its coin reserve $974,776 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $16,946,700, against $19,604,400 same time last year. The city bank deposits are now $196,095,400 against $206,049,900, week ending March 16, 1872. The legal tender reserve amounts to $38,715,500, against $43,187,800 same time last year. The circulation now stands at $27,610,400 against $28,098 500 same time last year. The loans are now $278,028,600 against $279,868,900 at this date last year.

The coin reserve of the city banks is now about 16⅞ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is under 38¾ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 196 millions, against 47½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $3,652,095 of currency, and $1,491,593 of gold, the latter including $2,617,000 from customs; and disbursed $4,211,668 of currency and $3,516,726 of gold, the latter embracing $355,914 of coin interest.

Government revenues have been up to about the usual average of late. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, $82,274,030 millions. The customs at the port of New York, for the week, were $2,581,502, and at the outports, about $870,000 more, in coin or coin certificates.

There has been a more active speculative movement noted in Gold, with a firmer range of prices, the latter dealings indicating most buoyancy. The changes in the administration of the Treasury Department were said to have stimulated the speculation. The export and customs drain was moderate. The range of the price during the week has been from 114¾@115⅝ and the closing quotation on Wednesday was 115⅛ against 115⅛ on Wednesday of the preceding week. The specie outflow last week, was $825,968. The Gold Exchange Bank clearances have averaged about 64⅛ millions per day during the week.

Under the Treasury programme for March, Government proposes to sell Gold as follows: Thursday, March 27, $1,500,000. And to buy in Five-Twenties, as follows: Wednesday, March 26, $500,000.

The customs demand for Gold last week, averaged $436,167 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been $194,719 against $274,604 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $97,864,645 against $113,676,206 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $60,460,153, against $61,858,664 during the same time in 1871-2.

The export drain of specie was $825,968 last week, against $730,640 same week preceding year. The shipments since July 1, 1872, have been $48,056,807 against $26,294,054 during the same portion of 1871.

Foreign Exchange has been much firmer, on less urgent offerings of prime bills, and better inquiry. Bankers' sixty day bills on London closed at 108@108¼; sight bills on London, at 108¾@109. The week's exports of Domestic Produce have been to thecurrency value of $4,068,273.

Government securities have been offered with reserve in the open market and have shown firmness, on a moderate demand, mainly on investment account, closing buoyantly.

Government bought in on Wednesday $1,000,000 Five Twenties, at from 113 38@113 49 net out of an aggregate offering of $4,193,400.

U. S. sixes of 1881 closed on Wednesday of this week at 118⅞@119 U. S. Five-Twenties of 1862, 115⅞@116⅛; U. S. Five-Twenties of 1864 at 115⅝@116⅛; U. S. Five-Twenties of 1865, 116⅝@116⅞, U. S. Five-Twenties of 1865 consolidated 114⅞@115⅛; U. S. Five Twenties of 1867, 116⅞@117; U. S. Five-Twenties of 1868, 116¼@116½; U. S. Ten-forties at 110¾@111; U. S. Fives of 1881 (Funding Loan) 113@113½; Six per cent. currency Sixes from 113⅝@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 5.	March 12.	March 19.
Consols	92¾	92⅝	92⅞
U. S. 5-20s, 1865	93¾	93⅝	93½
" 1867	93¾	93¾	93½
" 10-40s	89¼	89	89
New Fives of 1881	90⅝	90⅜	90⅛
Erie	52⅜	52⅝	52¼

State bonds have been moderately sought after and quoted somewhat stronger. Virginia and Tennessees have advanced.

There has been a better demand noted for the Railway Mortgages which have been quoted firm. The favorites of the older loans have been offered sparingly. Central Pacific Sixes have been in fair request at steady prices closing at from 103½@103¾. The earnings of the Central Pacific R. R. in February reached $694,015, as against $571,836 in February last year; and thus far in 1873, $1,546,875, against $1,164,059 same time in 1872. Chesapeake and Ohio Sixes have been more sought after at 87½ and interest. Western Pacific Sixes have been salable and firm at 94¾@95. The Northern Pacific 7-30 Loan have been in good demand at par and interest.

Railway and Miscellaneous share property has been less active and generally less buoyant as to prices toward the close.

The Metal trade has been generally on a moderate scale. Ingot Copper has been quoted easier for prompt delivery, on a restricted business; sales, 50,000 lbs. at 34c.@34½c., and 150 tons English at 29½c.@30c. For forward delivery a

good demand has been noted at rather firmer rates, with sales reported of 600,000 lbs. Lake at 31½c.@32c. Scotch Pig-iron has been held pretty firmly, but has been without notable activity; 200 tons Eglinton and Glengarnock sold in lots at $55 and $57. American Pig has been in light demand at former figures. In Iron Rails there has been a brisk business reported in American, for early delivery, sales reaching 14 000 tons within a range of from $80@$85. English product quiet but held firmly. Other kinds of Iron stock quiet. We quote: Glengarnock Pig at $57; Eglington do. at $55; Gartsherrie at $60; Coltness at $65; No. 1 American Pig at $50; No. 2 do. at $45@$48; Wrought Scrap at $57 50@$60; English rails at $70@$71, gold. Pig lead quiet, but quoted strong in price on the basis of 6¾c., gold, for ordinary foreign. Of Spelter, further sales of 50 tons were reported at $7 80@$8 gold, showing an improvement. Pig-tin closed quite briskly, under reports of a loss of a vessel, with a considerable quantity of Straits in cargo, and prices show an advance, the demand having been chiefly speculative; sales 2,500 slabs Straits at 33c.@33¼c., now quoted at 33½c., gold; 10 tons English, to arrive, at 33c., closing at 33¼c. gold. Tin Plates have been quoted strong in price, on a fair inquiry, with sales reported of 1,000 boxes Charcoal at $12 37½; 1,500 boxes Charcoal Terne, part to arrive, at $10 75@$10 87½, and 500 boxes Coke, 10 by 14, at $10 75, gold; Charcoal Plates quoted here at $12@$12 37½; Charcoal Terne, $10 75@$11; Coke, $10 50@$10 87½, and Coke Terne, $9@10, gold, per box. Zinc dull at unchanged figures.

A freer movement has been noted in general business. Breadstuffs and Provisions has been in rather more demand. Cotton has been unusually brisk, especially for forward delivery, but at much lower prices, closing rather more steady. Middling upland cotton, closed on Wednesday at 19⅛@19⅞ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,912,021 bales, against 2,356,374 bales same time in the preceding year; exports 1,744,419 bales against 1,428,292 bales in the previous year; stock at the ports at latest dates, 553,700 bales against 482,000 bales same date 1871.

Foreign goods have been in rather more request and generally steady in price, Sugars and Coffee quoted cheaper. The week's imports amounted to $5,974,593, including $2,279,948 of dry goods.

Ocean freights have been quite active, since our last, in the line of charters, considering the scant supply of tonnage available, and rates have been very well supported. Vessels for the Petroleum, Grain, Lumber, Sugar, and Cotton trades have been in most request. The business in the way of [illegible] freights have been limited, with rates, however, generally quoted steady, as a rule.

At the Live Stock Markets, Beeves have been in fair request at from 8½@14½ cts. Veals in moderate demand at 7@11 cts.; Sheep at from 5@7¾ cts.; Swine at 5½@5⅞ cts. per lb., all live weight. The week's receipts were 6,968 Beeves, 1,024 Veal Calves, 21,110 Sheep andand Lambs, and 39,614 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Dubuque and Sioux City R. R., 68; New Jersey Southern R. R., 27; do. 1st mort., 74; Pacific R. R., of Mo., 53; do. 1st, mort., 86; Albany and Susq. R. R., 94½; do. 2d mort., 96½; St. Louis and Iron Mt. R. R., 91; 1st mort., 94¼; St. Louis, Kansas City and Northern pref., 60½; Missouri, Kansas and Texas R. R. 85; Atlantic and Pacific pref., 26; Toledo, Peoria and Warsaw 2d mort., 81; Central of New Jersey 1st mort. new, 102; Boston, Hartford and Erie 1st mort., 42½; do. guar., 59⅞; Gt. Western 1st mort. 1888, 94; Toledo, Wabash and Western 7s, consol., 87½; Western Pacific R. R. 94¾; Buffalo and Erie 7s, new 98½; Ohio and Miss. 7s, consol., 93½; Quincy and Toledo 1st mort., 92; Clev., Paines. and Ash. 7s, new, 97; Clev. Col., Cin. and Ind. 1st mort. 103; Burlington, Cedar Rapids and Minnesota 1st mort., 90; Chicago and Northwestern con. coup. gold bonds, 96; Delaware, Lackawanna and Western 7s, conv., 99; Buffalo, New York and Erie 1st mort., 94½; Detroit, Monroe and Toledo 1st mort., 96½; Western Union Tel., 86⅝; Pennsylvania Coal, 230; Maryland Coal, 26½; Consol. Coal of Md., 56¼; Spring Mt. Coal, 62; Cumberland Coal and Iron, 95; New Central Coal, 45⅝; American Coal, 62½; Atlantic M. S. S. Co., 4; Adams Exp., 95½; Am. Mer. Union Exp., 68½; U. S. Exp., 72½; Wells-Fargo Exp., 82; Mariposa L. and M., 16; Quicksilver pref., 45; South Carolina 6s, new, Jan. and July, 17; Brooklyn 6s, W. L. 94¼.

Philadelphia.—Elmira and Williamsport 5s, 60; Philadelphia and Reading Gen'l mort. 7s, reg., 103¾; do. 7s, new conv., 104½; do. 6s, 1843-'80, 94½; Morris canal 2d mort., 93; Allegheny Valley 7 3-10s, 92; Pittsburg, Cincinnati and St. Louis 7s, 75; North Pennsylvania scrip, 92; West Jersey R. R. 7s, 105¼; Pennsylvania and New York 7s, 97; Pennsylvania Canal 6s, 70; Lehigh Nav. 6s, conv. gold loan, 92¾; Wilmington and Reading 7s, 99½; Westchester and Philadelphia 7s, 104¼; Nesquehoning R. R. 54¼; Catawisa new pref., 33; 5th and 6th Streets R. R. 51. The latest quotations are: City 6s, 96¾@97; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 100@101; do. 2d series, 107⅜@107½; do. 3d series, 108@109; Philadelphia and Reading 57⅞@58; do. Gen'l mort. 7s, coup., 102⅛@—; do. reg., 103½@104; do. mort. 6s, 1880, 94@95; do. 7s, new, conv., 104@105; United New Jersey R. R. and Canal Co., 121⅞@122; Camden and Amboy mort. 6s, 1889, 95¾@96; do. 1883, 89¾@90⅛; do. 1889, 88@90; Pennsylvania R. R., 59@59½; do. 1st mort., 99⅞@100; do. 2d mort., 99¼@—; do. General mort. coupon, 91½@92; do. reg., 95½@96; Little Schuylkill R. R., 46⅜@46⅝; Morris Canal, 50@50; do. pref., 121@122; do. 6s, 93@97; Susquehanna Canal, 7@10; do. 6s, 73@75; Schuylkill Nav., 7@7¼; do. pref., 14@14¼; do. 6s, 1882, 74½@75; do. 1872, 78½@80; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 94@95¼; do. 5s, 60@61; Lehigh Coal and Navigation, 38¾@38⅞; do. 6s, 1884, 88@88; do. R. R. Loan, 93½@94; do. Gold Loan, 90¾@91; North Pennsylvania, 45@47; do. 6s, 96@96; do., 7s, 96@97; do. Chattle 10s, 111@112; Philadelphia and Erie, 25¾@26⅜; do. 6s, 91@92; Minehill, 52⅜@53½; Catawissa, 20¾@22; do. pref. 44¼@44½; do. new pref., 32½@33⅛; do. 7s, 1900, 100@101; Lehigh Valley, 61@61¼; do. 6s, new coupon, 95@96; do. reg., 97@98; do. 7s, 103@104; Fifth and Sixth streets, (horse,) 51@52; Second and Third, 59@59; Thirteenth and Fifteenth, 18@23; Spruce and Pine, 31½@32, Green and Coates, 49@50; Chestnut and Walnut, 57@60; Hestonville, 19¼@20; Union, —@73; Germantown, 34@—.

Boston.—Burlington and Missouri R. R. in Nebraska, 64¾; do. 8s, new, 95½; do. old, 100¼; Detroit, Lansing and Lake Michigan 8s, 81½; Connecticut and Passumpsic Rivers R. R. pref., 89⅞; do. 6s, 1876, 96¼; Danvers R. R. 6s, 1875, 96¾; Essex R.R. 6s, 1876, 94; Ogdensburgh and Lake Champlain R. R. 8s, 1890, 96; Cedar Rapids and Missouri 7s, 1916, 87; Eastern R. R. 7s, 1882, 100⅞; Boston and Albany 7s, 1892, 105⅜; Portsmouth, Gt. Falls and Conway R. R., 95; do. 7s, 99⅞; Cincinnati, Sandusky and Cleveland R. R., 18⅞; do. 6s, 1900, 76⅞; do. 7s, 1890, 79; Atchinson, Topeka and Santa Fe R. R., 23; do. 1st mort. 7s, 75; Kansas City and Cameron R. R. 10s, 99¾; Michigan Air line 8s, 1890, 101¼; Old Colony R. R. 7s, 102; Vermont Central, endorsed by Canada, 74; Rutland pref., 50; do. scrip No. 1, 88; do. No. 2, 85¼; do. No. 3, 82½; Chicago, Burlington and Quincy scrip, 5 87½; do. 7s, new, 94; Michigan Central scrip, 105¼; Pittsfield and North Adams R. R., 82; Eastern (N. H.) R. R., 101½; Norwich and Worcester R. R., 127¾; Burlington and Missouri River R. R. new, 64¾; Boston Land Co., 8¾; Cary Imp., 14⅜; Boston Water Power, 39½; do. scrip, 69; Brookline Land, 6¼; Waverly Land, 4⅝; Massachusetts 6s, 1876, gold, 108½; do. 1874, gold, 110⅝; do. 5s, 1894, gold, 100¼; Maine 6s, 1889, 99¾; Bangor 6s, 1874, 98¼; Portland 6s, 1877, 96¼; Chicago 7s, 1881, 98⅝; do. 6s, 1876, 95; Hartford 6s, 1882, 96; Cambridge 6s, 1890, 94½; Charlestown 6s, 1888, 94⅞; Chelsea 6s, 1892, 94⅜; Rock Island, Ill., 8s, 1887, 102¼; St. Louis 6s, 1882, 90; Boston 6s, 1876, currency, 98½; Allouez Mining Co., 20½; Calumet and Hecla, 156; Dawson Silver, 62½c.; Humboldt, 1¾; Mesnard, 2¾; Petherick, 4; Pontiac, 1⅝; Rockland, 8¾; Ridge, 11¼; St. Clair, 8⅜; Shuniah Silver, 2; Star, 1⅞; Tremont, 1⅝; Toltec, 75c.

Baltimore.—Orange, Alex. and Manasses 7s, 77¾; Northern Central 6s, 190C, gold, 92; Orange and Alexandria 4th mort. 8s, 80½; Richmond and Danville 1st mort., 78; Central Ohio 1st mort., 87; Virginia and Tennessee 2d mort. 6s, 77½; Virginia Consols, detached coupons, 82¾; Virginia consols reg., 52½; Maryland Defense 6s, 104; George's Creek Coal, 115. The latest quotations are: South Side 1st mort., 8s, 89⅞@90; do. 3d mort. 6s, 67@70; Wilmington, Columbia and Augusta bonds, 81@82; Pittsburg and Connellsville 7s, 1898, 93¾@94⅛; Baltimore and Ohio, 177⅛@180; do. pref., 96@100; do., 6s, 1875, 97⅛@98; do., 1880, 97@97½; do., 1885, 98@98; Parkersburg Branch, 11@—; Northern Central, 88@38⅝; do. 6s, 1885, 93@93½; do., 1900, 88@—; do., 6s, 1900 gold, 91¾@92; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 98¾@99; do., 2d mort., 7s, 90@91¼; do., 3d mort., 8s, 83¼@84; Central Ohio, 40@41; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s 1890, 80@89; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 97@97; do. 2d mort pref., 70@80; do., 2d mort. guar. by Washington Co., 79@84½; Richmond and Danville 1st mort., 78@78½; Orange and

Alexandria 1st mort. 6s, 96@97; do., 2d mort 6s, 88½@90; do., 3d mort. 8s, 95@98; do., 4th mort. 8s, 80¼@80½; Orange, Alex. and Manassas 7s, 77½@77⅝; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@78½; do. 8s, 3d mort., 88⅜@88¾; Baltimore 6s, 1875, 99½@99⅝; do., 1884, 98½@99; do. 1886, 98@99¼; do., 1890, 97½@97⅝; do., 1893, 97@97; do. 1893, exempt, 100½@100½; do., 1900, exempt, —@98; do. 1900, new, 98@98⅜; do. 1902, 98@99¼; Memphis City 6s, 59@61; Maryland Defense Loan, 1883, 103¾@104; Virginia 6s, old, 37@—; do. consol. 6s, 56¾@56⅞; do. reg. 51@58; do. coupon, 79¾@80; West Virginia, 14¼@14¾; City Passenger R. R., 22@22¼; George's Creek Coal, 115@125.

☞ Messrs. Harris Brothers & Co., of Brattleboro', Vt., have contracted to build the New York, Westchester and Boston Railroad from the Harlem River to the Connecticut State line at Portchester, a distance of about 21 miles. It is to be a first-class, double-track road, with iron bridges and steel rails, and is to be completed within twelve or eighteen months, as the company may elect. The work and materials covered by this contract—superstructure not included—exceed $1,000,000. At Portchester this road will have a northern connection with the Ridgefield, Danbury and Housatonic Roads, and with the Boston airline by a new road to New Haven, which will be located far enough from Long Island Sound to avoid all draw-bridges.

☞ At the triennial meeting of the stockholders of the Northern Pacific Railroad Company, held in Boston on the 12th inst., the following directors were chosen for three years:—George W. Cass, William B. Ogden, R. D. Rice, William G. Moorhead, J. Gregory Smith, Frederick Billings, Charles W. Wright, William G. Fargo, B. P. Cheney, A. H. Barney, William Windom, James Stinson and A. L. Catlin. The directors elected the following officers:—George W. Cass, President; C. B. Wright, Vice President; R. D. Rice, resident Vice President on the Pacific Coast; A. L. Pritchard, Treasurer, and Samuel Wilkinson, Secretary.

☞ The Elkton and Massey's Railroad Company, of Maryland, was fully organized, at a meeting of the stockholders, held at Elkton, on the 26th ult. Jacob Tome, of Cecil county, was elected President. This road, twenty-two miles long, is to extend from Elkton to Massey's Station, on the Queen Anne's and Kent County Railroad, Md. The State has made an appropriation to the road of $58,000, which has now become available, in consequence of subscriptions by private individuals, amounting to $60,000.

☞ The following gentlemen have been elected directors of the New Orleans, Mobile and Texas Railroad Company: Oakes Ames, George Innes, Samuel S. Post, Jr., Charles J. Osborne, John J. Hammell, Erastus Young and S. Foster Dewey. The officers are: George Dennis, President; Samuel S. Post, Jr., Vice President; John J. Howell, Treasurer.

☞ The value of imports from foreign countries to Philadelphia, during February, was $1,002,784, and of goods brought in bond from New York was $443,713, making a total of $1,446,497.

Another Achievement.

THE MARKET STREET "PALACE" CAR.

Mr. John S. Morton, the enterprising president of the West Philadelphia Passenger Railway Company, has placed on the road a handsome car, known as the "palace car." The new car is really a model, both as to adaptability and beauty. It is of the same size as the "New York cars" that have been in use on this road for some time, and which are noted for their width, lightness, and ease in riding. This car, however, is a sample of the workmanship of J. G. Brill & Co., of West Philadelphia, who have recently greatly increased their manufacturing capacity.

The exterior is neatly finished, the prevailing color being canary. In the centre is a painting representing a skirmish between some "trackmen" on the Union Pacific Railroad and a number of Indians. The running gear is of the latest approved pattern, with "the Anti-friction Journal bearing" attached.

This bearing is formed by three interlapping rollers, made of chilled iron or steel, and resting on the top of the journal. These rollers have their centre bearings in the cast-iron journal casing or housing on which the car body rests. The rollers having a diameter many times that of the journal, revolve in a corresponding degree more slowly than the journals: and as the journals and rollers revolve in opposite directions, the friction is reduced to its minimum. The superiority of this over the old style of bearing, in the amount of power required to start a car from rest and in the easy motion, recommends it highly.

The interior of the car reminds one of the Pullman palace car, being finished after said model. The ceiling, or roof, is high, and the ventilation perfect. The woodwork is bird'seye maple, buttonwood (set in panels), and walnut. The mountings are all in silver plate. At each end is a handsome mirror, and the upholstering has been done in red plush.

In truth, the vehicle looks more like a miniature steam railroad "palace coach" than one intended for a street railway. For several years our railway officials have been obliged to send to New York, Wilmington, or elsewhere for their cars, and thus send their money away from Philadelphia, but now a change has taken place. Messrs. J. G. Brill & Co., who were formerly with Messrs. Murphy & Allison, have embarked in the business of manufacturing street railway cars, and Mr. John S. Morton is one of the first of our officials to patronize them, and thus encourage and sustain Philadelphia mechanics.

☞ A special meeting of the stockholders of Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company will be held in Cleveland, Ohio, on the 16th of April, for the purpose of approving or rejecting a lease of the railroad, together with its branches and leased lines, to the Atlantic and Great Western Railroad Company, and also to act upon a proposal to authorize the directors to increase the capital stock of the company not exceeding $5,000,000.

☞ The lease of the Pennsylvania Petroleum Railroad to the Atlantic and Great Western Railroad, was perfected, on the 17th inst. Work on the railroad wil be commenced at once and pushed to a speedy completion.

☞ The Auditor of Virginia states that he will be ready on the 1st of April to commence paying the January, 1873, interest on the public debt of that State.

OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Mar. 19, 1873.

The SIX PER CENT GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, being secured by a First Mortgage on a completed Road—which is one of the great East and West Trunk Lines, commanding a large through business, and which, from the immense Mineral, Agricultural, and other valuable resources of the country it traverses, is assured of a very remunerative local traffic—are among the most substantial and satisfactory investment securities in the market; and, at the present price, 87½ and accrued interest, yield a liberal rate of interest on their cost.

They are in denominations of $100, $500, and $1,000, coupon and registered; interest payable May and November; principal and interest in gold coin in New York.

We also buy and sell at current market rates, the WESTERN PACIFIC SIX PER CENT GOLD BONDS originally negotiated by us, and now quoted at the Stock Exchange, and widely known as favorite securities in the principal money markets. Coupon bonds of $1,000; interest payable January and July; principal and interest payable in gold in New York. Price to-day is 94¾@95.

We buy and sell GOVERNMENT and CENTRAL PACIFIC BONDS, receive deposits, on which we allow interest, make collections, and do a general banking business.

FISK & HATCH.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 8, at 263,177 tons, and for the coal year at 2,493,261 tons, against 2,569,853 tons to corresponding time last year, being a decrease of 76,592 tons. The bituminous tonnage for the week is 41,420 tons, and for the year 327,328 tons, giving a total of all kinds for the week of 304,597 tons, and for the year 2,810,589, being an increase as against production to same time last year of 26,761 tons.

☞ The Chicago *Post* says that the Chicago, Pittsburg and Baltimore Road, is approaching its western terminus with great rapidity. The organization in Illinois is now complete, and as soon as the line is constructed in Indiana its continuation in Illinois will be proceeded with. The route through Ohio and Indiana has not only been determined by actual survey, but the grading and tracklaying have been prosecuted with the vigor and success characteristic of the great corporation which originated the enterprise.

☞ Articles of incorporation of the Cincinnati and Portsmouth Railway Company have been filed with the Secretary of State of Ohio. Capital $500,000, in shares of $50. Corporators, Henry Kemble, Chilton A. White, John Carliste, Benneville Kline, Thos. Ronaldson, Josiah Kirby, Paul Morh, H. H. Wellman, Z. D. Kile and Jos. Clare. The road is to pass through Clermont, Brown and Adams counties, to Portsmouth, in Scioto county.

☞ Messrs. John and M. Conway, of Clarke County, Va., have been awarded a contract for grading two miles of the Valley Railroad, now in course of construction between Harrisonburg and Staunton.

United States Supreme Court.

STATE TAXATION OF RAILROAD BONDS.

Cleveland, Painesville and Ashtabula Railroad Company against the State of Pennsylvania—from the Supreme Court of that State. The question was upon the right of the State, under its act of 1868, to collect through the company a tax of five per cent upon the interest due to its bondholders. The State Court sustained the right and enforced the collection. This court say that the State may properly tax persons and property within its jurisdiction, but the power of taxation is limited to subjects within the jurisdiction. The bonds in this case are property in the hands of the holders and not the property of the obligors, and so far as they are held by non-residents of the State they are property beyond the jurisdiction of the State. The law requiring the treasurer of the company to retain five per cent of the interest due to non-resident bondholders is not therefore a legitimate exercise of the taxing power. It is a law which impairs the obligation of the contract entered into between the company and its bondholders, and is void for that reason. Judgment reversed.

Judge Davis dissents, holding that as the State courts have decided that the tax in question was authorized by the act of 1844, which was in force when the bonds were issued, no principle of the Federal Constitution is violated.

Mr. Justice Field delivered the opinion of the court.

The cases of the Pittsburg, Fort Wayne and Chicago road, and of the Delaware, Lackawanna and Western road are disposed of by the views expressed in the opinion in the foregoing case.

LEGAL TENDER DECISION.

Norwich and Worcester Railroad Company against Johnson—from the Supreme Court of Massachusetts. The railroad company was sued on certain coupons for interest attached to bonds issued in 1860. When the coupons fell due legal tenders were offered in payment and refused, and coin was demanded. The court below directed judgment to be entered for coin, in accordance with the decision of this court in Hepburn vs. Griswold, which was then the law of the land. That judgment is now reversed by this court, in accordance with the subsequent case of Parker vs. Davis. Mr. Justice Miller delivered the opinion.

The Chief Justice stated thathe felt it his duty to dissent, for reasons stated in the opinion of the court in Hepburn vs. Griswold, and in the dissenting opinion in Parker vs. Davis. Justices Clifford and Field concurred in the dissent.

UNTAXABLE CORPORATIONS.

Humphrey et al. against Tiques—from the Circuit Court for South Carolina. The court hold that the Cheraw and Darlington Railroad Company in South Carolina is, by the laws of the State, exempt from taxation, and that the law of 1868, enacted to repeal this exemption, is void. The court say that it is too late to raise the question whether a State has the power to bind itself against imposing taxes, for it has been held in this court that a State has the power to bind itself in relinquishing the taxing power, and such a provision of exemption is a contract which the State may not subsequently impair. Judgment affirmed.

Mr. Justice Hunt delivered the opinion.

Tomlinson and others against Branch and others—on appeal from the Circuit Court for South Carolina. Bills were filed by the appellees as stockholders of the South Carolina Railroad Company to restrain the State officers from collecting, and the company from paying, taxes imposed on the company by the act of 1868, on the ground that the company was by its charter exempt from taxation, but declined to adopt any measure to resist the tax. The court below sustained the tax and dismissed the bill. This court decides that the company is entitled to exemption, and that the Legislature cannot abrogate it or disregard the right. Decree reversed, with directions to enter a decree for appellants. Mr. Justice Hunt delivered the opinion.

The case of the City Council of Charleston and others against Branch and others, from the same court, is disposed of by the opinion in this case.

Journal of Railroad Law.

RAILROAD COMPANIES—DUTY TO REPAIR FENCE—WHAT DILIGENCE REQUIRED.

The facts in the recent case of Antisdel *vs.* The Chicago and Northwestern Railway Company (26 Wisconsin, 145,) are fully and clearly stated in the following opinion by—

PAINE, J.—This action was brought to recover for some colts and sheep of the plaintiff, which got on the defendant's track and were killed. There is nothing in the evidence contained in the bill of exceptions, tending to show any negligence in the management of the train at the time of the killing; but it all relates to the question whether the fence through which the animals escaped on to the track, was kept in proper repair by the company.

The defendant's counsel, on the trial, objected to any evidence, on the ground that the complaint did not state facts sufficient to constitute a cause of action. If it could be assumed that the only cause of action attempted to be stated was based upon negligence of the company in repairing the fence, this objection probably should have been sustained. The allegation is, that the animals having strayed upon the track without any fault of the plaintiff, the company "so carelessly and negligently ran and managed the said locomotive and cars, and the said railroad track, grounds and fences, that its said locomotive and cars ran against and over said horses and colts, &c." This is the only allegation imputing any negligence in respect to the fence. A fence is from its nature incapable of any management or mismanagement, at the very time of the injury, like a locomotive. It would be at least an inapt expression to say that the company so negligently "managed" its fence that by reason of such negligence the animals escaped upon the track. But, after averring that they got casually upon the track, without alleging any negligence of the company contributing to that result to then say that an averment that the company "so carelessly ran and managed its cars and fences" that they were run over and killed, was a sufficient statement that the company neglected to keep its fences in repair, whereby the animals escaped upon the track, would be an instance of liberality in construction inconsistent with that provision of the Code which requires the complaint to contain a plain and concise statement of the facts constituting the cause of action.

But the objection seems to have been properly overruled for the reason that the complaint sufficiently alleges negligence in the management of the cars at the time of the killing. They were capable of management at that time, in which negligence might occur. And the general allegation that they were so carelessly and negligently run and managed that by reason of such negligence the injury was caused, was sufficient.

But as we hold the complaint sufficient on that ground, and insufficient upon the other, the question arises whether the motion for a new trial should have been granted, upon the ground that the verdict was against the evidence. If the bill of exceptions purported to contain all the evidence we should be obliged to answer this question in the affirmative. As the complaint only states a cause of action for negligence in the management of the cars, there being no proof tending to show such negligence, the verdict should have been set aside. But the bill does not purport to contain all the evidence, and it is then always presumed that there was other evidence, justifying the rulings of the court below. The fact that this evidence appears to have been reported by a stenographer, makes no difference in this respect.

The only other questions relate to the instruction asked by the defendant, and refused. Most of those asked were given, and the charge, as a whole, was very fair, and all that the defendant could ask, unless there was error in the refusal of one or two.

The court refused to charge that "the defendants was required to exercise only ordinary care and diligence in maintaining the fence along its road." The question presented by this refusal is somewhat similar in principle to that discussed in the opinion of this court in Ward *vs.* The Town of Jefferson, 24 Wis., 342.

The duty imposed by statute upon railroad companies, to fence their roads and keep the fences in repair, and the liability for all injuries to animals arising from neglect to do this are as absolute as those imposed on towns in respect to highways. But in this case, the question, as to a part of the animals at least, arises upon a defect occurring in the fence after it had once been properly constructed.

Is the rule of ordinary care and diligence the one which the law applies to such a case? As already stated, the language of the statute is unqualified. It makes both the duty and the liability absolute. But notwithstanding this, the court have introduced a qualification, based upon the presumed intention of the Legislature not to require impossibilities or impose unreasonable burdens upon the companies. And it has been held, that where their fences get out of repair by some accident or event beyond the control of the company they are not responsible if the repair is made with reasonable diligence. Railroad Co. *vs.* Truitt 24 Ind. 162. The question then is: What is reasonable diligence? Ordinary diligence as usually defined, seems hardly adequate. It is defined as such diligence as the mass of mankind or as men in general, use in managing their own affairs.

If the instruction meant that the company was only bound to use such diligence in keeping its fences in repair, as men in general use in respect to theirs, it was clearly erroneous. Such a rule would be unsafe in the extreme. And yet without further explanation, this is what a jury would naturally understand it to mean. But even if it were explained to mean that it required of the company the same degree of care and diligence that men of ordinary prudence would exercise in fencing a railroad, provided they had one to fence, and were bound by law to fence it, still the necessity of such an explanation shows that the standard of ordinary care and diligence is really inapplicable to such a case.

It is a question of qualifying a liability imposed by statute, which in its terms is absolute. And it does not seem unreasonable to say, that in such

a case reasonable diligence is a high degree of diligence, exceeding that which men in general exercise in their own affairs. The case above cited from Illinois seems to lay down the true rule upon this subject. It says the company is not obliged to have "a patrol at all times night and day, passing along the road to see the condition of the fence. If this is done daily, and they shall at once, when informed of its insufficient condition, make the necessary repairs, they should not be held liable." And again it says: "And the road must be held to a high degree of diligence in the performance of this duty, but not to an impossible or unreasonable extent. I think, therefore, that the instruction requiring only ordinary care and diligence was properly refused."

The other instruction refused was properly refused, because it ignored the possibility of negligence, or of wilfulness and design, at the time of the killing. After refusing it, the court gave an instruction in the same language, with the addition of an exception holding the company liable, notwithstanding it was without fault in respect to the fence, provided the killing was done negligently or willfully. This exception is contained in the statute itself, and the ruling upon the point was entirely correct.

The judgment is affirmed, with costs.

☞ The Marine and Collinsville Railroad Company has secured a charter to build a railroad from Marine to Collinsville, Illinois, which will be a continuation of the Collinsville and Venice Railroad, the entire length being about twenty six miles. The corporators are Judge H. C. Gerke, Henry A. Jandt, John Neudecker, and Henry R. Elbring, of Marine, and James R. Lawrence, of Collinsville. The capital stock of the company is $400,000, divided into shares of $100 each.

☞ The stockholders of the Middleboro and Taunton Railroad have voted, 1,025 to 7, to sell their franchise, railroad, equipment and shares to the Old Colony and Newport Railroad Co. for $175,000, cash; the transaction to be dated from March 1st, 1873. This is estimated to yield to the stockholders at least $110 per share, after the payment of all liabilities.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending March 8th are: freight, $32,479 91; passengers, $26,116 49—total, $58,596 40.

☞ The Delaware and Hudson Canal Company took control of the Montreal and Plattsburg and Whitehall and Plattsburg Railroads, on the 11th inst.

☞ Jno. H. Graham, of Richmond, P. Q., has been appointed Managing Director of the Missisquoi and Black River Valley Railroad.

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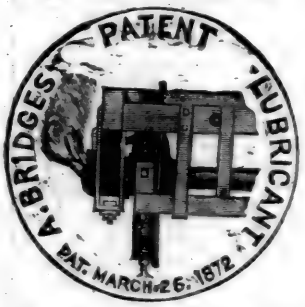
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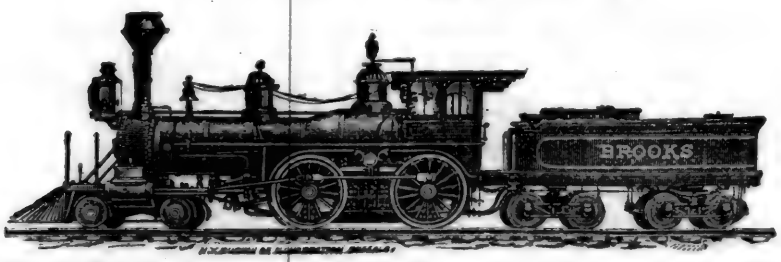
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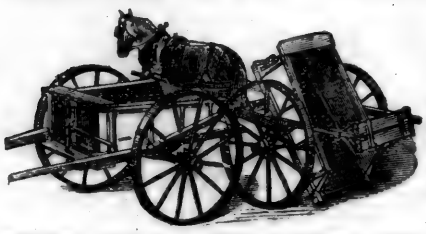
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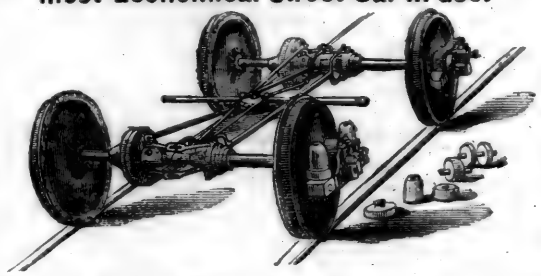
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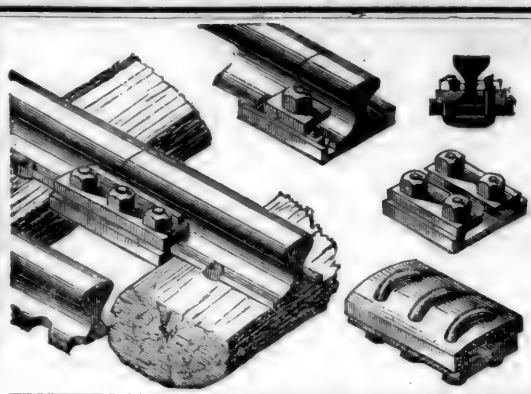
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SECOND QUARTO SERIES, VOL. XXIX., No. 13.] SATURDAY, MARCH 29, 1873. [WHOLE No. 1,927. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, March 29, 1873.

Boston, Hartford and Erie Railroad.

Wm. T. Hart, George T. Olyphant, and Charles P. Clark, the trustees under what is known as the Berdell mortgage on the Boston, Hartford and Erie Railway Company, have not been slow to take action on the decision in their favor in the United States Court in Boston. Their mortgage, which is for $20,000,000, provides that on failure to pay interest they may at once foreclose the mortgage, subject, however, to a right in the original company to redeem within eighteen months. Sept. 13, 1871, they took possession, under foreclosure, of the road, subject, of course, to the eighteen months' right of redemption. The recent litigation has been to prevent the completion of the foreclosure, in view of certain provisions of the Bankrupt act. That having been decided in favor of the bondholders, the trustees above named now call for a meeting of all those holding the bonds at Horticultural Hall, Tremont street, Boston, the 17th proximo, to hold an election, to be presided over by the trustees under the mortgage, or those present, for a board of directors, of the same number as now authorized for the railroad, to organized themselves into a corporation with the same privileges as the present railroad.

At this meeting a new corporate name is to be selected; the capital stock is to be the amount of the Berdell bonds outstanding, and each bondholder will be entitled to ten one hundred dollar shares of the new stock for each thousand dollars of bonds when surrendered, and is to vote according to his bonds.

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New York, Philadelphia and Washington.

FOR SALE BY BANKS AND BANKERS GENERALLY.

Vermont Central Railroad.

At St. Albans, Vt., on the 21st inst., in the suit of the Vermont and Canada Railroad Company against the Trustees of the Vermont Central Railroad for rent, Chancellor Boyce, in delivering his opinion, said that the court had labored under no embarrassment as to the disposition of this case. This petition is for an order upon the receivers and managers for the payment of the rent. The court could make no such order until they were put in possession of the facts, and the receivers had settled their accounts. It appeared that no accounts have been settled since 1866, and there was no excuse for the neglect of this duty, on the part of the receivers; we think it was a plain duty on the part of the receivers to make a settlement of their accounts annually, and we shall make such an order that the receivers make such a settlement in the Court of Chancery. The court would make no order upon the receivers to pay this rent at the present time.

In reference to the other petitions, praying for the removal of receivers, if they were allowed to lie in this court it would embarrass the managers in their business. The trustees could be removed upon a motion if they should be found unworthy. It would be no particular benefit to the petitioners to allow the petitions to remain, and we decide either to dismiss them without prejudice or permit the parties to withdraw them.

☞ At a meeting of the stockholders of the Middleburgh and Schoharie Railroad Company, held in Middleburgh on the 24th inst., the following persons were elected directors for the ensuing year; D. D. Dodge, P. S. Danforth, L. Sanford, Wm. H. Engle, John A. Goewey, David Becker, Jacob, Neville, D. Beekman, E. Cook, J. M. Scribner, G. N. Frisbie, A. Haines and S. J. Freemyre; and at a subsequent meeting of the directors, the following officers were elected: D. D. Dodge, President; L. Sanford, Vice President; P. S. Danforth, Treasurer; J. Neville, Secretary.

☞ The time for the completion of the Harlem River and Port Chester Railroad, and for said company to comply with the conditions of its act of incorporation, and the amendments thereto, has been extended to January 1, 1874.

Pennsylvania Railroad Company.

Twenty-Sixth Annual Report.

Office of the Pennsylvania Railroad Co.,
Philadelphia, March 10, 1873.

To the Stockholders of the Pennsylvania Railroad Company:

Your Directors have much pleasure in submitting to you the following very satisfactory statements of the business of your Railways and Canals for the past year.

The earnings of your Railway and Branches between Philadelphia and Pittsburg were:

From passengers		$4,022,012 80
From emigrant passengers		240,005 08
From mails		154,914 78
From express matter		449,627 35
From general freights		16,856,891 41
From miscellanous sources		289,073 85
		$22,012,525 27
EXPENSES.		
For conducting transportation	$4,964,932 75	
For motive power	3,826,946 40	
For maintenance of cars	1,305,899 83	
For maintenance of road	3,337,724 69	
For general expenses	329,169 42	
		13,764,673 09
Leaving net earnings in 1872		$8,247,852 18
The total earnings of these works in 1871 were		$18,719,836 85
And for 1872		22,012,525 27
Showing an increase in 1872 of		$3,292,688 42

Of the above earnings, there were received from the 358 miles of Main Line:

In 1872	$20,010,818 80
In 1871	17,338,824 28
Increase from the Main Line	$2,671,994 52

And from the Branch Lines:

In 1872—426 miles in length	$2,001,706 47
In 1871—375 miles in length	1,381,012 57
Increase	$620,693 90
The earnings of the Branch Lines operated by your company in 1872, as already stated, were	$2,001,706 47
The expenses of operating them, including rents of leased branches, were	1,994,121 84
Showing a net direct profit in operating these lines, of	$7,584 63

The sources of revenue in 1872 compared with those of 1871, show an increase in every item as follows:

First-class passengers	$302,748 44
Emigrant passengers	83,612 96
General freights	2,804,586 90
Mails	7,021 66
Express matter	87,277 45
Miscellaneous	7,441 01
Total	$3,292,688 42

The whole number of passengers carried in 1871 was 4,699,985, and in 1872, 5 250,393, an increase of 550,408, or nearly 11 71-100 per cent.

The average distance traveled by each passenger was 38 11-100 miles, being 58-100 more than in 1871.

The number of tons of freight moved (including 614,757 tons of fuel and other materials for the company's use) was 8,459,535 tons, embracing 3,669,071 tons of coal. It was last year 7,100,294 tons, showing an increase of 1,359,241 tons, or over 19 3-10 per cent.

The average charge per net ton per mile upon freights during the year was 1 4168-10000 cents, against 1 3889 10000 cents last year, and per passenger 2 45-100 cents per mile against 2 53-100 last year, or an average increase in the rate of freight charges in 1872 above those of 1871, of 0 0276-10000, or a little over a quarter of a mill per ton per mile; and in passenger charges a decrease of 8-10 of a mill per passenger per mile.

The average cost of moving freight was 0 886-1000 cents per ton per mile, and for passengers 1 837-1000 cents per passenger per mile.

The actual cost of operating your railway, including branch lines in 1872, was 62 53-100 per cent of its receipts; excluding branch lines, it was 58 92-100 per cent.

The earnings of the Philadelphia and Erie Railroad in 1872, were:

From passengers		$647,274 09
From freights		3,177,548 92
From express matter		44,917 87
From mails		27,573 20
From miscellaneous sources		83,438 79
Total (nearly $13,822 per mile of road)		$3,980,752 87
The operating expenses during the same period were:		
For conducting transportation	$841,298 21	
For motive power	915,755 45	
For maintenance of cars	338,019 18	
For maintenance of way	1,192,943 07	
		3,288,015 91
Showing a balance to the credit of Philadelphia and Erie Railroad of		$692,736 96

The number of tons of freight moved upon this line during the year was 2,028,568 tons, against 1,828,491 in 1871, 1,614,287 in 1870, and 1,302,041 in 1869, showing a steady annual increase of traffic.

The average charge made per mile on freights was 1 190-1000 cents per ton per mile, and the actual cost of its movement 0 941-1000 of a cent per ton per mile, leaving a margin of profit of only one quarter of a cent per ton per mile.

The increased tonnage in 1872 over 1871 was 200,077 tons, and the increase in revenue from freights was $377,190 61-100, and from passengers, $61,298 53-100. The total increase of revenues for the year being $438,889 14-100; but the expenses, chiefly owing to the destruction of the Linden Bridge by fire, and the unusually large amount of iron required to keep the track in good condition, has more than absorbed this increase.

The net earnings of the Philadelphia and Erie Railroad have disappointed the expectations of its friends and projectors; not in the extent of its tonnage since the modification of the lease, but in the rates of freight that it has been able to command for what it carried. This line being longer from the commercial centres of the East to all important points of the West than its competitors, and traversing a sparsely populated country, with gradients unfavorable for cheap transportation, the cost of conducting its passenger business has usually exceeded the income from this branch of revenue. This year it shows a loss of $37,933 73.

In working this railway it early became apparent that the continuance of the old lease, which exacted thirty per cent of the receipts without regard to the rates of freight that could be procured, must result in the adoption of charges by the Lessee that would render any participation in the lake trade at Erie, or through traffic from west of the mountains, impossible. For such business the New York and Erie Railroad Company, the chief competitor of this line, charged rates that yielded it little or no profit, and the Lessee consequently had no other resort but to meet this competition, or abandon the through traffic, and rely upon the local business of the line for its support, at rates of freight which would leave a sufficient margin for profit on its transportation, to meet the terms of the lease.

Before adopting the policy here indicated, which appeared to be opposed to the interest and expectations of the public, the question of a modification of the lease to meet the difficulty thus developed by the character of the traffic of the line, was brought before the shareholders of the Philadelphia and Erie Railroad Company, who with great unanimity confirmed the alterations proposed. Under the modified terms, the Lessee agreed to work the line at cost, giving to the shareholders whatever profit the enterprise might develop.

This change in the lease has permitted the Pennsylvania Railroad Company to develop the resources of the country traversed, meet the interest upon its bonded indebtedness, and preserve the property to the shareholders, that they may be able to reap from their investment whatever advantage the future has in store for them, from an increase in the population and wealth of the country traversed or that may become tributary to the line.

Before the lease was entered into, the shares of the Philadelphia and Erie Railroad Company had only a nominal value, being freely offered at five per cent of par. They are now marketable at over fifty per cent (an increase of a thousand per cent), clearly demonstrating that the lease has not had, as represented, a depressing influence upon the stock of the company.

The lease of this line was only offered to the Pennsylvania Railroad Company after it had been declined by the officers of the Philadelphia and Reading Railroad Company, and after all other means for raising the funds required to complete the work, that did not involve the sacrifice of the stock of the company, had failed.

The failure of this enterprise to become at once profitable, is due first, to its having been started with insufficient capital; second, that it was located without reference to the capabilities of the country, it was to traverse, to yield a sufficient traffic for its support. Instead of crossing the valuable coal deposits of the Allegheny Mountains, it passed north of them, and in doing so avoided also the still more important oil deposits of Northwestern Pennsylvania, the existence of which was then unknown, being influenced in the adoption of the present route by two insignificant local subscriptions; thirdly, by commencing and continuing the work of construction at both ends, when the means of the company were insufficient for the execution of any considerable portion of either end, a policy which has ruined many other extended enterprises, and by the temporary adoption of which by the Pennsylvania Railroad Company the early success of that enterprise was jeoparized; fourthly, from its financial sacrifices incurred to secure an early opening of its road, through which mainly its cost with a single track, has amounted to $75,744 per mile, while that of the Pennsylvania Railroad, with a double track throughout and a third track for a portion of the distance, traversing a vastly more rugged country, was but $71,992.

In strong contrast with this policy, it may be stated that all financial sacrifices made during the construction of the Pennsylvania Railroad, as well as the interest that had been paid to shareholders and others until the railway was finished to Pittsburg, were charged directly to the expense account, until returned from the net revenues of the railway, instead of, as in the Philadelphia and Erie and many other cases, having been charged to the cost of construction.

The only way, it is believed, by which the stock of the Philadelphia and Erie Railroad Company can be made more profitable is the employment of more capital to open up the resources of the country naturally tributary to it; this is now being done, and it is hoped will finally enable it to earn dividends to its shareholders.

The earnings of the United Railroads of New Jersey and the Philadelphia and Trenton Railroad, excluding those of the Belvidere Delaware Railroad and Flemington Branch, were, in 1872:

From passengers	$4,573,312 52
From freights	3,263 298 86
From express matter	236,554 95
From mails	48,485 00
From miscellanous sources	144,580 47
	$8,266,226 80

Expenses:		
For conducting transportation	$2,755,690 75	
For motive power	1,595,096 62	
For maintenance of cars	379,637 17	
For maintenance of road	1,224,007 03	
For general expenses	50,735 21	
		6,005,166 78
Leaving net earnings in 1872		$2,261,060 02

The earnings of the Belvidere Delaware Railroad, sixty-eight miles in length, and Flemington Branch of twelve miles, were in 1872:

From passengers	$154,479 83
From mails	4,319 26
From express matter	3,787 31
From general freights	499,499 33
From miscellaneous sources	2,357 45
	$664,393 18

Expenses:		
For conducting transportation	$125,906 60	
For motive power	146,434 90	
For maintenance of cars	44,840 09	
For maintenance of road	198,349 89	
		515,531 48
Showing a balance to credit of Belvidere Railroad for 1872 of		$148,861 70

The earnings of the Delaware and Raritan Canal in 1872 were:

From tolls	$938,832 06
From steam towing	567,053 99
From miscellaneous	18,719 19
	$1,524,605 24

Expenses:		
For maintena'e of canal	$278,930 52	
For canal operation, including drawbacks of $109,448 80	293,388 27	
For steam towing acc't.	443,718 70	
		1,016,037 49
Leaving net earnings in 1872		$508,567 75
After deducting drawbacks allowed to shippers in 1872, and also in 1871, the actual revenues from the Delaware and Raritan Canal, were in 1872		$1,415,156 44
And they were in 1871		1,280,736 84
Showing an increase of		$134,419 60

The earnings of the Philadelphia and Trenton and the United Railroads of New Jersey, Belvidere Delaware Railroad, and Flemington Branch, and the Delaware and Raritan Canal in 1872 were:

From United Railroads of New Jersey, &c	$8,266,226 80
From Belvidere Delaware Railroad and Flemington Branch	664,393 18
From Delaware and Raritan Canal	1,524,605 24
	$10,455,225 22

Expenses:		
For United Railroads of N. J	$6,005,166 78	
For Belvidere Delaware Railroad and Flemington Branch, including net earnings ($146,861 70)	664,393 18	
For canal	1,016,037 49	
		7,685,597 45
Total net earnings of railroad and canal in 1872		$2,769,627 77
The gross receipts from these works in 1871 were		$8,959,157 06
And those for 1872		9,962,461 96
An increase of		$1,003,304 90

The amount required to pay interest on bonds and dividends to the shareholders of the United New Jersey Railroads and Canal, under the lease is		$2,292,987 34
To which add the interest at seven per cent upon the average estimated amount of additional capital employed in conducting the business of the road, "$1,740,890 93," six months		60,931 14
Add interest on loss in operating road in 1871, "$930,238 23," one year, seven per cent		65,116 67
Total		$3,419,035 15
From this deduct the amount contributed to the sinking fund from the earnings of the railways in 1872	$112,920 00	
And the amount of debt of the United Companies paid off by the Pennsylvania Railroad Company in 1872	140,568 12	
Amount received from investments	171,629 92	
		425,118 04
Balance		$2,993,917 11
From which deduct net earnings of railways and canals		2,769,627 77
Leaving the deficit of 1872		$224,289 34
Add deficit that had accrued up to January 1, 1872		930,238 23
The total deficit up to January 1, 1873, was		$1,154,527 57

In considering this statement it will be recollected that no charge has been made against the business of the New Jersey Railroads for the use of the cars of the Pennsylvania Railroad Company engaged in the through traffic over those railroads, or for any part of the general expense account incured for the management of the whole of the works of your company, which should be distributed in due proportion among its own and leased lines.

On the completion of the extensive improvements commenced at and near Jersey City, and the construction of the additional tracks contemplated along the line, it is believed that the cost of moving and handling freights and passengers will be so materially reduced that we shall be able not only to meet the terms of the lease from the profits of the works, but to gradually extinguish the large deficit that has accumulated. Without the additional facilities already provided, the increase of the business of the past year could not have been disposed of at all, and the proper working of the line is still greatly embarrassed for want of the additional facilities which are now being provided.

As large, however, as this deficit now amounts to—if it is never returned from the profits of these works—its creation was fully justified by the absolute necessity there existed for the accommodation of the rapidly increasing traffic of our line from the West, destined to New York and the East, the small profits upon the transportation of which were not considered by the lessors of these railways and canals of sufficient importance to induce them to incur the heavy terminal expenditures required for its prompt and economical delivery.

The number of passengers carried over the United Railroads of New Jersey in 1872, was 7,580,795, and the average distance traveled by each passenger was 21 39-100 miles.

The number of tons of freight moved was 2,536,304 tons, including 55,732 tons of bituminous coal for shipment at South Amboy and 78,027 tons of material transported for the company's use.

The average charge per net ton per mile upon freights during the year was 2 55-100 cents, and per passenger 2 52-100 cents per mile.

The actual cost of operating the Philadelphia and Trenton and the United Railroads of New Jersey in 1872, was 72 64-100 per cent of its receipts, which high rate is mostly due to the want of facilities at the termini of the road for handling economically the large traffic of the line.

The number of tons of freight moved on the Belvidere Delaware Railroad and Flemington Branch, was 914 833 tons, of which 842,749 tons was anthracite coal.

The average charge per net ton per mile upon the freights carried over these lines in 1872, was 1 11-100 cents, and the cost of moving it was but 0 819-1000 cents per ton per mile, reflecting much credit upon the General Superintendent, F. W. Jackson, Esq., and the Superintendent in immediate charge, Mr. John A. Anderson, for the efficient and economical management of the line.

As the accounts of the business of these railways have not heretofore been entered in the form and detail with which those of the Pennsylvania Railroad Company have been kept, we have no reliable data for comparing the results of the business of 1872 with those of previous years.

The lease of the New Jersey improvements between Philadelphia and New York, includes, also, the Delaware and Raritan Canal, the water line between those cities. This work is under the charge of General I. J. Wister as General Superintendent, in place of John G. Stevens, Esq., elected General President of the several companies in New Jersey whose lines you have leased. This canal, though its coal tonnage fell off materially in 1872, has yielded, however, an increase in its net profits over the previous year of over $134,000.

With the lease of the New Jersey Railroads and Canals, this company also received property represented by shares in and bonds of branch railroads, street railroads, turnpikes, bridges and ferries over the Delaware and Hudson rivers, amounting at par to $5,714,444 25, valued at the time of their delivery at $4,065,225 25, and believed to be now worth about that sum. These securities yielded in 1872 a net revenue of $171,629 92, but they cannot be sold without injury to the general interest of this company. This leaves the means necessary to make the improvements so urgently demanded for the accommodation of the large and increasing business of these railways at Philadelphia, Jersey City and along the line, to be obtained from other sources. These improvements, consisting of additional tracks for passing trains, sidings at the termini, shops, engine houses, passenger stations, warehouses, wharves and stock yards, the construction of which could not longer be delayed, have been commenced and will be prosecuted with vigor. Their completion will require a heavy outlay which, if it had been incurred some years since, would at this time have added materially to the revenues of the company, and to a greater extent have diminished the expenses of managing its business.

The live stock traffic of the Pennsylvania Railroad Company destined to Jersey City, New York and points in the East, for want of facilities for its accommodation at Jersey City, has for many years been forced to leave the Pennsylvania Railroad at Harrisburg, 106 miles west of Philadelphia, and reach New York over the East Pennsylvania and New Jersey Central Railroads, thus losing the profit of its transportation for about 200 miles out of 450 miles between Pittsburg and New York.

The New Jersey Central Railroad Company, in consequence, it is supposed, of the crowded condition of its line, has recently demanded specific rates for the transportation of live stock over its railway instead of its share of the rates obtainable in competition with other routes as heretofore. To meet this movement and restore this traffic to its natural channel, this company is under the necessity of at once incurring a heavy expenditure which ought to have been made some years since by the New Jersey Companies.

The estimated expenditures for all these works during 1872, 1873 and 1874, including the rebuilding of the Trenton and Brunswick bridges with iron, has been estimated at $5,250,000. To meet

this sum, the Joint Railroad Company of New Jersey have delivered to us of their general mortgage bonds, $3,000,000, the interest upon which will have to be added to the annual payments to be made under the lease.

The revenues of all the lines operated by your company in 1872, between Pittsburg and Jersey City, and the amounts paid for their working expenses, interest on debts and dividends to shareholders, are as follows:

Receipts:		
From the Pennsylvania Railroad and Branches		$22,042,525 27
From the Philadelphia and Erie Railroad		3,980,752 87
From the United Railroads of New Jersey		8,266,226 80
From the Belvidere Delaware Railroad, including the Flemington Branch		664,393 18
From the Delaware and Raritan Canal		1,524,605 24
From the dividend on stock in the Pennsylvania Comp'y from April 1 to October 1, 1872		240,000 00
Total		$36,688,503 36
Expenses:		
Of the Pennsylvania Railroad and Branches	$13,764,673 09	
Of the Philadelphia and Erie Railroad including net earnings	3,980,752 87	
Of the United Railroads of N. Jersey	6,005,166 98	
Of Belvidere Delaware R.R. and the Flemington Br., including net earnings	664,393 18	
Of the Delaware and Raritan Canal	1,016,037 49	
		25,431,023 41
Net profits for the year upon all the lines operated by the Co		$11,257,479 95
From which deduct dividends declared in May and November (each 5 per cent), with the taxes paid thereon	$4,711,497 00	
Interest paid by this company after deducting interest and dividends received	434,145 95	
Paid for the lease of the Harrisburg and Lancaster Railroad	135,056 34	
Annual payment to the State of Pennsylvania on account of interest and principal due upon the purchase of the works betw'n Pittsburg and Phila	460,000 00	
Dividends & interest paid on account of the United Railr'ds and Canals of New Jersey in 1872 ($3,292,987 34), after deducting interest received from investments transferred with the lease ($171,629 92), showing an outlay in operating them under the lease in excess of their net receipts of $224,289 34	3,121,357 42	
		8,862,056 71
Balance		$2,395,423 24

This balance represents the net results of the operations of your several lines of railway in Pennsylvania and New Jersey for the year 1872, and they are thus stated that you may fully understand the value of your property, nothing having been entered to the expense account except the regular transportation charges against the business of the company. In former years the expense account was increased annually, by considerable payments that might have been charged to construction account, which, had they been divided as profits, would to that extent have increased the present indebtedness of the company.

The Pennsylvania Railroad Company has also a large amount of property that is at present practically unproductive, such as a controlling interest in 22,194 acres of Anthracite coal lands, stock in the Pennsylvania Canal, and in Railroads, the profits of which in a short time will add largely to its net revenues, but which at present are small, and have been devoted to their improvement.

It will be seen from the preceding statement, that the surplus net profits of the company in 1872, without including those from the sources alluded to, were sufficient to have paid a dividend at ten per cent, upon an additional capital stock of nearly $24,000,000, and there is every reason to believe from the daily indications of the future business of the company, that without further outlays the profits of 1873 would be equally satisfactory. But as it is the duty as well as the interest of the company to meet the legitimate demands of the public for increased transportation facilities, the means necessary for that object must be provided. The amount required in 1873 for additional tracks, equipment, shops, wharves, depots, &c., &c., to meet the demands from the increasing tonnage of the company and its existing obligations, is estimated at $22,000,000.

The increase of the tonnage of 1871 over 1870 was 22⅓; per cent and in 1872 over 1871 was 19.3 per cent upon this increased amount. This rate could have been further increased by the possession of additional rolling stock and better terminal facilities.

The amount of rolling stock, &c., added in 1872, though deemed ample to meet the wants of the public, proved inadequate to that object. A further increase of equipment involves also large extensions of third track, sidings, warehouses, and all other facilities that a railroad requires, the business of which is already crowding all of its departments. To raise the means desired to provide for this anticipated increase of traffic, your directors have concluded that inasmuch as the surplus profits of the year were largely in excess of the amount required to pay the usual dividend on its existing capital, the most acceptable mode of raising this sum would be by a distribution of an additional number of shares to the extent of 33⅓ per cent of their present holdings, ratably among all of the stockholders whose names may stand upon the books of the company on the first day of April next, one-half to be paid in between the 1st and 24th of May, and the remainder (50 per cent) to be called for on sixty days' notice, in instalments not exceeding 25 per cent at any one time.

The increase of the tonnage of the Pennsylvania Railroad was chiefly due to the local traffic of the line. This increase of traffic, not however in so great a ratio, will it is believed continue for some years to come.

To meet these annual requirements for additional funds, the directors have thought it best to adopt a revised financial plan, and with that view they have procured an act of the Legislature authorizing an increase of the capital stock of the company one hundred per cent, with the privilege of raising by bonds, to be secured by mortgage, an equal amount. A certified copy of said act is submitted to you with this report for your action.

An application for an act to increase the capital of the company and its mortgage indebtedness in 1869, elicited such strong objections, in consequence of its apparent magnitude, from those who could not appreciate the extent and rapidity with which the traffic of the company would increase, that it was thought expedient to cut down the amount asked for to $35,000,000, an amount which has already proved to be wholly inadequate to the requirements of the company. It has therefore been thought advisable to discontinue the sale of the present general mortgage bonds at the sum of $20,000,000, and provide by an additional general mortgage, an amount sufficient to meet the future necessities of the company. The basis of such a mortgage was increased last year by the issue, at par, of $11,932,000 capital stock, which it is now proposed to further increase by an issue of additional capital, amounting to about $18,000,000; making the basis for the issue of additional bonds under the proposed mortgage $71,000,000; the aggregate amount of the preceding mortgages and prior liens being but $34,911,300.

In addition to the value of the railroad and branches, real estate and equipment and franchises as a basis of security, it will be recollected that among the personal property which will add still more to the security of such a general mortgage are the assets of the company composed of the stock and bonds of other companies, and amounting at their present cash value to $50,396,000.

A communication was submitted at your last annual meeting, in opposition to the continuance of fast freight lines upon the Pennsylvania Railroad, and was referred by you to the incoming board for examination, with instructions to report their views thereon.

The expediency of establishing such lines, owned by individuals or transportation companies, was at the time of their introduction admitted by the directors to be involved in grave doubts, and their introduction upon your road was not entertained by your directors until every argument had been exhausted to induce the railroad companies of New York, contending for the same traffic between the East and the West, to discontinue their employment.

It was found impossible, while these Transportation Companies existed under contracts with the New York Railroad Companies which made it their direct interest to disregard them, to preserve uniform rates, and it was not until after years of remonstrance and the non-enforcement of agreements frequently enter into with the New York Railroad companies to abolish these lines, that this company entertained the propriety of meeting the difficulty by the employment of the same weapons of attack and defence. After much delay and earnest consideration, the subject was finally brought before your board for its determination, and referred by it to the road committee. After a full investigation of the subject, a report was drawn up by it, authorizing the establishment of a fast freight line over the Pennsylvania Railroad and its connections as the best means for meeting this competition.

This report was unanimously adopted by the directors, and a contract entered into with intelligent and active parties, who had spent nearly their whole lives in the business of transportation between the East and the West, upon the State Works of Pennsylvania; gentlemen who thoroughly understood the views and objects of the board, and who entered upon their duties under an act incorporating them as the "Union Railroad and Transportation Company," with ample means and a determination to accomplish the objects assigned to them. In different and less experienced hands the enterprise, under the terms of their contract with your company, would most probably have proved a failure.

When the Union line was established, this company controlled no railway west of Pittsburg or east of Philadelphia, and held but little over 350 miles of road between the eastern and western commercial centres, while the cars of this Transportation Company were expected to traverse many thousand miles of railways in the West; gather up all the traffic that they would secure, and bring it to the eastern markets over your

works, returning them by the same channel filled with the merchandise and manufactures of the East,

The western railways were found by the Union Transportation Company to be generally deficient in car equipment, and the companies owning them gladly welcomed the advent of an enterprise calculated to relieve their ever increasing wants, and eagerly entered into contracts with it for the use of their railroads by its cars, and under these contracts it was enabled to successfully fulfil the objects we had in view.

The Union Transportation Company was organized under great doubts as to its financial success, without solicitation from its proprietors, and against the principles which the board then recognized as those which should govern railway companies in the management of their affairs. But its establishment, under the circumstances that then existed, was considered necessary to the success of the Pennsylvania Railroad Company, and its results have fully justified its organization.

Since your company has acquired control of its extended western connections, east of the Mississippi, and removed the obstructions that interrupted a free flow of traffic over your railway from the trade centres of the West to those of the East, the mission of the Transportation Company has been fulfilled, and its continuance in the sphere it occupied is no longer important to your interest.

It was contemplated on the organization of the "Pennsylvania Company" to manage your western connections in the manner pointed out in previous reports, that it should fill the place occupied by the Union Transportation Company. It has, however, required time to get these extensive works into harmonious and efficient action, and to fully understand their traffic. The Pennsylvania Company is now ready to assume this duty, and arrangements have been made for the transfer of the property and franchises of the Transportation Company to it, which will be carried into effect as early as the transfer can be properly made. The actual value of the property consisting of cars, warehouses, wharves, offices, shops and sidings, to be thus transferred is estimated—without its good will—at over $3,000,000, and it has been purchased by the "Pennsylvania Company" for three millions of its Common Stock at par, thus interesting individuals of experience in the management of this great enterprise—a consideration of material importance and value.

The Union Line having fulfilled the objects that this company had in view at its establishment, in a manner satisfactory to its employers, it is gratifying to be able to state that it has been so efficiently managed that it has also proven a pecuniary success to its shareholders. Their profits have, however, been mainly derived from transportation over the extended system of railways west of Pittsburg and east of Philadelphia, under contracts of their own procurement, with the companies whose roads their own cars traversed. The high rates of transportation that prevailed during the rebellion yielded very profitable results to the line, as well as to your company—the through rates over the Pennsylvania Railroad in many cases having been twice those charged upon its local freights.

It will also be remembered in this connection that neither law nor public opinion would at the time have permitted the assumption of powers by your company that would have enabled it to establish a transportation line to meet successfully the object that your company had in view. When the Pennsylvania Railroad Company commenced business west of Harrisburg (its then eastern terminus) under the influence of the narrow policy which then governed the management of the State Works, it was enjoined from running its cars over the Philadelphia and Columbia Railroad, a work built by the Commonwealth especially to afford equal facilities to all that would use it. A more enlightened view of the subject prevailed, however, in the Supreme Court, and the injunction was dissolved,

In reviewing the facts which induced the confirmation of the contract entered into with the Union Line, your board is fully satisfied that the best interest of the company was promoted by the adoption of the report of the road committee referred to, and that the results of the operations of the Transportation Company have been highly advantageous to your company.

To draw a line that should regulate the interference of a corporation with private enterprises, even where directly authorized by its charter to do so, is a matter of extreme delicacy, and the power should be exercised with great caution, and a disposition to bear the ills that they bring upon the corporation and public—which are not without their compensating advantages—rather than deal harshly with established interests.

The board still believe that where cars have to traverse extended lines of other and different railroad, that it is best for the interest of the railway company, where such lines are necessary, that they should be owned by private corporations or individuals and run under proper special contracts with those controlling the railways to be used.

The extent of the Western connections and the rapid increase of the local and through tonnage of the Pennsylvania Railroad has not only pressed upon your company the necessity of increasing the facilities of its own line by the laying of additional tracks, without which the traffic of the past year could not have been accommodated, but it has also pointed out the necessity of an additional line across the mountains that separate the waters of the Mississippi Valley from those of the Atlantic; to be built especially for freight, and designed for cheap transportation at slow rates of speed.

The route adopted for this purpose has been pointed out in previous reports, and the line is now being constructed, with the assistance of this company, by the Allegheny Valley Railroad Company, connecting that company's road, at the mouth of Red Bank Creek, with the Philadelphia and Erie Railroad, at a point 120 miles west of its eastern terminus at Sunbury.

This line has no gradients against the traffic exceeding a rise of three-tenths in a hundred, or less than sixteen feet in a mile on straight lines—reduced proportionately upon curves. Its route abounds through its whole extent with cheap fuel, consisting of varieties of Bituminous Coal in unusually thick beds, embracing the best coking coals for iron smelting, blacksmith, gas coals, and cannel coal—the latter being the most accessible, of that variety, to the Eastern markets.

This "Low Grade Line" is in rapid progress of construction, and will be opened for use this year or early next spring. When completed, and its connections made with the West, it will be possible for freights to be carried at much cheaper rates than they can be conveyed by any of the proposed canals between the Mississippi and the East.

The branches of your railway have not, in the aggregate, yielded much, if any, direct profit to this company, but they have added materially to the prosperity of the State, and to the revenues of the Main Line. Where built by other companies, they have been leased to this company, to be operated by it at cost, that their proprietors might save the outlay that would otherwise be required for rolling stock and other equipment.

The railroad opened between Lewistown and Sunbury, on the Susquehanna river, the past year, has been thus operated. This line, though it traverses a good agricultural region, and said to contain much undeveloped iron ore, has not secured sufficient traffic to meet its running expenses, leaving the interest upon its bonds, which have been issued to the extent of $1,200,000, wholly unprovided for. The traffic of the line is, however, increasing, and may at a future period yield a profit equal to its expenses and the interest upon its indebtedness.

All the branch lines recently promoted by this company in Pennsylvania have had in view the development of the growing iron ore or coal interest of the State. The branch opened during the past year to the ore banks of Morrison's Cove, in Blair County, promises excellent results, while the line in progress of construction between Lewisburg on the Susquehanna, and Tyrone on the Pennsylvania Railroad traverses a country abounding in rich iron ore deposits, which have for many years supplied the charcoal furnaces of that region with ores that have produced some of the most valuable irons of the Juniata Valley. The ores of this region are by this branch made equally accessible to both anthracite and bituminous coal of the best quality for smelting; and, in view of these advantages, it opens up a most attractive locality for the manufacture of iron, the demand for which must annually increase with the increasing cost of its production in Great Britain, from whence the larger portion of the iron consumed in this and other countries is at present procured. The analyses of these ores also show that many of them are well adapted to the manufacture of Bessemer steel.

The facilities for the distribution of freights in Philadelphia were not enlarged, in 1872, to the extent desired. The City Councils promptly acted upon the suggestion contained in the last annual report of this company in relation to the construction of a railway along the Delaware front between Christian and Dock streets, but the "law's delay" has prevented, during the past year, the completion of the improvements desired. The property owners upon the Delaware front, though anxious for the construction of the work, have not given to it their active co-operation, and, in consequence, the improvement so much needed by the commercial interests of the city cannot be finished before the ensuing summer or autumn. In the meanwhile the existing facilities for the accommodation of freights on Market street are being seriously encroached upon.

The erection of additional elevators for grain traffic has also become important, though it is believed that these may be supplied by private enterprise.

The connection referred to in our last annual report between the Pennsylvania Railroad and the Pittsburg, Virginia and Charleston Railway, crossing the Monongahela river above the mouth of Turtle creek, has been commenced, and if practicable it will be completed this year. Its construction has become a necessity from the impossibility of passing freight trains from the Pittsburg, Cincinnati and St. Louis Railway through Grant's Hill Tunnel without great delay. The cost of this connection is estimated at $550,000. The Pittsburg, Virginia and Charleston Railway, which is to extend along the valley of the Monongahela to the State line of Virginia, is under contract as far as Monongahela City, and will be opened to that point (thirty miles) during the ensuing summer.

Arrangements have been entered into with the City of Pittsburg by which nearly all of the streets of that city will be passed over or under the Pennsylvania Railroad, which will involve an outlay by this company very little short of one million of dollars, an expenditure which it is hoped will be compensated for by the additional safety secured to the movement of trains and the avoidance of delays that occur at the present street crossings.

The Baltimore and Potomac Railroad Tunnel under the City of Baltimore, delayed by the unusual severity of the past winter, will be finished in May next, and will connect by one continuous line the whole of the Southern system of railways with those of the North; and the National Capital with the coal and lumber regions of Pennsylvania. This important work, under an enlightened management of its connecting lines, cannot fail to exercise a most important influence upon the trade and prosperity of the Southern Atlantic States, and its completion may be hailed as an object of national importance.

The Northern Central Railway company, a controlling interest in the stock of which is held by this company, in consequence of the low rates of freight charged, mainly upon its coal traffic in 1872, did not earn its dividend, the means having

been supplied from previous surplus profits. To enable it to do so in the future additional capital is required to purchase increased rolling stock and provide greater facilities for an economical distribution of freights at Baltimore, the cost of which now materially interferes with the profits of the company. The means required for this purpose, it has been suggested, can be most economically raised by a lease of the property of the company to the Pennsylvania Railroad Company. This is not desired by your board, and will only be entered into to promote your interest in the company as shareholders. The floating debt of the Northern Central Railway Company is already sufficiently large, and the means to provide for it will otherwise have to be met by a suspension of dividends until it has been materially reduced.

It has been stated, in previous reports, that your company had transferred to an organization known as the "Pennsylvania Company" all the leases it had taken of railways west of Pittsburg, including the Indianapolis and Vincennes, and Jeffersonville, Madison and Indianapolis Railways; and the control, through a majority of its shares, of the Pittsburg, Cincinnati and St. Louis Railway Company and its leased lines—the Pennsylvania Company to meet the conditions of these several leases, and to pay the losses sustained in working these lines, or either of them. The Cleveland, Mt. Vernon and Delaware Railroad and the bridge over the Ohio River at Cincinnati being at the time in an unfinished condition, were not included in this transfer; in both of which works this company holds a majority of their shares. The Cleveland, Mt. Vernon and Delaware Railroad will be finished this year, while the bridge over the Ohio has been in use for some months.

The capital of the "Pennsylvania Company" was placed at $12,000,000, $8,000,000 of which was to be issued to the Pennsylvania Railroad Company is preferred shares, which amount covers the cost of the property transferred, with interest to April 1, 1872. After that date, dividends were to be paid semi-annually out of the net earnings. The first dividend of six per cent per annum was paid on the 1st of October last, leaving a considerable surplus to the credit of income account. The preferred stock now held by this company will participate equally with the common stock in any dividends of income above six per cent. The rental and cost of operating all these lines, leading from Pittsburg to the Southwest, including the Columbus, Chicago and Indiana Central Railway, have exceeded their income, while those leading to the lakes at Chicago (via Fort Wayne) at Cleveland and at Erie have yielded a profit more than sufficient, after deducting the losses upon the Southwest Lines, to justify the payment of the dividend mentioned.

When the cars of the Union Railroad and Transportation Company have been transferred to the "Pennsylvania Company," the authorized capital of the latter ($12,000,00) will be filled up, and the profits of the company more than proportionally increased.

None of the steamships building for the Liverpool line of the American Steamship Company, in which this company holds a controlling interest, are ready for sea, but it is believed that the "Pennsylvania" the first launched, will be in readiness to sail in May next. The models of these vessels are all alike, and reflect much credit upon their designer, B. H. Bartol, Esq. They appear to be admirably adapted to the traffic of this port, and possess accommodations for passengers, both first class and emigrant, equal in comfort and elegance to any of the steamers that ply between Europe and America. The execution of the work by Messrs. Cramp & Sons, as far as it has progressed, has been faithfully done, and appears to be fully equal in character and substantiality to that of any of the European built steamers. The ships will have all the modern economic improvements, and will not cost on completion much, if any, more than they could now be built for in Great Britain.

E. C. Knight, Esq., one of the most energetic and enterprising merchants of this city, has been made President of the Steamship Company in place of the late Washington Butcher, Esq., deceased. Under his administration we have no doubt but that the line will be managed with credit to this port and profit to the stockholders.

Since your last annual meeting the board of directors have lost the services of three esteemed colleagues:

George Black, Resident Director in Pittsburg, whose decease occurred in August last. His practical business talents and devotion to the interests of the company were always of great service, and highly appreciated. To fill the vacancy caused by Mr. Black's death, Mr. John Scott, of Pittsburg, a gentleman long identified with the manufacturing and leading interests of that city, was duly elected by the board.

Washington Butcher, whose decease occurred early in the present year. Mr. Butcher became a member of the board in December, 1849, and always served the interests of this company with great fidelity and efficiency. As his successor, Samuel M. Felton has been chosen. His long experience and sound judgment in all departments of railway management, cannot but prove beneficial to your interests. Owing to failing health, Joseph B. Myers, a member of the board for the past ten years, has been compelled to tender his resignation as a director of your company. This vacancy has been filled by the election of A. J. Derbyshire, at a former time an efficient member of the board, and who has always evinced a deep interest in everything concerning the company's welfare.

Thomas T. Firth, the Treasurer of the company for many years past, was compelled on account of his impared health to tender his resignation to the board, and thereby be relieved from the active duties of that position. The board accepted the resignation, and assigned Mr. Firth to the duties of secretary and treasurer of the sinking funds of the company. The board also adopted unanimously resolutions setting forth their high appreciation of his services and of the fidelity and ability he has shown in the discharge of the arduous and responsible duties connected with the office which he has filled honorably and creditably for so long a period.

Edmund Smith, late Vice President, who has been connected with the service of the company since 1847, has been elected by the board to fill the responsible position of treasurer—the board having entire confidence in his integrity and ability to perform the duties of that office.

The increase of the business of the company, and the continued disability of some of its officers, has rendered a reorganization of the department for conducting the operations of your railways, important and desirable to increase their efficiency. With this view, A. J. Cassatt, the present manager of the lines between Pittsburg and Jersey City, has been made general manager of all of the railways of the company east of Pittsburg and Erie. C. H. Gardiner, General Superintendent of the Pennsylvania Railroad, assisted by Frank Thomson as Superintendent of motive power and machinery. W. A. Baldwin has been continued as General Superintendent of the Philadelphia and Erie Railroad; F. Walcott Jackson, General Superintendent of the Philadelphia and Trenton and the New Jersey Railroads.

All of these gentlemen have been connected for many years with the administration of the several lines committed to their charge, and have materially contributed by their zeal and attention to their duties to the success of the company.

By order of the Board,
J. EDGAR THOMSON, President.

☞ The Legislature of Pennsylvania has passed a bill incorporating the West Laurel Hill Bridge Co., with authority to erect a bridge "from a point in Lower Merion township, Montgomery county, near Pencoyd station, on the Philadelphia and Reading Railroad, to a point opposite, in the city of Philadelphia."

Commerce of New York.

The foreign imports at New York for the month of February, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$21,088,566	$20,711,242
Do. for warehousing	14,570,487	10,263,357
Free goods	2,424 389	7,751,965
Specie and bullion	177,701	133,953
Total entered at port	$38,206,143	$38,860,517
Withdrawn fr. wareh'use	11,784,891	11,061,672

The foreign imports at New York for two months from January 1, were:

	1872.	1873.
Entered for consumpt'n.	$38,974,078	$37,981,473
Do. for warehousing	29,475,089	21,219,576
Free goods	5,153,449	17,215,267
Specie and bullion.	283,023	247,892
Total entered at port	$73,885,629	$76,664,208
Withdrawn fr. wareh'se.	24,133,903	20,629,590

The foreign imports of New York for eight months of the fiscal year, were:

	1872.	1873.
Six months	$183,028,276	$199,326,050
January	35,679,496	39 803,691
February	38,206,143	38,860,517
Total for 8 mos	$256,913,915	$275,990,258

The duties received at New York for eight months from July 1, were:

	1872.	1873.
Six months	$74.078,181 75	$64,393,092 93
In Jan.	13 317,086 82	10,763,626 44
In Feb.	14,710,928 08	12,893,637 89
Eight months	$102 106,196 95	$88,050,357 26

The exports from New York to foreign ports in the month of February, were:

	1872.	1873.
Domestic produce	$16,746,878	$20,474,949
Foreign free goods	272,341	155,079
Do. dutiable	895,950	508,974
Specie and bullion	972,657	3,670,444
Total exports	$18,887,826	$24,809,446
Do. exclusive of specie.	17,915,169	21,139,002

The exports from New York to foreign ports for two months from January 1, were:

	1872.	1873.
Domestic produce	$34,926,366	$39,854,446
Foreign free goods	858,983	897,200
Do. dutiable	1,580,824	937,906
Specie and bullion	2,518,019	10,798,433
Total exports	$39,879,192	$51,987,985
Do. exclusive of specie.	86,866,178	41,189,552

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1872.	1873.
Six months	$119,604,290	$130,400,814
January	18,951,004	20,050,550
February	17,915,169	21,139,002
Total produce	$156,470,463	$171,590,366
Add specie	24,823,943	45,642,576
Total exports	$181,294,406	$217,232,942

☞ The Clarke (Va.) *Courier* says that H. H. Crumish, contractor on the Shenandoah Valley Railroad, who had to suspend operations owing to the very severe winter through which we have just passed, is again at work, finishing up the ten miles of graduation for which he contracted. But little work remains to be done on the line from the Shenandoah river, near Front Royal to Shepherdstown, a distance of forty-one miles.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	10	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown .....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.38	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	449	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass'.	56,138	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.88	....	...	B'klyn, City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	104½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,829,175	1,068,400	626,000	88,746	590,245	13,1 3	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)...N.Y.	647,363	500,000	215,000	49,593	160,178	14,687	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3..	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(P.bg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.76	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	51
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	380	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,582	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150.000	—	172,537	44,368	26.7	50	15	50
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm. Br., Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	239	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,282	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) .....Mass.	1,705,666	1,250,000	—	455,566	905,066	153,192	10	100	100	58½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	84½
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N.Y. City).N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (P.bg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	43
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City).N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58½
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,990	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,509	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	68½
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,919	25,000	25,000	—	16,107	6,488	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4 0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingh.)			—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,155	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	556,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	90
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,633	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.	Principal Payable.	Asked Price.
	$	pc		
Albany: 1st Mortgage	40,000	7 J.& J.	1883	....
Avenue C: 1st Mortgage	681,000	7 M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7 J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7 J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7 J.&D.	1884	....
Brooklyn City: 1st Mortgage	300,000	7 J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	7 J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage	300,000	7 M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6 J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	7 F.& A	1882	....
2d Mortgage	200,000	7 M.& N	1890	....
Citizens' (Phg): 1st Mortgage	50,000	7 J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage	215,000	7 J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7 M.& S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7 J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	215,000	7 A.& O.	1873	....
Frankford and Southwark: 1st Mortgage	175,500	7 J.& J.	1877	....
2d Mortgage	51,500	7 M.& N	1891	....
Germantown: 1st Mortgage	250,000	7 J.& J.	1879	....
2d mortgage	100,000	7 A.& O.	1884	....
Grand st. F. P. & Flatbush: 1st Mortgage	200,000	7	.....	....
Green and Coates street: 1st Mortgage	100,000	7 J.& J.	1878	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage	137,000	7 J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	125,000	7 J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	1885	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7 J.& J.	1885	....
Marginal Freight: 1st Mortgage	500,000	7 A.&O	1871	....
Malden and Melrose: 1st Mortgage	60,000	6 A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6 J.&D.	1884	82½
2d Mortgage	25,000	7 J.& J.	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7 J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6 J.& J.	'80'1	....
2d Mortgage	500,000	6 J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage	188,000	7 J.& J.	1891	....
Philadelphia City: 1st Mortgage	200,000	7 J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7 M.& N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	.. J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7 J.&D.	1877	....
2d Mortgage	200,000	7 F.& A	1876	....
3d Mortgage	154,000	7 A.&O	1885	....
Conv. bonds	315,000	7 M.& N	1888	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7 J.& J.	1878	....
2d Mortgage	15,800	7 A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7 J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage	50,000	7 J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7 J.& J.	1890	....
Real estate	619,000	7	var.	var.
Troy and Albia: 1st Mortgage	35,550	7 A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage	76,000	7 M.& N	1888	....
Union (Boston): 1st Mortgage (R. E.)	75,000	8 J.& J.	1879	....
Union (Phila.): 1st Mortgage	300,000	6 J.& J.	1885	....
General Mortgage	100,000	7 J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7 J.& J.	1839	....
Watervliet: 1st Mortgage	130,000	7 A.&O.	1887	....
West Philadelphia: 1st Mortgage	100,000	7 J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage	125,000	7 A.&O.	1890	....
Worcester: 1st Mortgage		7	.....	....
2d Mortgage		8	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13 280.000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2 2 6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	33,444,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J.&O	Jan. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M & N	Nov. '72 5
Boston and Providence..100	3,960,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*. 100	650.000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5s
" " pref.100	1,435,900	M & S.	Mar. '73 5s
Camden and Amboy* ...100	6,847,800	J A J.O.	Apl. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850.400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,666.800	J & J	Jan. '73 5
Central of New Jersey.100	20,000.000	J.AJ.&O.	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*..... 100	880.000	J.A.J.&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton..... 100	8 929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18 652,410	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.*.... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 1½
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '72 3½
Cleveland & Pittsburg*.. 50	11 236,150	F.M.A.N	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	4,788,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val..100	848,964	F. & A	Aug. '72 5
Concord 10	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passump Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River..... 100	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A.J.O.	July '72 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,399,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	6,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,350	M. & N.	Nov. '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster*.50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 5½
Illinois Central..... 100	25,280,519	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv. Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300.000	J. & J.	July '72 4
Lake Shore & Mich. So...100	49 446,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Apl. '73 2½
Little Miami.*..... 50	5,871,459	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	Sept. '72 2
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov. '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989 548	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323.375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,378	J & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,45	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D.	Dec. '72 3½
Nashua and Lowell..... 100	800,000	M. & N.	Nov. '72 5
Naugatuck..... 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	600,000	J.A J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R..100	59,428,339	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Jan. '73 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref.. 100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '73 5s
Northern Central 50	5,000,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2 823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,258,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. 73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama..... 100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M & N.	Nov. '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626.250	M.J.S.D.	Mar. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref... 50	1,551,800	J. & J.	Jan. '73 6
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4½
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Jan. '73 7
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams...100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2.040.000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267.800	M. & N.	May '72 3
Summit Branch*..... 50	2,502 250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	M. & N.	Nov. '72 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200.000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00.	J. & J.	July '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800.000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn)... 100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY) 100	2,100,000	J. & D.	Jan. '70
Brooklyn City..... 100	1,500,000	F.M.A.N	Feb. '73 3
Brooklyn City & Newt..100	660,000	J. & J.	July '70
Brooklyn and Jamaica..100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brook]..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Phi.) 50	491 750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000.000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105.000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500.000	J. & J.	Jan. '73 4
Middlesex (Boston)..... 100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200.000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Jan. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Feb. '73-3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75.000	M. & N.	Nov. '72 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229.594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000 000	F. & A	Feb. '73 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739.800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	600,000	J. & D.	Dec '69 85c
Canton..... 16⅔	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	3,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Prices.
National Securities Mar. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	110
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 ..... registered	13,754,000	6	Jan. & July.	1880	118
.. .. coupon	4,661,000	6	" "	1880	120
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,508,050	6	Jan. & July	1881	118
.. .. coupon	63,813,300	6	" "	1881	120
Loan of Feb. 25, 1862 (5-20s) ..... registered	31,442,700	6	May & Nov.	1882	115½
.. .. .. (5-20s) ..... coupon	284,518,600	6	" "	1882	116
Loan of March 3, 1863 ..... registered	53,480,450	6	Jan. & July.	1881	118
.. .. coupon	21,519,550	6	" "	1881	120
Loan of March 3, 1864 (5-20s) ..... registered	2,298,000	6	May & Nov.	1884	117
Loan of June 30, 1864 (5-20s) ..... registered	35,144,550	6	May & Nov.	1884	117
.. .. .. (5-20s) ..... coupon	34,916,700	6	" "	1884	116
Loan of March 3, 1865 (5-20s) ..... registered	36,734,850	6	May & Nov.	1885	116
.. .. .. (5-20s) ..... coupon	119,214,950	6	" "	1885	117½
.. .. 2d series (5-20s) ..... registered	59,038,350	6	Jan. & July.	1885	114½
.. .. .. (5-20s) ..... coupon	149,757,250	6	" "	1885	116
.. .. 3d series (5-20s) ..... registered	90,984,350	6	Jan. & July.	1887	116½
.. .. .. (5-20s) ..... coupon	224,877,450	6	" "	1887	118
.. .. 4th series (5-20s) ..... registered	14,147,000	6	Jan. & July.	1888	114½
.. .. .. (5-20s) ..... coupon	24,489 600	6	" "	1888	117½
Loan of March 3, 1864, (10-40s) ..... registered	139,907,350	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s) ..... coupon	54,669,950	5	" "	1904	112
Consols of July 14, '70 & Jan. 20, '71. registered	128,685,450	5	F. M. A. & N.	1881	113½
.. .. coupon	71,314,550	5	" "	1881	113½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	1 310,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	115
U. S. Notes and Fractional Currency	401,376,409	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ..	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), '866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'0 '91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	43
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1868.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	99½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	....
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Prices.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	100½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,203):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	....	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	99½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'76	99½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'98	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	....	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	31½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	18
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd.....	1,496,309	6	" "	1881	105½
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	23
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	17
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	5,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98¼
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1896	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $16,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	97
Loan of 1853–'95	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1856–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (Penn. R. R. Co.)	746,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	40½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	59½
Mass. Loan (sec'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	94½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	90½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1896	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	208,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	"	1894	85½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	88
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	104
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'80–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	83½
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	600,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	94
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	2,500,000	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1885	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99½
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	2,560,000	7	F. M. A. & N.	" "	1915	91
Equipm't (Eng & Cars, $2,750,0 0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,136,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	103½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	79
1st Mort. (San., Day. & Cin.) S.F.	488,000	6	Feb. & Aug.	Boston.	1900	76½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,066,000	6	Jan. & July.	" "	1892	86
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	91½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	74
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1860	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	564,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	96½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	81½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,800,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1893	98½
East Tenn. & Georgia(E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76–'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868–'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869–'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872–'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	101½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1899	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1881	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,600	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	88
1st Mort. (Q. & Palm. R.R. 15 m.	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	280,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	87½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	104½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	101
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	103
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1e89	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $500,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	125,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18:3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'a.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,334,800	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97
1st Mort. (Junc.R.R.)Dec.1, 1952	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1896	98½
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	96½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	31½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	95½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	748,300	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	309,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1989	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	50
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100¾
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	90
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	"	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	80
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1891	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1865	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863.	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	95
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97
Chattel Mortgage	380,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd.	2,500,000	6	Jan. & July.	"	1885	93½
3d Mortgage skg fd.	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,080	6*	" "	"	1900	91½
Income Mortgage conv.	561,000	7	April & Oct.	"	1889	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	76
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	89
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	80½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	76½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.R.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	79
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £10,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,809,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	800,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	26,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	3,414,000	7	" "	"	1911	103½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	104½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	93½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,800,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	8	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	92½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'76-'90	78
Rich., Fredericksburg & Potomac:							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage		176,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" " "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	94
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,000	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1880	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar..	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	720,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	91½
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	88½
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	81
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94½
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	79
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	7⅛
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	98½
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage consolidated	1,500,000	7	" "	"	1891	11
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1885	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	105½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1898	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,665,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered. — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan reg.	2,0.0,000	6	F. M A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1884	90½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	202,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. F. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288		60.2	41,234	22,134	22,820	77,964	12,769	—	100	.....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000		296.0	(Operated by Mobile and Ohio.)					—	100	.....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶ ..... Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....		92.8	(Foreclosed and sold—No returns.)					—	100	.....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440		164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	94½
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	.....	.....	.....	.....	.....	960,000	.....		—	(Under construction—No part in use.)					—	100	.....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley ..... Pennsylvania.	9,747,216	.....	.....	.....	2,256,350	7,161,666	502,497	.....	132.0	.....	.....	.....	.....	.....	.....	.....	.....
Nov. 30, 1871	4.5	—	31.3	—	.....	.....	.....	.....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	.....	579,081	.....	—	.....	578,084	1,008,798	1,731,012	784,151	—	50	.....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	(Under construction—No part in use.)					—	50	.....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶ ..... Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....		—	(No returns furnished.)					—	50	.....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot ..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....		23.0	(To be completed by Dec. 1, 1870.)					—	100	.....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.... Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....		....	(Leased to Cheshire.)	308,030	73,367	87,571	446,933	7,500	—	100	23
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield ..... Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....		—	(Unfinished—No operations.)					—	100	.....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	.....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶ ..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....		263.0	(Road complete March 1, 1872.)					—	100	.....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn. & O.	.....	.....	.....	.....	30,000,000	59,000,000	.....		565.8	(No accessible returns since June 30, 1871.)					—	100	.....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶ ..... Georgia.	7,592,283	.....	460,243	174,262	4,532,176	2,974,200	632,319	55,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	.....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	.....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶ .N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	.....
Dec. 31, 1871	328.2	—	24.7	.....	33	35	18	1,119	*Atlantic and Pacific* ¶ ..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	.....	86,699	1,106,883	460,878	—	100	80½
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	.....	—	(Leased by Grand Trunk.)					4	100	.....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)					—	100	.....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	73,000	—	100	.....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)				4,864	—	100	.....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ .... Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,890	4,006,503	8	100	177½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.... W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....		—	(Opened to Washington May 1, 1872.)					—	100	.....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	—	—	650,000	150,000	1,000		33.5	(Leased to Maine Central.)				36,000	—	50	.....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	.....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware ..... New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	.....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,376	—	—	—	250,000	48,000	.....	.....	15.6	(Leased to Fall Brook Coal Co.)					5	100	.....
Sept. 30, 1871	201.6	46.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,978	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	149
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently opened—No returns.)					—	100	.....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	.....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	.....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶ .. Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164		112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	3
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	136½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine..... Mass., N. H. & Me.	5,277,949	*	909,875	892,913	4,921,274	—	646,893	1,012,570	144.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	120½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	150
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	.....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....		172.0	(In hands of Receiver.)					—	100	.....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	.....		26.0	(Leased to Erie.)					—	100	.....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	403,674		43.2	140,211	89,343	96,659	249,442	54,031	—	100	.....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	—		—	(Leased and oper. by Erie.)					7	100	.....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	983,932	150,612	270,030	.....	750,208	500,000	228,882		....	59,997	87,623	44,241	87,625	23,885	—	100	.....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....		190.0	.....	80,821	.....	779,569	467,741	—	100	.....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River* ..... Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	117½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	—	—	1,050,000	1,200,000	.....		100.0	(Traffic guaranteed 40 p. c.)					—	100	.....
Feb. 29, 1872	60.0	—	....	214.0	—	—	—	—	*Cairo and Fulton* ..... Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....		—	(Building—to cost $20,000,000.)					—	100	.....
Dec. 31, 1871	—	—	—	210.0	—	—	—	—	Cairo and Vincennes..... Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....		—	(Building—to cost $7,500,000.)					—	100	.....
Jan'y 1, 1872	61.2	—	31.9	—	—	—	—	—	Camden and Amboy..... New Jersey.	9,458,328	*	—	—	5,847,800	—	.....		—	(Leased to Pennsylvania.)					10	100	.....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386		60.0	.....	366,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437		—	(Leased to United Companies.)				43,422	6	100	.....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central..... Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	(9½ m.	28,540	.....	32,411	7,352	—	100	.....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod ..... Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	.....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	—	—	350,000	200,000	—		17.5	(Opened January 1, 1872.)					—	100	.....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,087	*	—	—	376,594	150,000	—		—	(Completed 18 miles Jan. 1, 1872.)					—	100	.....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	*	—	—	426,000	—	—		24.0	64,600	22,430	321,661	128,032	55,521	6	25	.....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa..... Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....		98.5	430,381	.....	487,452	664,328	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	*	—	—	294,469	250,000	11,750		—	(Recently opened—No report.)					—	100	.....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....		—	(Leased to Illinois Central.)				113,552	—	100	.....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	—	—	7,620,000	3,614,000	.....		—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	.....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....		100.0	(No returns obtained.)					—	100	.....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,604	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	.....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....		180.0	.....	44,377	92,860	310,573	132,131	—	100	.....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	102½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	787	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....		137.1	1,200,687	.....	.....	974,994	235,133	5½	100	41½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶ ..California.	129,432,717	5,784,303	.....	.....	54,283,190	82,206,000	.....		1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	.....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000		194.6	.....	.....	.....	594,473	405,271	—	100	.....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers ..... Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484		22.8	.....	.....	(Leased to Pennsylvania.)			—	50	.....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio..... Va. & W. Va.	18,059,543	*	.....	.....	5,898,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	.....	—	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)						100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,911	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,466	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.0	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	118.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492,000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5¾	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	.....	(No statement furnished.)			.....	.....	.....	.....	.....	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	44
Sept. 20, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123.300	50,000	—	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased to Pennsylvania.)					—	100	....
Sept. 30, 1871	62.0	16.7	85.0	—	...	...	...	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated	—	in N. Y., N. H	aven and	Hartford	R. R.)			7	50	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.000	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.8	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	16	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,954	1,286,584	1,831,944	8,401,142	2,732,847	10	100	117½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640.000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	57½
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,000	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515.294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	58.0	—	2.8	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	305,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)					—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	443,077	—	100	....
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Dec. 31, 1871	80.0	—	28.6	—	24	8	4	842	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lackawanna and Bloomsburg .....Penn	3,334,078	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,078	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Aug. 31, 1872	92.0	—	5.1	—	10	...	....	800	Lake Shore & Mich. S..N.Y., P.,O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	8,725,425	14,797,975	4,884,369	8	100	93½
									Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000 000	—	.....	—	(Recently opened.)					—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi	Minn.	7,051,959	*				5,125,000	7,700,000			211.0				429,225	10,233	—	100	....
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence	Pennsylvania.	633,170	—	—	14,682	285,050	355,000	—	—	8,290	—	(Leased	to Pittsb.,	Ft.W.& C	hicago.)	56,618	7	50	....
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.	Kansas.	1,100,000	—	—	—	—	600,000	500,000	—	—	21.5	(Leased	to Pacific	of Mo.at 4	5 p.c.—m	$42,000)	—	100	....
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,115,539	587,550	5,790,078	354,207	5,720,000	5,720,000	408,367	—	—	177.1	376,806	106,010	84,945	591,210	147,099	—	100	....
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley	Pennsylvania.	14,501,805	4,728,925	....	....	18,158,600	9,219,000	645,142	....	....	235.2	3	567,271	1,573,748	5,290,725	1,828,695	10	50	119
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami	Ohio	5,671,900	*	....	....	4,107,900	1,564,000	....	....	....	196.0	....	....	....	1,777,722	517,919	8	100	....
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith	Arkansas.	....	*	....	....	6,000,000	8,500,000	....	....	....	....	(Under	construct	ion.)	....	....	—	100	....
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill	Pennsylvania.	1,416,158	—	....	....	2,646,100	771,500	....	....	....	38.8	(Lea	to Phila. &	Reading.)	....	....	7	50	93½
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown	Pennsylvania.	115,016	—	....	....	34,850	40,000	686	—	—	9.5	●ed	4,703	15,635	70,546	1,816	—	50	....
Mar. 31 1872	92.6	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,000,000	*	....	....	1,500,000	1,500,000	....	....	....	....	(Recentl	y opened	—No retu	rns.)	....	....	100	....
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley	Canada.	947,549	80,579	36,323	19,294	442,240	490,405	150,866	—	—	24.5	48,419	44,427	23,831	43,002	12,709	—	100	....
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island	New York.	5,016,402	*	....	....	3,000,000	1,500,000	180,000	....	....	158.0	....	....	....	830,661	261,860	3	50	75
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River	Mo.	5,735,914	—	....	....	4,198,582	4,300,000	....	....	....	....	(Leased to	Chicago a	nd Alton	.)	....	....	100	....
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington.	Ky.	7,218,782	*	281,966	181,948	2,474,483	3,475,000	1,523,496	239,667	....	172.7	745,783	446,977	209,187	995,426	254,654	—	100	....
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,315	Louisville and Nashville	Ky.	13,964,388	*	5,424,969	298,979	8,873,580	8,873,580	1,821,357	241,398	....	392.5	1,859,701	466,427	635,711	3,153 007	1,054,635	7	100	78
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago	Ind.	....	....	....	....	3,000,000	—	—	—	—	288.0	....	227,340	174,577	787,311	148,171	—	100	....
Sept. 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence	Massachusetts.	363,500	*	—	17,342	200,000	66,700	11,164	102,636	....	12.3	(Leased to	Boston and	Lowell.	29,685	6	100	....
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St. L. Ind. & Ill.		1,057,495	*	115,500	64,593	1,168,153	—	68 732	703	....	10.0	(Under	construct	ion.)	....	....	—	100	....
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	—	....	....	600,000	—	—	—	—	20.8	(Leased	to Summit	Branch.)	....	62,500	11½	20	....
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta	Georgia.	2,401,900	—	....	....	1,631,900	770,000	....	....	....	78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	....
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*	....	....	3,500,000	3,750,000	....	....	....	197.5	....	(Not repo	rted—Sma	ll.)	....	....	—	100	....
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western	Georgia.	2,500,000	*	....	....	2,500,000	150,000	....	....	....	199.0	....	....	....	674,921	266,849	10	100	....
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶	Maine.	11,445,534	*	299,905	224,362	4,227,920	5,958,398	1,237,216	524,267	....	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	....
Mar. 31, 1871	22.4	3.6	3.2	—	....	....	....	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72.124	34,735	1,000,000	—	15,297	91,563	....	22 4	....	(Operated	by Concor	d.)	....	101,392	10	100	130½
ept. 30, 1871	23 0	—	1 5	—	—	—	—	—	Mansfield and Framingham	Mass.	715,162	—	14,889	444	290,000	300,000	190,916	—	—	23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	....
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati	Ohio.	23,835,215	*	1,222,738	—	13,980,080	8,844,447	2,233,426	—	—	283.8	2,042,700	369,753	528,395	1,690,968	210,055	—	50	....
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg	Ohio.	....	*	....	....	1,235,000	1,500,000	....	....	....	—	(Will be	completed	100 miles	in 1872.)	....	....	100	....
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	....	....	500,000	1,000,000	....	....	....	54.0	....	(No retur	ns obtaine	d.)	....	....	—	100	....
Jun .30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley	Canada.	800,000	—	....	....	400,000	400,000	....	....	....	33.4	(Leased	to Conn.	and Pass.	Rivers.)	....	6	100	87½
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington	Kentucky.	....	*	....	....	....	700,000	....	....	....	49.5	(Recentl	y opened	—No retu	rns.)	....	....	100	....
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles.	Tenn., Miss. & Ala.	8,753,559	*	1,157,068	....	5,312,725	4,157,387	469,855	....	....	308.0	801,661	313,017	....	1,417,441	218,435	—	100	25
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarksv. and Louisv. ¶	Tenn.	....	(Owned	and oper.	by Louisville and	Nashvill	e.)	....	....	....	82.6	352,636	....	....	462,571	12,398	—	100	....
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	93	Memphis and Little Rock	Arkansas.	....	*	....	....	....	2,700,000	....	....	....	131.0	(No ret	urns—ope	ned April	12, 1871.)	....	....	100	....
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶	Tennessee.	3,574,289	*	....	....	1,074,289	3,500,000	....	....	....	130.7	497,646	210,189	....	924,207	205,747	—	100	....
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset	New Jersey.	506,443	—	....	....	265,625	—	55,000	—	—	4.7	(Leased	to United	Companie	s.)	....	....	—	100	....
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*	....	....	800,000	250,000	424,000	....	....	27.0	....	....	....	....	....	—	100	....
Dec. 31, 1871	20.0	—	....	136.0	....	....	....	....	Michigan Air Line (E. D.)	Mich. & Ind.	....	....	....	....	....	225,000	....	....	....	20.0	(W.Div.	owned by	Michigan	Central.)	....	....	100	....
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central	Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,157	17,987,048	6,200,293	460,863	899,889	....	714.8	3,302,478	774,349	1,258,313	5,313,074	1,593,725	10	100	105½
Dec. 31, 1871	67.0	—	3.3	—	4	5	2	19	Michigan Lake Shore	Michigan.	1,250,000	*	....	....	450,000	800,000	....	....	....	67.0	(Recentl	y opened	—No retu	rns.)	....	....	100	....
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton	Mass.	114,921	30 084	1,297	6,063	148,075	—	9,691	24,598	....	85.4	21,350	351.598	31,783	35,043	6,981	4	100	....
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford	New York.	159,618	—	....	....	121,420	68,500	....	....	....	—	(Leased	to N. Y.&	Oswego M	idland.)	....	....	100	....
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	350,476	—	....	....	121,730	225,000	64,800	—	—	13 0	23,870	29,531	15,550	48,681	18,862	—	100	....
Dec. 31, 1871	66.6	23.0	4.5	—	13	6	6	248	Midland, of Canada	Canada.	2,390,476	244,400	143,595	46,654	835,782	1,143,667	224,413	618,233	....	89.0	278,648	69,406	190,677	273,871	144,182	—	100	....
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific	Nebraska.	2,600,000	*	....	....	1,500,000	1,100,000	....	....	....	58.0	(Recentl	y opened	—No retu	rns.)	....	....	100	....
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	....	....	65,426	118,500	....	....	....	12.5	(Leased to	Pennsylva	nia.)	....	....	—	25	....
Dec. 31, 1871	917.0	101.0	126.0	—	156	103	62	3,060	Milwaukee and St. Paul	Wisconsin.	39,700,789	*	1,889,996	1,591,579	22,649,216	18,151,339	630,009	1,781,801	1,018.0	3,684,939	849,631	1,403,155	6,690,695	2,840,341	—	100	57½
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern	Wisconsin.	1,320,000	*	....	....	510,000	18,000p.m	....	....	45.0	(Recentl	y opened	—No retu	rns.)	....	....	—	100	....
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	....	....	3,850,450	—	....	....	....	—	(Leased	to Phila.&	Reading.)	....	....	8	50	104½
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	....	....	1,200,000	320,000	....	....	....	41.0	....	(No retur	ns furnish	ed.)	....	....	—	100	....
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western	Minn.	1,540,000	—	....	....	770,000	1,000,000	....	....	....	38.5	(Oper. b	y Milw. &	St. Paul.)	....	....	—	100	....
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central	Miss. & Tenn.	....	*	....	....	....	4,557,980	....	....	....	237.0	....	....	....	1,268,981	loss.	—	100	....
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee	Miss. & Tenn.	2,011,197	185,833	....	....	825,407	2,196,547	380,439	....	....	100.0	245,025	....	....	486,071	227,112	—	100	....
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western	Mo.& Io.	1,600,000	*	....	....	800,000	880,000	....	....	....	—	(Recentl	y opened	—No retu	rns.)	....	....	100	....
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska	Mo. & Io.	1,500,000	*	....	....	1,500,006	—	....	....	....	62.0	(Recentl	y opened	—No retu	rns.)	....	....	100	....
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas	Mo. & Kan.	24,636,000	*	....	....	12,045,000	12,491,000	....	....	....	463.0	....	(No infor	mation.)	....	....	—	100	35
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf.	Kansas.	12,900,000	*	....	....	5,950,000	6,950,000	....	....	....	161.0	....	....	....	683,882	258,902	—	100	....
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk	Ala.	838,003	—	....	....	250,000	564,398	3,606	—	—	—	(Operat	ed by Mob	ile and Ohio.)	....	....	—	100	....
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*	Alabama.	2,109,718	*	14,465	10,556	1,278,377	711,000	126,145	—	—	87.0	100,735	48,778	....	201,935	22,746	—	100	....
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery	Alabama.	5,490,416	624,590	66,000	219,340	2,034,800	2,596,500	769,046	—	—	164.0	....	....	....	667,539	150,124	—	100	....
Dec. 31, 1871	472.0	45.6	42.5	—	116	....	....	....	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341	4,428,036	10,760,674	1,482,116	1,770,536	....	517.6	1,432,823	385,300	333,038	2,739,448	845,250	—	100	....
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack	Mass. & N. Hamp.	352,856	*	....	....	197,500	99,825	....	....	....	....	(Recentl	y complet	ed—No re	turns.)	....	....	100	....
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair	New Jersey.	3,000,000	*	....	....	700,000	2,300,000	....	....	....	—	(Leased	to N. Y.&	Oswego M	idland.)	....	....	100	....
ept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,931	—	....	....	150,315	177,000	....	....	....	10.3	....	(Leased to	Erie.)	....	25,000	7	100	....
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala	Alabama.	....	—	....	....	....	....	....	....	....	80.0	....	(No infor	mation.)	....	....	—	100	....
Sept. 30, 1871	28.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis	New York.	1,054,956	—	53,329	....	418,500	650,000	39,786	....	....	23.8	15,207	22,290	11,329	26,807	11,244	—	100	....
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex	New Jersey.	26,380,240	—	....	....	13,698,250	11,014,000	....	....	....	118.0	....	....	....	2,957,211	668,914	7	100	91
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell	N. Hamp. & Mass.	741,875	113,406	135,759	....	800,000	—	64,325	126,715	....	43.2	299,980	794,297	246,558	544,613	102,415	10	100	137½
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶	Tennessee.	5,196,268	*	1,100,241	226,168	1,896,935	1,964,000	2,662,228	—	—	173.0	902,859	202,709	276,761	1,448,133	396,442	—	100	58
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur ¶	Tenn. and Ala.	3,937,619	433,218	555,018	55,936	1,511,807	2,024,000	518,864	237,120	....	132.5	294,079	98,985	49,428	425,215	144,942	—	100	42
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern ¶	Tenn. & Ky.	....	(Sold to	Nashvill	e and C	hattanoo	ga.)	....	....	....	172.5	544,211	....	59,145	444,389	257,542	—	100	....
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck	Connecticut.	2,041,451	*	137,513	121,139	1,872,400	112,500	28,913	286,290	....	61.5	217,452	334,121	183,247	624,762	240,499	10	100	....
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York	New Jersey.	2,367,285	—	....	....	977,150	900,000	789,735	—	—	—	(Leased	by New J	ersey Cen	Central.)	....	....	7	50	....
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,500,000	—	....	....	700,000	800,000	....	....	....	—	(Leased	to Balt. &	Ohio at 30	p. c.)	....	....	100	....
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton	Mass.	760,000	*	23,008	71,261	500,000	171,500	30,083	152,686	....	36.2	128,370	325,136	130,095	258,418	52,559	8	100	159
Dec. 31, 1871	88.0	58.0	12.6	—	10	9	—	122	New Brunswick and Canada	N.Brune.	2,500,000	*	....	....	....	972,000	....	....	....	126.0	....	28,905	97,445	141,439	57,128	—	100	....
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan	Conn.	245,983	*	....	....	163,905	75,756	5,689	....	....	....	....	....	....	....	....	—	100	....
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,240	—	....	....	600,000	93,300	2,000	....	....	14.9	(Leased	to Pitts.,	Ft. Wayne	and Chicago.)	....	10	50	....
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby	Conn.	949,000	*	....	....	424,000	525,000	....	....	....	13.3	....	(Opened	August 18	71.)	....	....	100	....
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic	Conn.	....	(Unfini	shed.)	....	3,000,000	4,500,000	....	....	....	23.0	....	....	8,044	....	....	—	100	....
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.	Conn. & Mass.	3,011,206	553,984	172,563	203,632	2,100,000	1,600,000	249,868	61,537	....	99.0	340,268	355,023	199,582	546,209	180,515	—	100	....
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey	New Jersey.	9,458,325	*	—	—	7,295,200	400,000	—	—	—	33.0	(Include	d in Unite	d Compan	ies.)	....	10	100	121½
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	6,300,000	*	....	....	2,000,000	4,500,000	....	....	....	68.0	(Leased	to N. Y. &	Oswego M	idland.)	....	7	100	....
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern	New Jersey.	....	*	1,106,000	....	4,000,000	2,870,000	....	....	....	115.5	257,021	334,921	87,313	403,227	165,005	—	100	26
Sept. 30, 1871	100.0	—	10.8	—	18	15	9	229	New London Northern	Conn. and Mass.	1,530,331	*	230,671	4,997	1,003,500	699,000	—	63,499	....	115.6	370,953	437,263	222,390	505,335	138 998	8	100	....
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North. ¶	L. & M.	....	....	....	....	4,200,000	9,500,000	1,000,000	....	....	206.0	....	....	....	1,669,777	404,686	—	100	....
Dec. 31, 1871	313.0	—	....	535 0	....	....	....	....	N. O. Mobile and Texas	Ala. & Nash.	....	....	....	....	....	....	....	....	....	200.0	....	....	....	....	....	—	100	....
Sept 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River.	N.Y.	60,413,657	*	—	—	39,428,330	15,231,719	1,167	....	....	844.5	10,631 797	....	....	21,972,105	3,268,816	8	100	102½
Sept. 30 1871	130.7	21.2	45.5	—	89	85	36	725	New York and Harlem	New York.	13,305,080	1,592,481	1,678,798	....	8,500,000	6,717,725	....	....	....	166.9	862,174	1,682,500	323,409	2,698,763	929,083	8	100	136

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	N.Y. & Conn. New York and Mahopac	229,110	*	.....	.....	135,300		74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	New York. N. H. & Hartford.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,897	124,919,238	38,662,529	4,483,584	1,868,554	10	100	139
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	N.Y., Co. & R. I. New York and Oswego Midland	10,309,729	1,058,027	.....	.....	5,326,773	6,083,500	265,733		262.0	408,262	475,215	137,151	441,741	74,612	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N.Y., Providence and Boston.	2,568,000	*	.....	.....	1,887,400	1,000,000	.....		70.0	381,624	246,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	C. & R. I. Niagara Bridge and Canandaigua.	3,210,016	.....	.....	.....	1,000,000	.....	.....		—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	...	...	...	...	N.Y. & Lake Erie. Niles and New Lisbon	1,112,858	*	.....	.....	500,000	500,000	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	25	18	314	Ohio. North Carolina $	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North Carolina. North-Eastern $	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	77
Dec. 31, 1871	72.0	—	3.6	118.0	...	...	...	...	South Carolina. North Louisiana and Texas	.....	(No a	ccounts o	btainabl	e.)				102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	La. North Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,560	705,780	386,725	72.0		(No accou	nts.)			—	100	....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Pennsylvania. Northern, of Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	92
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Canada. Northern Central $	11,494,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Md. and Penn. Northern New Hampshire.	3,068,400	*	160,570	252,916	3,068,400	102.100	164,729	146,661	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	77
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	New Hamp. Northern New Jersey.	527,451	*	875,000	.....	1,000,000	400,000	.....		82.6	523,592	181,100	445,210	722,774	187,741	8	100	110
Dec. 31, 1871	278.0	—	.....	1,700	...	...	...	...	N.J. and N. Y. Northern Pacific.	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m	.....		—	(Leased to	Erie Com	pany.)			8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Minn., Dak. &c. Norwich and Worcester $	2,846,180	*	1 448,971	217,215	2,823,400	750.000	784,387	548,255	278 0		(No acc	essible ret	urns.)		—	100	....
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Conn. & Mass. Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	66.4	402,895	371,651	384,710	749,127	261,746	10	100	128
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Nova Scotia. Ogdensburg and Lake Champlain.	4,157,796	1,550,422	.....	.....	5,077,060	1,100,000	.....		145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	N. Y. Ogden Mine.	452,994	*	.....	34,259	450,000	.....	2,767	24,477	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	56
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,377	New Jersey. Ohio and Mississippi	30,863,793	*	.....	.....	24,030,000	6,534,870	298,943		12.0	.....	.....	58,979	48,986	29,048	6	100	....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	....Ohio, Ind. & Ill. Oil Creek and Allegheny River	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		393.0	2,428,686	884,514	664,676	3,197,153	798,212	—	100	45
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	.....Penn. Old Colony and Newport.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	123.5	760,486	569,290	813,502	1,675,009	651,502	10	50	61
Dec. 31, 1871	5.0	4.0	2.7	—	...	...	...	...	Massachusetts. Orange and Newark.	808 022	59,000	.....	.....	282,550	542,200	66,000		145.8	990,682	2,332,700	395,157	1,671.478	599,157	6	100	171
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	New Jersey. Orange, Alex. and Manassas Gap $	8,500,000	690,800	1,699,731	12,564	2,692,546	5,346,676	574,313		9.0	.....	.....	2,640,258	195.356	37,874	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	....Va. Osage Valley and Southern Kansas.	600,000	.....	.....	.....	375,000	280,000	25,000		292.6	555,228	185.604	121,911	939,686	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	...Mo. Oswego and Rome.	950,953	.....	.....	.....	268.000	612,100	27		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	New York. Oswego and Syracuse	1,209,324	*	.....	.....	1,141,400	183.000	.....		28.6	(Leased	to Rome,	Watertown	& Ogdensburg.)		—	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	New York. Owensboro and Russellville.	(Under	construc	tion.)	.....	1,500,000	1,500,000	.....		35.0	166,563	186,767	170,816	328,048	71,251	8	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	...Kentucky. *Pacific* of Missouri $	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....		21.0	.....	(Opened	April 17, 1	871.)		—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	...Missouri. Paducah and Gulf	(Under	construc	tion.)	.....	2,425,000	1,071,000	.....		471.3	.....	669,200	.....	3,597,299	947,801	—	100	52
Feb. 28, 1872	—	—	65.0	2	—	—	—	10	...Kentucky. Painesville and Youngstown	250,000	*	.....	.....	250,000	.....	.....		63.5		(No return	s furnishe	d.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	.....Ohio. Panama.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		—		(Under	construct	ion.)	.....	—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	.....New Granada. Pares and Decatur.	1,000,000	—	800,000	.....	600,000	1,200,000	.....		47.5		(No	returns.)			—	100	123
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	.....Illinois. Paterson and Hudson.	330,000	—	.....	.....	330,000	.....	.....		34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	.....New Jersey. Paterson and Newark.	1,000,000	—	.....	.....	500,000	500,000	.....		14.5		(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	.....New Jersey. Paterson and Ramapo.	350,000	—	.....	.....	248,000	80,000	.....		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	.....New Jersey. Pekin, Lincoln and Decatur.	2,488,250	—	87,758	.....	1,500,000	1,076.000	.....		15.1		(Leased t	o Erie.)		29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	.....Illinois. Pemberton and Hightstown.	538,693	—	.....	.....	342,150	160,000	36,542		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	....N. Jersey. Pemberton and New York.	875,000	—	.....	.....	500,000	375,000	.....		22.0	(Leased	to United	Companies.)			6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	...New York. Peninsular.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	.....Mich. Ind. & Ill. Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,505	1,253,887	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,436	.....Pennsylvania. Pennsylvania Coal.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000		899.0	11,904,317	4,699,985	6,575,842	18,719,837	6,390,404	10	50	115
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	.....Penn. Pennsylvania and Delaware.	231,038	.....	.....	.....	132,412	700,000	100,000		47.0	.....	.....	941,863	.....	.....	20	50	289
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	.....Penn. Pennsylvania and N. York.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		—		(To be co	mpleted in	1872.)		—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	N.Y. & Penn. Peoria and Bureau Valley.	1,800,000	.....	.....	.....	1,200,000	600,000	.....		142.7	.....	187,119	862,065	1,271.226	306,306	—	50	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	.....Illinois. Peoria, Pekin and Jacksonville.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	...Illinois. Peoria and Rock Island.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	.....Illinois. Perth Amboy and Woodbridge.	214,581	.....	.....	.....	57,200	100,000	57,381		91.0	.....	(Turned o	ver to Co	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	N.J. Petersburg $	1,719,113	*	.....	63,758	1,342,200	258,500	50,305	31,860	6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Virginia. Philadelphia and Balt. Cent.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		82.	168,592	34,958	52,335	263,432	85,236	5	100	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Penn. & Md. Philadelphia and Erie $	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		58.1	167,474	254,944	109,939	271,205	29,788	—	100	....
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	....Pennsylvania. Phila., Germantown and Norristown.	1,146,528	368,262	.....	.....	2,231,900	.....	.....		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	51
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	..Pa. Philadelphia and Reading.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	..Pennsylvania. Philadelphia and Trenton.	1,259,600	.....	329,620	.....	1,259,100	.....	.....		615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	112
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	..Pennsylvania. Philadelphia, Wilm. and Baltimore.	11,001,030	*	2,077,202	446,515	10,997,800	1,745,000	284,988	496,889	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	50	116
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	..Penn. Pickering Valley.	468,478	.....	.....	.....	80,855	330,300	112,713		105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	113
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,619	..Pennsylvania. Phg, Cin. & St. Louis.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pa. & W. Va. Ohio. Pithole Valley.	353,247	*	.....	.....	250,000	100,000	3,247		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	..Pennsylvania. Pittsburg and Connellsville $	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		7.0	9,000	8,639	.....	14,150	Loss.	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	.....Penn. Pittsburg, Ft. W. and Chic.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	P., O., L. & I. Pittsfield and North Adams.	443,678	.....	.....	.....	450,000	.....	.....		369.3	6,508,725	1,985,732	2,047,114	8,393,964	4,040,644	7	100	95
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	.....Mass. Port Huron and Lake Michigan.	609,058	101,524	13,131	128,950	88,330	551,000	218,333		—	(Leas	ed to Bost	on and Al	bany.)		6	100	82
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	.....Mich. Portland and Ogdensburg.	1,807,847	*	.....	.....	1,007,847	800,000	.....		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	....Me. & N. H. Portland and Oxford Central.	550,000	*	.....	.....	250,000	218,500	.....		....		(Not in ru	nning ord	er.)		—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	.....Maine. Portland and Rochester.	1,664,882	*	25,000	49,819	631,712	934,000	70,438		27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1871	51.3	—	6.7	—	12	—	7	167	....Me. & N. H. Portland, Saco and Portsmouth.	1,359,836	*	585.069	79,576	1,500,000				52.5	106,614	165,285	31,200	85,570	30,616	—	100	....
May 31, 1872	50.0	—	....	60.0	2	...	...	...	....Maine. Port Royal.	1,200,600	*	4,300,000	.....	3,000,000	2,500,000	.....		51.5	331,257	389,322	.....	628,430	180,561	10	100	132
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	....South Carolina. Portsmouth, Gt. Falls and Conway.	370,000	*	.....	.....	170,000	200,000	.....		—		(Not in op	eration at	date.)		—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	..N. H. Poughkeepsie and Eastern.	1,011,071	*	.....	.....	524,464	380,300	226,830		26.0	.....	.....	.....	97,204	33,511	—	100	97
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	....New York. Providence, Warren and Bristol.	642,009	$ 63,611	2,236	4,981	437,917	50,000	63,611		....	40,208	53,052	6,110	34,021	5,673	—	100	....
									R. I. & M.									13.6	43,413	257,332	13,020	85,905	29,609	—	100	....

Sept. 30, 1871	43.4		23.1		23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,708	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	$1,398,891	452,266	829,219	205,813	10	100	143
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,006	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,148	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	— —	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	— —	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	— —	161.0	724,626	628,731	457,454	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,248,989	*	454,301	160,946	1,509,829	735,554	114,075	504,775	75.5	181,709	.....	.....	328,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	935	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	—	—	20.0	.....	(No return	s furnished.)	.....	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	—	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	289,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central.)	.....	.....	—	100	10
Apr. 30, 1872	192.0	—	....	89.0	—	—	—	—	St. Joseph and Denver City.....Kansas.	.....	—	.....	.....	.....	—	—	—	112.0	.....	(No return	s furnished.)	.....	.....	—	100	....
Dec. 31, 1871	84.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	782,466	526,618	434,933	1,636,904	667,319	—	100	91
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	—	—	2,623,850	2,725,000	—	—	—	(Leased	to Chicago	and Alton.)	.....	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	—	—	571.0	(Sold	August 2d,	1871—No	returns.)	.....	—	100	58
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	....	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	—	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,958,600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,876	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowell.)	.....	17,711	14	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	288,146	1,900	104.0	.....	55,592	.....	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	65	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	50
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	1,569,400	*	—	—	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	—	—	1,389,000	1,423,000	—	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	...
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,600	*	—	—	2,667,600	1,620,000	—	—	157.0	.....	(No report	furnished.)	.....	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,693	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,088	*	—	—	1,250,000	222,000	432,088	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	—	—	4,000,000	4,000,000	—	—	....	(Recent	ly opened	—No returns.)	.....	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,866	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York. N.Y.	3,867,050	*	—	—	1,670,130	1,670,100	134,468	—	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	28.0	8.0	7.4	—	12	6	5	221	Tioga .....Pennsylvania.	849,152	381,540	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,336	835,918	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	73
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	—	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,323	United Companies of New Jersey..N. Jer.	28,620,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	119½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,800	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	—	—	2,500,000	—	—	—	—	(Leased	to Vermo	nt Central.)	.....	.....	8	100	66
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	—	—	5,000,000	8,000,000	—	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.8	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,286,244	272,534	234,674	26,443	2,860,000	750,000	213,767	96,128	88.1	247,089	244,819	150,376	562,288	162,372	2	100	86
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,405	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland..... ...New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No returns.)	.....	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren .....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., L	ackawa. and	Western.)	.....	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	—	—	225,000	85,000	—	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	55,500	126,092	14,904	1,467,670	160,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	16	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,099	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	183.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	—	—	306,088	.....	—	138.0	966,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	5	6	142	Western Maryland ¶.....Maryland.	3,855,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,674	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,760,263	—	—	—	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,786	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,892	*	1,270,069	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,946	625,410	220,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	—	.....	.....	918,462	2,500,000	40,000	.....	168.0	145,269	13,340	42,937	235,016	82,479	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta. N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	[20 mos.	778,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,865	126,940	153,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	—	143.5	247,360	70,848	128,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	134½
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	276,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	93
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	117
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	—	—	5,847,400	—	—	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	—	—	108.0	—	—	982,188	578,462	31,078	—	50	75
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,462	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,720	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,458,045	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	651,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	.....	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)							

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— @ 65	—
Gartsherrie		— @ 60	—
Glengarnock		56 @ 58	—
Eglinton		— @ 55	—
Pig, American, No. 1		— @ 50	—
Pig, American, No. 2		47 @ 48	—
Pig, American, Forge		40 @ 43	—
Bar, Refined, English and American		110 — @ —	—
Bar, Swedes, assorted sizes	(gold)	120 — @130	—
—STORE PRICES.—			
Bar, Swedes, 1½ x ⅜ & 1¼ x ½ to ½ & ⅝ sq. 1¼ to 5x¾ to ¾ & ⅞ to 2 sq. 6 to 12 x ¾ & ½		150 — @160	—
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ½ to 1 in		107 50 @ —	—
Bar, Refined, 1½ to 6 by ¼ & 5-16 in		112 50 @ —	—
Bar, Refined, 1 & 1½ by ¼ & 5-16		115 — @ —	—
Large Rounds, 2½ to 2⅞ to 3¾ to 4 in		115 — @127	50
Scroll		130 — @160	—
Ovals and Half-round		132 50 @152	50
Band, 1 to 6 in. by 3-16 to No. 12		— — @125	—
Horse Shoe		— — @127	50
Rods, ⅜@3-16 inch		112 50 @155	—
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14		155 — @180	—
Nail Rod	per lb.	— @ —	9½
Sheet, Russia, as to assortment	(gold)	16 — @ —	16½
Sheet, Single D. and T. Common		— 6½ @ —	7½
Sheet, Doubles and Trebles, Charcoal		— 7½ @ —	8½
Sheet, Galvanized		List 15 per ct. disc.	
Rails, English	(gold) per ton.	70 — @ 72	—
Rails, American, at Works in Penna. c'y.		80 — @ 83	—
Anvils, (Eagle)	per lb currency.	— 9 @ —	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @ —	22
English Spring (2d and 1st quality)		— 9½ @ —	10½
English Blister (2d and 1st quality)		— 11½ @ —	16
English Machinery		— 11½ @ —	14
English German (2d and 1st quality)		— 11½ @ —	12
American Blister		— — @ —	11½
American, Cast, Tool		— — @ —	17
American, Spring		— — @ —	11
American Machinery		— — @ —	11½
American German		— 9 @ —	—

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— — @	5 25
8d. and 9d. "		— — @	5 50
6d. and 7d. "		— — @	5 75
4d. and 5d. "		— — @	6 —
3d. "		— — @	6 75
Cut, 2d and 3d. Fine		— — @	7 50
4d. and 4½d. Sugar Box		— — @	6 —
Cut Spikes, all sizes		— — @	5 50
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @	— 33
Copper		— — @	— 45
Yellow Metal Sheathing and Slating		— 27 @	— 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— — @ —	38
Straits	(gold).	— 33½ @ —	33½
English	(gold).	— — @ —	33
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal	per box. 12 — @12 50	14 25 @ 14	75
I. C. Coke	10 50 @11 —	12 50 @ 12	—
Coke Terne	8 — @10 —	10 75 @ 11	87½
Charcoal Terne	10 75 @11 25	12 75 @ 13	25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— 9½ @ —	9½
Crude, 40 @ 47 gravity (in shipping order)		— 13½ @ —	23½
Refined, Standard White (in ship'g order)		— 20 @ —	—
Refined, S. W. (in jobbing lots)		— 20 @ —	20½
Refined, S. W. (in tin)		— 26 @ —	27
Naptha, Refined, (65 @ 73 gravity)		— 12 @ —	13
Residuum	per gall.	— 6½ @ —	7

COPPER—DUTY: Pig, Bar and Ingot, 5 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. Old Copper, All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.		— — @ —	43
Copper, Bolts		— — @ —	45
Copper, Braziers' (over 16 oz.)		— — @ —	45
Copper, Nails		— — @ —	45
Copper, Old Sheathing, &c., mixed lots		— 28 @ —	30
Copper, English Pig		— 30½ @ —	30½
Copper, American Ingot		— — @ —	34½

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish	(gold) per 100 lb.	6 62½ @	6 75
German	(gold)	— — @	6 75
English	(gold)	6 75 @	7 12½
Bar		— — @	10 50
Sheet		— — @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.
Liverpool Gas Cannel		— — @18 —
Liverpool House Cannel		— — @20 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
Boston, Hart. & Erie	4½	4½	4½	3½	3	
Canton Co	....	....	....	....	....	
Central Pacific 6s	103½	....	....	103½	103½	
Central of N. Jersey	103½	103½	103½	104	103½	
Chicago & Alton	112½	112½	112½	....	112½	
" pref	....	....	....	....	....	
" 1 M	102	....	....	....	103	
" S. F	....	....	....	....	....	
" Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q	112	112	....	....	111½	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	86	....	....	81	....	....
" pref	88½	88½	88½	....	88½	....
" 1st M	99½	....	....	99½	..	99½
" S. F	....	....	....	....	....	....
" Consol.	91	....	....	....	91	....
Chic., Rock Isl. & Pac.	114½	114	115	115½	115½	115
Chi., R. I. & Pa. 7s, 1896	102½	....	....	102½	103	103½
Clev., Col., C. and Ind.	88	88	....	88	87½	87½
Clev. & Pittsburg guar.	88	88½	88½	....	....	88½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	85	....	....	....	....	86
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	101	....	....	....	....
Col., Chi., & Ind. C	39	38½	39	39½	40	40
" 1 M	....	91½	....	91½	....	91½
" 2 M	73½	73½	....	74	72½	74
Del. & Hudson Canal	119	117½	118	117½	118	117
Del. Lack. & Western	101	....	....	....	101	101½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	96	....	....
Erie Railway	63½	63½	65½	65½	64½	65½
" pref	74	....	....	74½	75	....
" 1 M. 7s, 1897	....	....	....	103½	....	....
" 2 M. 7s, 1879	....	....	....	100½	....	....
" 3 M. 7s, 1883	....	....	99½	....	....	....
" 4 M. 7s, 1880	....	....	101	101½	....	....
" 5 M. 7s, 1888	....	....	....	....	....	100½
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	89
Hannibal & St. Joseph.	43½	43½	....	44	44	44
" pref	....	....	60	61	....	....
" 8s, conv	....	88	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	104½	....	104	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	118½	118½	....	117½	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	92½	93½	93½	93½	93½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	105	....	105½	105	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	105	....	....	....	....	104½
" 2 M	100	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	1½	....
Milw. and St. Paul	56½	56½	56½	57½	57½	57½
" pref	75½	75	75½	75½	....	75½
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	107	....	....	....	106½	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	95½	95½	95½	95½	94	93½
" H. & St. J. iss.	91	....	....	....	91½	91½
Morris and Essex	91	90½	....	91	....	91
" 1st mort	105	....	....	105½	....	105½
" 2d mort	....	97	97½	97½	....	....
N. Y. Cen. & Hud. Riv.	100½	100½	101½	102	102½	102½
" 7s, S.F. 1876	....	100½	100	....	....	....
" 6s, S.F. 1883	95	94½	....	....	94½	....
" 6s, S.F. 1887	....	92	....	....	....	....
N. York and Harlem	137	135	133	135	137	136
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	139½	....	....	....	139½	139½
N. Carolina 6s, old	....	....	....	32	31½	....
" new	....	18	....	....	....	....
Ohio and Miss	45	45½	45½	46	45½	45½
" pref	73½	73½	....	....	....	....
" 2d M	88½	....	....	88½	89	89
Pacific Mail S. S. Co	55½	54½	55½	56½	59½	57½
Panama	115	111½	112½	116	116	113½
Pitts., Ft. W. & Chi. gtd	95	....	....	....	95½	....
" 1 M	....	....	....	....	....	....
" 2 M	100	100	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	43	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	89½	....	88½	....	....	....
" Income bds	81½	....	....	....	....	....
Tennessee 6s, old	86	85½	85	85½	81	80
" new	85½	....	82	83	81	79½
Tol., Wab. & Western	72½	72½	73	73½	73	....
" pref	....	....	....	....	....	....
" 1 M	....	....	95	....	....	95½
" 2 M	94	....	....	....	94	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	89½	....	....	90	....	....
Union Pacific	34½	34½	34½	35½	35½	35½
" 1st mort	86	85½	....	86½	86½	87
" L. Gt. 7s	78	....	79	79	78½	79
" Inc. 10s	72½	73½	75	75½	77	76½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	56	56½	....	56½	56	....
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	110½	....	111½	....	
U. S. 5s, 10-40s, coup	....	111	111½	....	112	
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s, 1881, coup	113½	....	....	....	....	....
U. S. 6s, 1881, reg	117	....	117½	117½	118	
U. S. 6s, 1881, coup	119	119	119½	....	120	
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	116	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	117
U. S. 6s, 5-20s, c. 1864	116	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116½	117	117½	....	117½	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	....	114½	115	115½	116	116
U. S. 6s, 5-20s, reg. '67	....	114½	115½	....	....	116½
U. S. 6s, 5-20s, c. 1867	117	117	117½	117½	118	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	116½	116½	116½	117½	117½	
U. S. 6s, Pac. R.R. issue	113½	....	114½	....	115	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25
Catawissa preferred	....	....	....	....	....	44½
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	90	90	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	96½	96½	96½	96½	....	
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	39½	39	38½	38	38½	37½
" 6s, 1884	....	....	....	....	....	....
" Gold L	91½	....	91	91	....	90½
" R. R. L	....	....	....	....	93½	....
" Conv. L	....	....	....	....	....	....
Lehigh Valley R. R.	61½	60	60	59½	60	59½
" 6s new coup	....	....	....	....	....	....
" 6s new reg.	98	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	46½	....	46½
" 7s	....	....	....	....	....	....
Minehill	52½	....	52½	....	....	....
Morris Canal	50	....	....	....	....	....
" pref	....	....	....	....	121½	....
North Pennsylvania	....	....	....	....	46	....
" 6s, 1880	95	95	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv	....	....	32½	....	....	30½
" 7s	....	....	....	....	....	....
Pennsylvania R. R	59½	58½	58½	58½	58½	57½
" 1st M	....	99½	....	....	....	....
" 2d M	99½	....	....	....	....	....
" Gen. mort	....	....	....	....	....	....
" " reg	....	92½	....	....	....	....
Penn State. 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	108	....	107½	....
" 6s, 3d series	....	....	....	108½	....	108½
Philadelphia City, 6s	96½	....	97	....	97	....
" new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor	....	87½	....	....	....	....
Phila. & Reading	58	57½	57½	57½	57½	56½
Philadelphia and Erie	....	....	....	....	25½	....
" 6s	....	....	....	....	....	....
" 7s	91	....	....	....	91	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	14	....	....	....	13½	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	79	....	....	....
United Co. of N. Jersey	122	....	119½ x	....	119½	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	W. 19.	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25
Baltimore City 6s, 1875	....	....	....	....	....	....
" 1886	98½	....	....	....	....	....
" 1890	97½	97½	97½	97½	97½	97½
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	177½	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	97½	....	....
Marietta & Cin. 1st M	99½	99	99	....	....	....
" 2d M	91½	91½	....	....	....	91½
" 3d M. 8s	....	....	83½	....	....	....
Northern Central	38½	38	38	....	38	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	89	....
Pittsb. & Connellsv. 7s	....	94	93½	93½	93½	93½
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	56½	56	56½	....
" Defer. Certif	....	....	14	....	....	....
City Passenger R. R	....	....	....	22	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
Boston and Albany	148½	....	149	149	149	
Boston and Lowell	....	....	....	....	136½	
Boston and Maine	....	....	119	119½	120¾	
Boston and Providence	....	....	....	....	....	
Boston, Hartford & Erie	....	....	....	....	....	
" 7s, new	42	40	40	40½	40¾	41
Cheshire, pref.	77	76¾	....	....	....	77½
Chi., Burl. & Quincy	111½	....	....	111¾	111¾	111¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	106¾	106¾	107	107	....	106¾
Fitchburg	....	....	....	130	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	105¾	105¾	105¾	105¾	105¾	
Northern, N. H.	110½	....	....	111	110¾	
Ogdens. & Lake Champ.	....	....	....	56	56	
" pref.	....	....	99	100	....	....
Old Colony	111½	111¾	....	111	....	111¾
Ph., Wil. & Baltimore	....	56¾	....	....	56¾	56¾
Portl'd, Saco & Ports.	....	....	....	....	....	....
Union Pacific	....	35	....	....	34¾	....
" 6s	....	....	....	....	....	86
" Land Grant 7s	....	....	....	....	76	....
" Income 10s	....	72	....	74¾	76	76¾
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	....	....	....	85½	86
South Boston (Horse)	....	....	....	....	....	68½
Cambridge "	....	....	....	....	....	104½
Metropolitan "	....	58½	....	....	....	58½
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	28	....	28	....	....
Franklin "	7⅛	7⅛	7⅛	8	7⅛	7⅛
National "	6¼	6¼	6¼	....	....	6¼
Pewabic "	....	11⅛	....	11⅛	11⅛	11⅛
Quincy "	46¾	....	46	....	....	46

London Stock Exchange.

	Closing Prices, Mar. 7.	Prices, Mar. 14.
Atlantic & Gt. W. 1st mort., $1,000	80 — 81	80 — 81
Do. 2d mort., $1,000	72 — 74	73 — 75
Do. Con. mort. B'nds Bisch's Cert.	50 — 51	56½ — 57½
Do. Reorg. Scrip	97 — 99	97 — 99
Do. Leas. Lines, Rental Bonds	93 — 94	92½ — 93½
Detroit & Milwaukee 1st mort. Bonds	75 — 80	75 — 80
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid	52½ — 52¾	52½ — 53½
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	96 — 97	96 — 97
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	97½ — 98½	96½ — 97½
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	100 —102	100 —102
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	90 — 95	90 — 95
Panama 2d mort.	— — —	— — —
Panama General mort.	95 — 97	95 — 97
Pennsylvania, 2d mort.	100 —102	100 —102
Do. General mort.	97 — 98	97 — 98
Do. $50 shares	48½ — 49½	47½ — 48½
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, March 29, 1873.

Stock Exchange and Money Market.

The Money market has been somewhat less stringent, especially toward the close, the offerings of funds, particularly on private account, having been rather more liberal, and rates on call inclining slightly in favor of borrowers, having been quoted on Wednesday of this week at from 7 per cent currency to the same figure in gold, with occasionally a fractional commission added to charge to the needier of the Stock Exchange operators. The banks have been gaining a little in their reserves, and have been enabled to make rather freer advances to responsible parties. The Government houses have been very promptly supplied, to the full extent of their requirements at the legal rate in currency. There has been a much readier sale noted for the better grades of commercial paper at from 7½@10 per cent per annum for the best names. The very latest call loan business indicated a more active Money movement, in view of the somewhat less favorable financial advices from London. The city banks, last week, lost nearly half a million of their legal tender reserve while adding over half a million to their specie average. Their deposits were further cut down nearly 1½ millions, and their loan and discount averages reduced about 2⅞ millions. The banks are once more above their obligatory reserve, the last statement showing that they had $217,225 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of ⅜ths of a million to its coin balance, while losing 2¼ millions of currency. Its currency reserves at the close of the week were $18,236,238; and its coin hoard, $38,720,222.

The city banks, in their latest return, show a falling off of $411,300 of legal tender notes, with an increase of $525,600 in their specie, and a reduction of $1,471,900 in their deposits, also a contraction of $2,829,800 in their loan and discount averages, and an addition of $3,200 to their item of circulation. The city bank exchanges, last week, averaged 109⅞ millions.

The clearances of the banks averaged through the week 109⅞ millions a day, and amounted in the aggregate, for the whole week, to $658,903,673 as against $781,569,065 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance $2,225,192 and enlarged its coin reserve $381,315 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $17,472,300, against $19,436,600 same time last year. The city bank deposits are now $194,623,500 against $203,717,000, week ending March 22, 1872. The legal tender reserve amounts to $38,304,200, against $42,618,300 same time last year. The circulation now stands at $27,613,600 against $28,018,300 same time last year. The loans are now $275,198,800 against $277,761,500 at this date last year.

The coin reserve of the city banks is now about 17½ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is under 38⅜ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 194⅝ millions, against 47½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $4,578,950 of currency, and $1,489,852 of gold, the latter including $3,228,000 from customs; and disbursed $6,804,142 of currency and $4,108,537 of gold, the latter embracing $283,934 of coin interest.

Government revenues have been yielding moderately, since our last. The excises yielded within the week 1¾ millions, and thus far in the current fiscal year beginning with July 1, 1872, $83,956,429. The customs at the port of New York, for the week, were $3,231,640, and at the outports, about $1,100,000 more, in coin or coin certificates.

The Gold speculation has been quite buoyant, since our last. The tendency of the price has been upward. The speculative demand has been more confident, and the customs drain heavier then usual of late. The export movement, however, has been moderate. The range of the price during the week has been from 115@116¼ and the closing quotation on Wednesday was 116⅛ against 115½ on Wednesday of the preceding week. The specie outflow last week, was $781,774. The Gold Exchange Bank clearances have averaged about 46⅛ millions per day during the week.

The cash balances in the Treasury Department on Wednesday were as follows: Currency, $2,316,996 04; special deposit of currency for the redemption of banking certificates of deposit, $29,380,000; coin, $67,549,014 02. Coin certificates are outstanding for $24,480,000.

The customs demand for Gold last week, averaged $531 452 a day. The arrivals of specie from Europe, Havana and foreign other ports during the week were $30,145, and thus far in 1873 have been $627,834 against $535,210 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $100,596,285 against $116,024,794 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $60,744,087, against $62,109,020 during the same time in 1871-2.

The export drain of specie was $781,774 last week, against $675,626 same week preceding year. The shipments since July 1, 1872, have been $48,789,091 against $26,969,780 during the same portion of 1871.

Foreign Exchange has been quoted higher, and offered less freely, with a firm inquiry noted for prime bills. Bankers' sixty day bills on London closed at 108⅛@108⅜; sight bills on London, at 108⅞@109⅛. The week's exports of Domestic Produce have been to the currency value of $5,260,047.

There has been a much more active demand noted for Government securities since our last, mainly from investment buyers, and, in good part for shipment to Europe, at decidedly firmer prices, on quite moderate offerings. The 1867 Five Twenties have been the favorites with purchasers.

Government bought in on Wednesday $500,000 Five Twenties, at from 114 29@113 60 net out of an aggregate offering of $1,427,200.

U. S. sixes of 1881 closed on Wednesday of this week at 119⅞@120⅛ U. S. Five-Twenties of 1862, 117@117¼; U. S. Five-Twenties of 1864 at 117@117¼; U. S. Five-Twenties of 1865, 117¾@118; U. S. Five-Twenties of 1865 consolidated, 116⅜@116½; U. S. Five-Twenties of 1867, 118@118¼; U. S. Five-Twenties of 1868, 117½@117¾; U. S. Ten-forties at 112@112¼; U. S. Fives of 1881 (Funding Loan) 114¾@115⅛; Six per cent. currency Sixes from 114¾@115.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 12.	March 19.	March 26.
Consols	92⅝	92⅞	92¾
U. S. 5-20s, 1865	93⅝	93½	94⅛
" 1867	93¾	93½	93⅞
" 10-40s	89	89	89¼
New Fives of 1881	90⅜	90½	91¼
Erie	52⅝	52¼	51¾

State bonds have been in more general demand and stronger in price.

The Metal trade has been on a restricted scale, since our last. Copper has been quiet but firm; sales, 100,000 lbs. Lake at 34½c.@35c., and 100 tons English on private terms; quoted at 30¼c.@30½c. per lb. Iron has been held with confidence, but has been without notable activity; sales 100 tons Scotch Pig, in lots, including Glengarnock at $57 and Eglinton at $55; and 500 tons English Rails on private terms. We quote; Glengarnock Pig at $57; Eglinton do. at $55;

Gartsherrie at $60; Coltness at $65; No. 1 American Pig at $50; No. 2 do. at $45@$48; Wrought Scrap at $57 50@$60; English rail at $70@$71, gold. Official statistics make the total exports of Iron Rails from Great Britain in February 41,818 tons, including 21,093 tons to the United States; and of Pig-iron, to the United States, 10,079 tons. Pig lead held firmly at 6¾c., gold, for ordinary foreign, but inactive. Other kinds dull, at former prices. Regulus Antimony quoted at 14¾c., gold. Silesian Spelter is quiet at 7¾c.@8c. gold. Of Solder, 20 tons sold at 19½c.@20½c., closing at 21c., currency. Pig-tin quoted strong, with sales of 550 slabs Straits at 33½c.; English quoted at 33c., and Banca at 33½c.@33¾c., gold. Tin Plates in fair request, with sales reported of 1,000 boxes Charcoal at $12 50; 1,00 boxes Charcoal Terne, to arrive, at $11, and 1,500 boxes Coke Terne at $10, gold. Charcoal Plates quoted here at $12 25@$12 75; Charcoal Terne, $10 75@$11 50; Coke, $10 75@$11, and Coke Terne, $8 87½@10, gold, per box. Zinc inactive at former figures.

An improved inquiry prevails for the Railway Mortgages which have shown more firmness. Central Pacific Sixes have been in better demand closing firmly at from 103@103¼. Chesapeake and Ohio Sixes have been selling more freely at 87½ and interest. Western Pacific Sixes have been in fair request at 94¾@95. The Northern Pacific 7-30 Loan continue in good demand at par and interest.

Railway and Miscellaneous share property has been quite active and generally buoyant as to price, though there been frequent and rather wide fluctuations noted.

General business has been more active. Cotton, Breadstuffs and Provisions closed more firmly. The export call for Breadstuffs and Provisions has been more satisfactory. Middling upland cotton, closed on Wednesday at 19¼@20 cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,974,987 bales, against 2,396,055 bales same time in the preceding year; exports 1,813,029 bales against 1,494,586 bales in the previous year; stock at the ports at latest dates, 545,145 bales against 439,679 bales same date 1871.

Foreign goods have been more sought after, and prices have generally shown more firmness. Coffee advanced ¼@½ cts. per lb. The week's imports amounted to $10,997,728, including $8,010,312 of dry goods.

Ocean freights have been more active, since our last, especially in the line of charters, but rates have been quoted easier, influenced by the augmented supply of accommodation available, through the recent more numerous arrivals.

At the Live Stock Markets, Beeves have been in more request at from 9@14¼ cts. Veals in less demand at 7@11 cts.; Sheep at from 5@7¾ cts.; Swine at 5¾@6⅛ cts. per lb., all live weight. The week's receipts were 6,908 Beeves, 1,258 Veal Calves, 10,937 Sheep and Lambs, and 40,817 Swine.

At the Scranton Coal Sale, on Wednesday, 100,000 tons were placed at from $4 15@$5 17½, as against $3 85@$5 27½ in February.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 1st mort., 40½; Ohio and Miss. 7s, consol., 92¼; do. consol., S. F., 93¼; Delaware and Hudson Canal 7s, 1891, reg. 103¼; Mil. and St. Paul 1st mort., La C. div., 90; Central of New Jersey 1st mort. new, 104; Galena and Chicago 1st mort., 102; St. Louis and Iron Mt. 1st mort., 95; Gt. Western 1st mort. 1888, 94½; Clev., Paines. and Ash. 7s, old, 98; Toledo, Wabash and Western 7s, consol., 87½; Toledo, Peoria and Warsaw 1st mort., W. D., 88¼; do. E. D., 91½; Delaware, Lackawanna and Western 7s, conv., 98½; Central Pacific Aid bonds, 111; Quincy and Toledo 1st mort., 92½; Long Dock bonds, 95⅛; Burlington, Cedar Rapids and Minnesota 1st mort., 90; Joliet and Chicago 1st mort., 96; Nashville and Decatur 1st mort., 89; West Pacific bonds, 94⅞; Albany and Susq. 2d mort., 99½; Cedar Falls and Minnesota 1st, mort., 80; Clev., Col., Cin. and Ind. 1st mort., 103; Pacific R. R., of Mo., 52; do. 2d mort., 79; North Missouri 1st, mort., 91; Atlantic and Pacific pref., 30½; New Jersey Southern R. R., 26; do. 1st mort., 74½; St. Louis, Kansas City and Northern pref., 58; American Coal, 61; New Central Coal, 46; Cumberland Coal and Iron, 97; Consol. Coal of Md., 56¾; Spring Mt. Coal, 62; Maryland Coal, 26¼; Western Union Tel., 86⅝; Atlantic M. S. S. Co., 4; Am. Mer. Union Exp., 68¾; Wells-Fargo Exp., 81½; U. S. Exp., 74¼; Mariposa L. and M., 15; Quicksilver pref., 54; Brooklyn 6s, W. L. 93⅞; do. P. L., 93; N. Y. State 6s, B. L., reg., 106; do. gold loan, 1887, 118⅝; South Carolina 6s, new, Jan. and July, 18; Ohio 6s, 1886, 106; Louisiana 6s, 40.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 74¾; Wilmington and Reading 1st mort. 7s, 99½; Huntingdon and Broad Top Mt. 2d mort., 87½; Pennsylvania and New York 7s, 97; Philadelphia and Reading Gen'l mort. 7s, coupon, 102¼; do. 7s, new conv., 104¼; do. 7s, 1893, 105; Sunbury and Lewiston 7s, 50; Lehigh Nav. conv. gold loan, 90¾; Belvidere Delaware 1st mort., 95; Connecting R. R., bonds, 87; Lehigh Valley 7s, new, 103¾; Morris canal 2d mort., 93; Pennsylvania Canal, 17; do. 6s, 70; Chesapeake and Delaware Canal 6s, 89; Delaware Division Canal, 46½; Catawisa R. R., 21¼; do. new pref., 32½; 5th and 6th Streets R. R. 51; Philadelphia and Trenton R. R. 115; Camden and Atlantic pref., 39; Pittsburg 5s, 72¼. The latest quotations are: City 6s, 97@97; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 100@102; do. 2d series, 107@108; do. 3d series, 108¾@109; Philadelphia and Reading 56¾@56⅞; do. Gen'l mort. 7s, coup., 102@102½; do. reg., 103½@104; do. mort. 6s, 1880, 93@—; do. 7s, new, conv., 104@105; United New Jersey R. R. and Canal Co., 119½@120; Camden and Amboy mort. 6s, 1889, 96¼@96½; do. 1883, 90@91; do. 1889, 88@90; Pennsylvania R.R., 57⅞@57⅞; do. 1st mort., 99@99⅞; do. 2d mort., 99½@99½; do. General mort. coupon, 91@92; do. reg., 92½@—; Little Schuylkill R. R., 46¾@47; Morris Canal, 48@50; do. pref., 121½@122; do. 6s, 93@97; Susquehanna Canal, 7@10; do. 6s, 73@75; Schuylkill Nav., 7@7⅛; do. pref., 13⅞@14¼; do. 6s, 1882, 74½@75; do. 1872, 78½@79; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 93½@—; do. 5s, 59@61¼; Lehigh Coal and Navigation, 37¼@37½; do. 6s, 1884, 87½@88; do. R. R. Loan, 99⅜@93¾; do. Gold Loan, 89¾@90¼; North Pennsylvania, 45@46½; do. 6s, 94@96; do., 7s, 97@97½; do. Chattle 10s, 110@112; Philadelphia and Erie, 25@26; do. 6s, 91@91½; Minehill, 52@52¼; Catawissa, 20@21¾; do. pref. 44@44⅜; do. new pref., 32@33; do. 7s, 1900, 100@101½; Lehigh Valley, 59½@59¾; do. 6s, new coupon, 96½@98; do. reg., 97@98¼; do. 7s, 103@104; Fifth and Sixth streets, (horse,) 51@52; Second and Third, 59@59; Thirteenth and Fifteenth, 18@23; Spruce and Pine, 31½@32, Green and Coates, 49@50; Chestnut and Walnut, 57@60; Hestonville, 18½@19¼; Union, —@73; Germantown, 30@—.

Boston.—Connecticut and Passumpsic Rivers R. R., 89½; Taunton Branch, 120; Cincinnati, Sandusky and Cleveland R. R., 18½; Norwich and Worcester R. R., 128; Portsmouth, Gt. Falls and Conway R. R., 95; Eastern (N. H.) R. R., 101⅜; Massawippi Valley R. R., 87¼; Chicago, Iowa and Nebraska R. R., 105¾; Iowa Falls and Sioux City R. R., 57¼; Eastern R. R. 7s, 1882, 100½; Michigan Central scrip, 105¼; do. 8s, 1890, 106⅛; Vermont Central 1st mort., 35; do. 2d mort., 11; Vermont Central and Vermont and Canada, 8s, 1875, 76; Burlington and Missouri R. R. in Nebraska, 65; do. 8s, 1883, 95; Cedar Rapids and Missouri 7s, 1916, 88; Atchinson, Topeka and Santa Fe R. R., 23; do. 1st mort. 75; do. L. G., 75; Chicago, Burlington and Quincy Rights, 5 60; do. 7s, 94; Rutland R. R., 10; do. pref., 50; do. scrip No. 1, 89; do. No. 2, 87; do. No. 3, 83¾; Cary Imp., 14; Waverly Land, 4¾; Boston Water Power, 39; do. scrip, 70; Boston Land, 7⅞; New Hampshire 6s, 1884, 98¼; Maine 6s, 1889, 99¼; Massachusetts 5s, 1894, gold, 99¾; do. reg., 98¾; Boston 5s, 1883, gold, 98½; do. 6s, 1875, currency, 99; Chelsea 6s, 1892, 98¾; Portland 6s, 1877, 95; Cook Co., Ill., 7s, 1880, 97½; Eastern R. R. 7s, 1882, 101¾; Bath 6s, 1888, 90; Chicago 7s, 1895, 98½; Allouez Mining Co., 22; Calumet and Hecla, 156¼; Dawson Silver, 62½c.; Eagle River, 1½; International Silver, 1¼; Native, 25c.; Pontiac, 1¼; Rockland, 3; Ridge, 11; Shuniah Silver, 2; South Side, 25c.; St. Clair, 8½.

Baltimore.—Central Ohio Railroad, 41½; do., 1st mort., 86⅜; Wilmington, Columbia and Augusta 1st mort., 81: Western Maryland 3d mort., guar., 96½; Northern Central 6s, 1900, gold, 91½; Orange, Alex. and Manasses 7s, 80; Virginia and Tennessee 3d mort. 8s, 88¼; Orange and Alexandria 4th mort. 8s, 80; Maryland 6s, 1885, coupon, 99; do. Defeuse 6s, 104; do. 5s, 80; Virginia Consols, new, 52¼; do. past due coupons, 81⅞; do. ex Jan., 1873, coupon, 53½; do. punctured coupons, 22; do. peelers, 52¼; Atlantic Coal, 2.25. The latest quotations are: South Side 1st mort., 8s, 89⅞@90; do. 2d mort. 6s, guar., 71⅝@72¼; do. 3d mort. 6s, pref., 65@70; Wilmington, Columbia and Augusta bonds, 80⅞@81¼; Pittsburg and Connellsville 7s, 1898, 93⅜@93½; Baltimore and Ohio, 179@179¾; do., 6s, 1875, 97¾@98; do., 1880, 97@97; do., 1885, 97½@98; Parkersburg Branch, 11@—; Northern Central, 38½@38; do. 6s, 1885, 92@92½; do., 1900, 88@90; do., 6s, 1900 gold, 91½@91⅝; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99½; do., 2d mort., 7s, 90¾@91¼; do., 3d mort., 8s, 83¼@84; Central Ohio, 41½@42; do. pref., 42@43½; do. 1st mort., 86⅜@86½; Western Md. 1st mort. 6s 1890,

80@89; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 97@97; do. 2d mort pref., 70@80¾; do., 2d mort. guar. by Washington Co., 79@84½; Richmond and Danville 1st mort., 77½@78½; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort 6s, 86½@—; do., 3d mort. 8s, 94@97; do., 4th mort. 8s, 80¼@80½; Orange, Alex. and Manassas 7s, 80⅜@80⅞; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77½@79; do. 8s, 3d mort., 87¾@90; Baltimore 6s, 1875, 99⅝@100; do., 1884, 98½@99; do. 1886, 98@99¼; do., 1890, 97⅜@97⅝; do., 1893, 97@97; do. 1893, exempt, 99½@100; do., 1900, exempt, 97@97½; do. 1900, new, 98@98⅜; do. 1902, 98@99¼; Memphis City 6s, 59¼@59½; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 36⅛@—; do. coupons old, 39½@40½; do. consol. 6s, 56@56⅜; do. reg. 51@53; do. coupons, 83@—; West Virginia, 14¼@14⅜; City Passenger R. R., 22@22¼; George's Creek Coal, 118@124.

Newburg and Midland Railroad.

A special meeting of the directors of this company was held in Newburg on the 20th inst., to consider what steps should be taken in view of the movements made by other roads to extend their lines and obtain the business to which the Newburg and Midland Railroad would be entitled by its charter. A letter was received from Mr. Homer Ramsdell, in which he urges a diversion of the subscriptions from the purposes originally intended, to that of building a road about ten miles long, connecting the Wallkill Valley Railroad with the "Short-cut," at Temple Hill. Mr. Ramsdell explained how the new road would build up the business of Newburg, and subserve the same purpose for which the subscriptions to the Newburg and Midland Road were originally intended.

It was then resolved that the subscribers to the stock of the Newburg and Midland Railroad be requested to meet in Newburg, the 10th of April, to consider the plan to be adopted for the construction of a railroad from Newburg to Walden.

☞ Messrs. Crowly, Dickinson & Co., contractors for building the Towsontown Narrow Gauge Railroad, are vigorously pushing forward the work of grading the same, and expect to have the track ready for the cars by the middle of July. The contractors are at present engaged grading at a point near Sumwalt's ice-house. The road is to begin from a point on North Avenue, near Oak street, and will run parallel with Charles street avenue, crossing a portion of the Shepperd Asylum property, and connecting with the proposed Towsontown and Lake Roland road, a short distance beyond the Shepperd Asylum property. The latter road is to be constructed during the coming summer.

☞ The cash receipts of the Philadelphia and Erie Railway for the first two months of the current year were $568,113, against $499,438 in same time last year, an increase of $68,673.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending March 15 are: freight, $44,876 36; passengers, $27,242 86—total, $72,118 72.

Boston, Hartford and Erie Railroad.

We learn from Boston that Judge Shepley, of the United States Circuit Court has refused to grant the injunction asked by the Erie Railway to restrain the trustees of the Boston, Hartford and Erie Railroad, under the Berdell mortgage, from foreclosing and forming a new corporation. Though assuming full jurisdiction under the Bankrupt act both in law and equity, he declined to interfere with the decrees of the State courts as to underlying mortgages, and would not interfere with the operation of the trust until the question of the status of general creditors had been established and power of sale given by the District Court acting concurrently. This decision insures the transfer of the property to the bondholders under the Berdell mortgage, and the speedy completion of the whole road by the new corporation to be formed by the bondholders.

☞ The Staunton (Va.) *Spectator* says that T. M. Almond, Esq., of Page county, one of the directors of the Washington, Cincinnati and St. Louis Narrow Gauge Railroad Company, is now on the line of that road securing deeds of release from damages from persons living along the line. He expresses the opinion that work will be commenced on the road this spring. From Harrisonburg to Point Pleasant, on the Ohio river, a distance of about 280 miles, this road will run nearly midway between the lines of the Chesapeake and Ohio and the Baltimore and Ohio roads, at about an average distance of fifty miles from each.

☞ The directors of the Pennsylvania Petroleum Railroad (recently leased to the Atlantic and Great Western Railroad Company) are: A. H. Steele, J. D. Barton, Thomas Warnock, R. E. O'Brien, J. H. Dynes, W. B. Shattuc and J. T. Warn. The officers are: James B. Hodgskin President, A. H. Steele, Vice-President. The general office of the company is to be removed to Meadville. Work on the road will be commenced at once, and will be speedily completed.

☞ The Chief Engineer of the New York Central and Hudson River Railroad has issued his advertisement for proposals for the graduation and masonry for two additional tracks upon the main line of the railroad of this company between Albany and Buffalo.

☞ Messrs. Grant, Alexander & Co. propose to the Macon, Monticello and Atlanta Railroad Company, to grade the road for $300,000, half in cash and half in stock. The grading would be from Covington to the connection with Macon and Augusta Railroad, 12 miles from Macon.

☞ The completion is announced of the Houston and Texas Central Railroad to Red River City, connecting with the Missouri, Kansas and Texas Road. Trains will now be run through from Galveston and Houston to St. Louis.

☞ The total quantity of coal raised by the Intercolonial Coal Mining Company in 1872 was 134,902 tons, against 55,798 tons in 1871.

☞ The Brooks locomotive works at Dunkirk, N. Y., employ 570 men, and the number will soon reach 600.

☞ A route for a new railroad from Stissing to Rhinebeck is being surveyed.

OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Mar. 26, 1873.

The SIX PER CENT GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, being secured by a First Mortgage on a completed Road—which is one of the great East and West Trunk Lines, commanding a large through business, and which, from the immense Mineral, Agricultural, and other valuable resources of the country it traverses, is assured of a very remunerative local traffic—are among the most substantial and satisfactory investment securities in the market; and, at the present price, 87½ and accrued interest, yield a liberal rate of interest on their cost.

They are in denominations of $100, $500, and $1,000, coupon and registered; interest payable May and November; principal and interest in gold coin in New York.

We also buy and sell at current market rates, the WESTERN PACIFIC SIX PER CENT GOLD BONDS originally negotiated by us, and now quoted at the Stock Exchange, and widely known as favorite securities in the principal money markets. Coupon bonds of $1,000; interest payable January and July; principal and interest payable in gold in New York. Price to-day is 94¾@95.

We buy and sell GOVERNMENT and CENTRAL PACIFIC BONDS, receive deposits, on which we allow interest, make collections, and do a general banking business.

FISK & HATCH.

Camden and Atlantic Railroad.

The annual report to the stockholders of the Camden and Atlantic Railroad states that, during the year 1872, the receipts of said road were as follows: For passengers, $288,029 22; freight, $112,454 17; express, $23,212 06; ferry, $36,771 75; May's Landing branch, $2,329 46; United States mail, $3,000; miscellaneous, $1,239 37; total, $467,036 03. The cost of operating the road was in the aggregate, $221,598 86. Receipts over cost of working road, $245,437 18. During the year there were carried over the road 78,516 through passengers, 271,569 way passengers, 67,090 excursionists, and 69,324 tons of freight. 811 tons of new rails have been laid, and 200 tons of old cut and relaid. Many essential repairs have been made, and the facilities for accommodating the public are reported upon favorably.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 15, at 326,235 tons, and for the coal year at 2,819,589 tons, against 2,859,478 tons to corresponding time last year, being a decrease of 39,889 tons. The bituminous tonnage for the week is 37,207 tons, and for the year 257,819 tons, giving a total of all kinds for the week of 368,442 tons, and for the year 3,117,408, being an increase as against production to same time last year of 17,202 tons.

☞ The Sandusky, Ashland and Tuscarawas Valley Railroad Company has been incorporated with a capital stock of $200,000, for the purpose of constructing a railroad from Sandusky, through Erie, Huron, Ashland, Holmes, Coshocton and Tuscarawas counties, Ohio, to New Comerstown. The corporators are G. B. Smith, James E. Chase, W. Stilwell, H. C. Breckenridge, D. C. Richmond, A. James Sterling, J. O. Jennings and R. D. Freer.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$3,729,846	$3,692,657
" cotton...	3,062,648	3,135,978
" silk	3,498,026	2,560,572
" flax	1,640,592	1,481,640
Miscellaneous dry goods..	1,296,399	910,950
Total entered for consump	$13,222,511	$11,781,497

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool	$1,580,272	$1 547,909
" cotton ...	958,308	1,210,700
" silk.....	1,212,038	1,171,891
" flax	748,950	775,211
Miscellaneous dry goods..	169,564	205,257
Total withdrawn from warehouse	$4,669,132	$4,910,968
Add entered for consump.	13,222,511	11,781,497
Tot. thrown on the market.	$17,891,643	$16,692,465

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool	$1,678,786	$1,463,653
" cotton ...	830,936	1,274,068
" silk.....	1,031,176	1,345,763
" flax	608,524	786,681
Miscellaneous dry goods..	187,595	231,216
Total entered for wareh'g..	$4,337,017	$5,101,381
Add entered for consump.	13,222,511	11,781,497
Total entered at the port.	$17,559,528	$16,882,878

The imports of foreign dry goods at New York for two months ending with February, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$5,836,846	$5,640,669
" cotton	1,138,722	5,200,205
" silk ..	5,461,961	5,389,853
" flax ..	2,709,555	2,520,321
Miscellane's dry goods.	2,226,735	1,615,219
Total entered for cons'p.	$21,373,819	$19,366,267

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$2,818,370	$2,952,646
" cotton..	1,724,675	2,131,096
" silk	2,057,275	1,836,470
" flax	1,480,516	1,452,814
Miscellaneous dry goods.	334,984	315,625
Total withdrawn from warehouse	$8,415,820	$8,688,651
Add entered for consump.	21,373,819	19,366,267
Total thrown on the market....	$29,789,639	$28,054,918

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$3,159,507	$2,750,500
" cotton..	2,040,196	2,741,351
" silk	2,290,072	2,871,524
" flax	1,254,761	1,496,980
Miscellaneous dry goods.	409,095	434,249
Total entered warehouse.	$9,153,631	$10,294,604
Add entered for consump.	21,373,819	19,366,267
Total entered at the port..	$30,527,450	$29,660,871

☞ Intelligence has been received from St. Petersburg that the Russian Government has ordered a land survey to be commenced simultaneously at several points in the early spring for the construction of a direct railway communication between European Russia and Siberia. A definite decision upon this project is expected to be given during the course of the year.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR DAMAGE TO PROPERTY CAUSED BY SPARKS FROM LOCOMOTIVE—NEGLIGENCE.

The case of Rolke *vs.* The Chicago and Northwestern Railway Company, (26 Wisc., 537), was an action for the destruction of the plaintiff's property by reason of running a locomotive by and through plaintiff's land, so negligently and carelessly managing the same that sparks from the smoke-stack and coals from the ash pan or fire-box escaped and set fire to the combustible matter along the track from whence it communicated to plaintiff's premises, and destroyed his property, &c. Verdict for the defendant company, and the plaintiff appealed.

The following is the opinion of the court delivered by—

COLE, J.—Among other instructions asked by the plaintiff, which the county court refused to give, was one in substance and to the effect that if the jury found from the evidence that the engine set a fire on the track of the roadway on the day named, adjoining the premises of the plaintiff, and that the servants of the defendants in charge of such engine and train knew such fire to be set and kindled, then the servants of the company were bound to use ordinary care and diligence to extinguish such fire; and if the servants of the defendant knew the fire was so set at about the time it was so set, and used no efforts whatever to extinguish such fire, but went away and left it burning, such conduct on the part of the servants of the company was evidence of negligence, and ought to be taken into consideration in determining the question whether the train was managed with care with regard to fire. We think this instruction should have been given. It appears that the train in question was a gravel train, engaged in the repair of the road-bed, and had about twenty-eight men on the train. And even if it had been prudent and necessary for the train itself to move off to the proper station as soon as it was unloaded, in order to avoid collision with other trains, what difficulty was there in leaving behind a sufficient number of men to put out the fire? It was a dry time in the summer, when a fire kindled upon the track of the road would very likely spread to the adjoining premises. Men of ordinary care would, under such circumstances, use proper diligence to prevent the fire from communicating to the property of others; and if according to the hypothesis upon which the instruction is framed, the employees of the company knew that after a fire had been kindled on the track by means of the locomotive, they were certainly bound to use ordinary care and diligence to extinguish it; and if they used no efforts whatever to extinguish it, but went away and left it burning, such conduct, we think, would amount to negligence.

These remarks are made with reference to the character and condition of the train in question. It was a gravel train, and there could be no difficulty, even if the train moved off, in leaving behind a portion of the men to look after the fire. In the case of an ordinary freight or passenger train, even if the employees knew the locomotive had kindled a fire upon the track, yet it might not be possible to stop the train and put it out or leave behind any one for that purpose. The safety of the train and passengers would be a matter of first importance, and negligence could not necessarily be imputed if the servants left the fire burning without using any efforts to extinguish it. But the instruction, when applied to the facts of this case, raises quite a different question, and that is, whether, when a fire has been set by a gravel train, which has a large number of men on the train who knew about the fire, they can all go away, leaving the fire to spread and destroy the property of others, without being guilty of negligence. It seems to us that such conduct on the part of the servants of company would almost deserve the warm language used by Juge Breese, in Bass, *vs.* C., B. & Q. R. R. Co., 28 Ill., 9-19, as being "unworthy of civilized and christian men." At all events, if the jury found from the evidence that the supposed facts were established, we have no doubt the company would be liable for the loss occasioned by the fire.

Without alluding to the other questions discussed, we reverse the judgment, and send the case back for a new trial, on account of the error in refusing to give the instruction above referred to.

Judgment reversed.

The Western Connections of the Chesapeake and Ohio Railroad.

The Richmond *Dispatch* has the following from Huntington, W. Va., the Western terminus of the Chesapeake and Ohio Railroad: The Engineer Corps of the Southern Ohio Railroad completed the survey from Dayton, Ohio, to this point on Saturday last. The charter under which this survey was made contemplates an extension of the Chesapeake and Ohio Railroad from Huntington via Portsmouth, Hillsboro' and Wilmington to Dayton, a distance of one hundred and fifty-five miles, with an alternate coal and iron road via Symmes Creek Valley, Jackson and Piketon, to Hillsboro'. The line by way of Portsmouth, on the Ohio river (forty-six miles below Huntington), is reported to be of very light cost and favorable character throughout, and has the advantage of affording forty-six miles of common line for the Dayton and Cincinnati connections, should the line to the latter city be built down the Ohio Valley. The latter is probably an urgent necessity on the part of the Chesapeake and Ohio Company. No grade of over fifteen feet to the mile is encountered from Huntington to Cincinnati, a distance of one hundred and fifty-one miles, and the subscription of one and a quarter million dollars by Cincinnati, aided by the subscriptions in Clermont, Brown, Adams, Sciota, and Lawrence counties, will go very far toward defraying cost of construction. The coal trade over this line from the Kanawha fields to Cincinnati for home consumption and distribution must necessarily be immense, as well as the freight and passenger travel eastward. Already the present freight from Cincinnati eastward, over the Chesapeake and Ohio line, crippled in transit by the uncertain river navigation and the unfinished condition of the Chesapeake and Ohio road, foots up twenty cars per day. The northwest connection to Dayton is of still more value, traversing, as it does, the richest section of Southern Ohio, and necessarily affording an immense local traffic eastward. At Dayton a direct connection is made to Chicago via the Dayton and Union and the Columbus, Chicago and Indiana Central Railroad, giving a line of 270 miles length through an extremely productive and thickly settled region. At Chicago the northwest system of railroads is fairly tapped, including the uncompleted Northern Pacific. The line from Chicago, via Dayton, Hillsboro', and Portsmouth to Huntington, is forty-two miles shorter than a line passing through Cincinnati to Dayton and Chicago, and affords the latter city the shortest and lowest grade outlet possible to the eastern seaboard. It has been proposed to build an independent line from Day-

ton to Chicago, shortening the distance over the existing lines some twenty miles, and large subscriptions are being made upon this route as inducements to the Chesapeake and Ohio Company for its construction. The tonnage from the Northwest to the East over this extension must be enormous. The distance from Richmond to Chicago (by existing lines between Dayton and Chicago) will be eight hundred and thirty miles. From Richmond via Huntington and Portsmouth to Cincinnati, the route is five hundred and seventy-three miles. Upon the proposed Ohio extensions to Cincinnati and Dayton via Portsmouth a total of two hundred and fifty-nine miles of road, it is reported the local subscriptions foot up nearly three million dollars, which affords conclusive evidence of the great importance attached by the people of Ohio to the Chesapeake and Ohio Railroad as their eastern outlet, and renders the first cost of construction to that company but a slight burden comparatively. The Ohio lines necessitate a bridge across the Ohio River at Huntington, which is the only serious obstacle of delay anticipated in construction. It is understood that the line from Huntington to Cincinnati can be easily graded within nine months after commencement, and the northwestern route to Dayton be as readily completed within a year's time, both lines being of very light cost. With the completion of the Ohio roads, and of the Elizabethtown, Big Sandy and Lexington road to Lexington and Louisville, Ky., all of which two years' time should bring about, the traffic and travel over the Chesapeake and Ohio Railroad will necessarily be very great. It will probably require two tracks to transact the business of the road, even at so early a date, should these connections be perfected. The distance from Richmond via Huntington, Lexington and Louisville, to St. Louis, after the completion of the "Big Sandy" Railroad, will be about 935 miles only, and equal to some thirty-six hours of time. By way of the river line from Huntington to Cincinnati and via the Ohio and Mississippi Railroad the distance to St. Louis will be some twenty miles shorter from Richmond.

Pittsburg, Cincinnati and St. Louis Railway.

The annual meeting of the stockholders of this company was held in Steubenville, Ohio, on the 18th inst.

The first business transacted after receiving the annual report of the directors was to vote on the ratification of the lease of the Cincinnati and Muskingum Valley Railroad, as authorized by the stockholders at their meeting held December 30, 1871. The vote showed 135,841 shares of stock cast in favor of the ratification, and none against, so the lease was declared ratified.

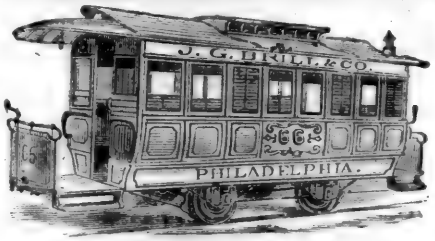
The next thing in order was the election of thirteen directors for the ensuing year, when the following persons were unanimously chosen: Thos. A. Scott, George B. Roberts, Josiah Bacon, H. H. Houston, Thos. L. Jewett, Wm. Thaw, J. N. McCullough, Wm. Phillips, Robert Sherrard, Jr., D. S. Gray, Geo. W. Adams, Rollin C. Hurd and Alfred Gaither.

The members of the board present were immediately qualified, and vote by ballot being dispensed with, organized by the election of the following officers: President, Thos. A. Scott; Vice President, Wm. Thaw; Secretary, W. H. Barnes; Assistant Secretary, Justin G. Morris.

After filling some vacancies in the standing committees the board adjourned *sine die*.

☞ Surveys are proceeding for the construction of a line from the Atlantic to the Pacific, via the Brazilian province of Matto Grosso. A concession of this line has been granted to the Baron de Maua.

☞ At the annual meeting of the stockholders of the Pittsburg, Fort Wayne and Chicago Railway Company, held in Pittsburg on the 19th inst., the following gentlemen were elected directors for four years: William B. Ogden, of Chicago; Jesse L. Williams, of Fort Wayne; Louis H. Meyer, of New York. The President G. W. Cass, and secretary and treasurer, F. M. Hutchison, were continued.



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Street and Narrow Gauge Cars.

CARS BUILT IN SECTIONS FOR SHIPMENT.

Works and Office, one block from Penn. Cent. R. R. Depot,
PHILADELPHIA, PA.

Notice to Contractors.

NEW YORK CENTRAL AND HUDSON RIVER R. R.,
CHIEF ENGINEER'S OFFICE,
ALBANY, March 18th, 1873.

Proposals will be received until Thursday, April 10th, at 12 o'clock M., for the Grading and Masonry for two additional tracks upon the main line of the railroad of this Company between Albany and Buffalo.

The work will be divided into sections, and proposals may be submitted for the entire work upon one or more sections, or for the grading or masonry separately.

The Company reserve the right to reject any or all proposals, if deemed for its interest so to do.

Ample security for fulfillment of contract will be demanded.

Profiles, quantities and specifications can be seen on and after March 26th; those for the First Division (Albany to Syracuse) at the office of A. S. Wurtele, Division Engineer, Exchange Building, Albany; and for the Second Division (Syracuse to Buffalo) at the office of William A. Haven, Division Engineer, Rochester.

Proposals must be enclosed in sealed envelopes, endorsed "Proposals for New Tracks," and addressed to the undersigned, at Albany.

CHARLES H. FISHER,
Chief Engineer.

FOR SALE.

1,500 Tons Foreign Steel Rail, approved Brands, in Yard.
Dec. 18, 1872.

GEO. T. M. DAVIS,
47 Exchange Place,
NEW YORK.

RAILROAD IRON.

1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,000 Tons STOCKTON RAILS.
Now in Yard and for sale by

WM. H. PETIT,
72 Wall-st., New York.

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SUPERIOR WROUGHT IRON
RAILWAY CHAIRS,
WITH CONTINUOUS LIPS, MADE TO FIT EXACTLY THE FLANGES OF THE RAILS.
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One, Almost New. Price $22,000.
Two Large Dumping Scows, $3,500 Each.
Apply to

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5 and 7 Dey Street.

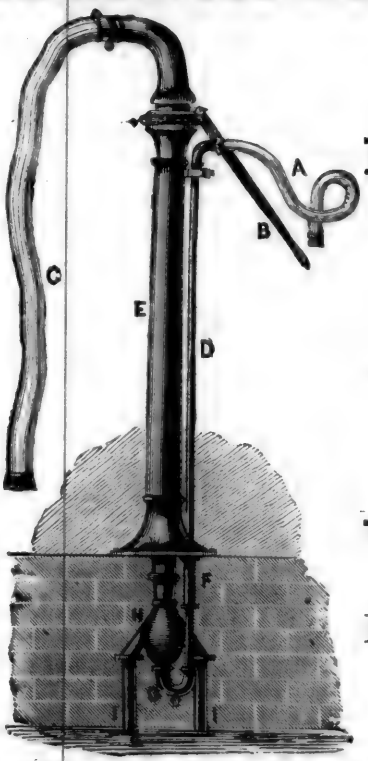
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The Engineer in charge of the Locomotive attaches the Hose A to a steam valve in the boiler. Steam passed through the pipe D and slip joint F into the globe H, producing a vacuum; the water is then lifted through the pipes I I and forced through the column E and hose C into the tender, filling any ordinary tender in about three minutes. When steam is shut off all the water in the pipes returns into the well, and any condensed steam passes off through the drip valve G, leaving nothing to freeze. The handle B serves to turn the discharge pipe and hose in any direction. The water delivered into the tender is warm, thus utilizing the steam used. The discharge tubes, represented above made of hose, can be made of iron if preferred.

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F. R. BABY, Agent.

Special Notice.—Postponement of sailing—Steamer RISING STAR, will leave Pier No. 42 North River, for Aspinwall, at 12 o'clock noon, SATURDAY, April 5. Steamer OCEAN QUEEN will follow and sail April 19, 1873. F. R. BABY, Agent.

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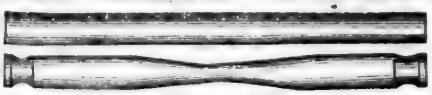
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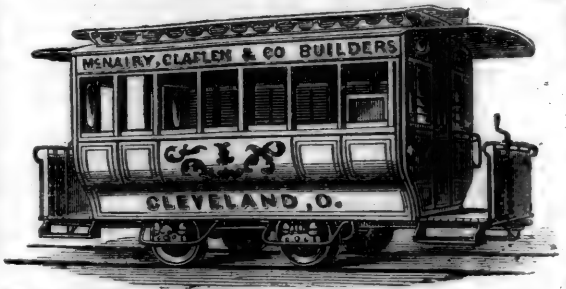
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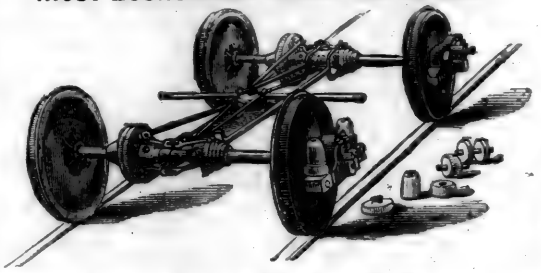
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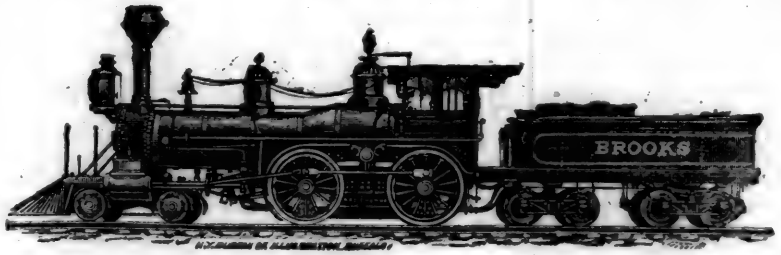
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BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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Or WM. WHARTON, Jr., Sup't,
Of the Wharton R. R. Switch Co.,
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ESTABLISHED IN 1852.

Billmeyer & Smalls,

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Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

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Special attention given to filling orders for Small *T and Street Rails*, of every weight and description.

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RAILROAD IRON

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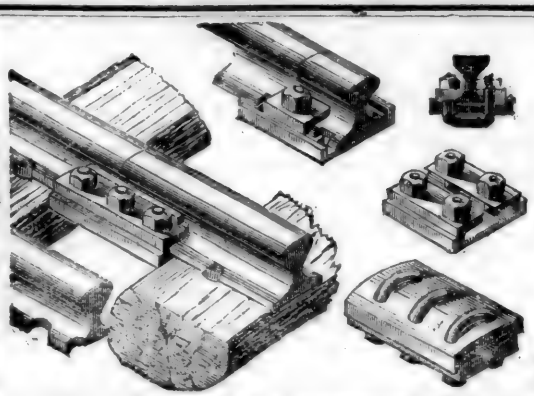
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Old Rails Re-Rolled & Exchanged for New.

☞ Special attention paid to the Purchase and Sale of Railroad and Scrap Iron.

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Wrought Iron

RAIL JOINTS,

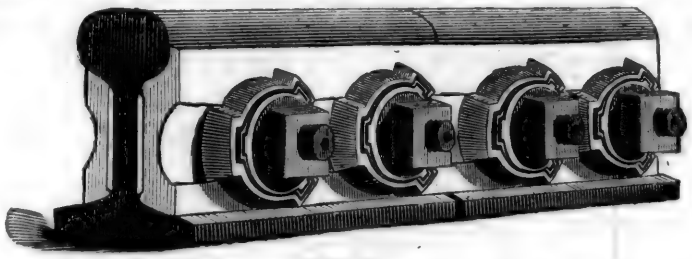
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FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

RAILROAD IRON.

ENGLISH and AMERICAN Railroad Iron for delivery in New York and other markets in the United States and England. For sale by

S. W. HOPKINS & CO.,
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RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

PERKINS LIVINGSTON & POST,
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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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101 & 103 Duane-St. } New York.
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BOCHUM, PRUSSIA.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 14.] SATURDAY, APRIL 5, 1873. [WHOLE No. 1,928 VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, April 5, 1873.

The "Cumming Nut-Lock."

This is the name of a very simple, and ingenious improvement in screw-bolts, which will be found very fully described in the advertisement of The Lock-Nut and Bolt Co., of N. Y., who own the Patents, and manufacture bolts with this improvement. The special feature of this device is, that it absolutely secures the nut to the bolt, at any desired point, and yet admits of its being readily adjusted, or removed, by simply applying a wrench. Every Railroad man knows that nuts are continually shaking loose on the tracks, frogs, switches, engines, cars, bridges, &c., and that great annoyance, danger and expense result therefrom; and many devices have been tried to remedy this trouble, none of which heretofore, have fully answered the purpose. Probably many of our Railroad friends are so disgusted with previous experiments, that they do not believe it possible to get a really effective "Lock-Nut." These bolts, however, have now been in use over four years on some of the principal Railroads in the Country, as well as on trip-hammers, mining and other machinery, &c., where their merits have been severely tested, and it is claimed that in no single instance have they ever failed to keep the nuts secure; and the extent to which they are now being used would seem to fully warrant a trial, which is all that the manufacturers ask. The value of such a device on car bolts must be very great, as it not only saves the expense of check-nuts, to a sufficient extent to pay for the whole additional cost, but also prevents the enormous loss of nuts and bolts that drop from the cars, and adds greatly to their durability, and safety. It is claimed that the use of these bolts will very considerably reduce the item of "Car Repairs," and the subject is of sufficient importance to be investigated.

INVESTMENT BONDS.

THE NORTHERN PACIFIC 7-30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 3-10 per cent. gold interest, and have the following elements of security, viz:

1. They are the obligation of a strong corporation.

2. They are a First Mortgage on the Road, its Equipments, Rights and Franchises.

3. They are a first lien on its Net Earnings.

4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized $5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

FOR SALE BY BANKS AND BANKERS GENERALLY.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending March 22 are: freight, $45,878 98; passengers, $30,618 51—total, $75,992 49.

Russia's Military Railway System.

A new railway and telegraph chart of the Russian empire has just been published. Russia is shown by this chart to possess railway and telegraph lines actually in operation of which the world outside had not the slightest notice or opinion. There is a complete system of strategical railways, radiating from the three principal lines uniting at St. Petersburg, Moscow, and Kieff, and extending even to the Asiatic frontier in no less than ten lines. All the military centers, even Nova Tcherbask, the headquarters of the Don Cossacks, are accessible by rail; and in a short time, if not at this moment, Russia can move large bodies of troops and concentrate them within a few days at any desired spot. In view of these facts the German journals urge their government to hasten forward the construction of railways on their own eastern frontier, which they will need for their own safety in case of war.

JAY COOKE & CO.,

No. 20 Wall Street,

NEW YORK.

EXCHANGE ON

London,
Paris,
Berlin,
Frankfort,
Bremen.

CABLE TRANSFERS,
CIRCULAR LETTERS,
COMMERCIAL CREDITS.

Jay Cooke, M'Culloch & Co.,

No. 41 Lombard st., London.

☞ It is asserted that arrangements have been made to raise $1,000,000, on the bonds of the Rivier du Loup Railway Company. The work of construction is said to be progressing; 24 miles of rail have already been laid, and ten miles of the road are graded. The work will be prosecuted vigorously in the Spring.

Illinois Central Railroad.

The receipts from operations of this road for the year ending December 31, 1872, were as follows:

From freight		$4,305,616 95
" passengers		1,305,766 11
" sleeping cars		26,132 81
" extra baggage		2,879 79
" mails		76 500 00
" express		129,935 61
" rent of property		159,487 33
" from dockage		13,820 70
		$6,020,089 30
Net earnings over Chicago, Burlington and Quincy Railroad		506,530 84
Net earnings over Toledo, Peoria and Warsaw Railroad		86,812 93
Total earnings in Illinois		$6,613,433 07
Earnings over leased lines in Iowa—		
Dubuque and Sioux City R. R		947,212 34
Iowa Falls and Sioux City R. R		337,462 26
Cedar Falls and Minnesota R. R		128,646 11
Total		$8,026,753 78
Less operation expenses, viz;		
Salaries	$150,115 16	
General expenses	258,151 95	
Legal expenses	40 050 13	
Claims and damages	72.031 37	
Station expenses	744,358 68	
Freight train expenses	743,643 01	
Passenger "	286.040 85	
Repairs of engines	457,024 67	
" cars	473 659 19	
" tools, &c	40 634 95	
Cleaning engines	42 076 77	
" cars	18.496 77	
Equipment expenses	68.463 09	
Repairs of road	1,209 625 64	
" bridges	87,237 61	
" fencing	56.171 06	
Operating St. Charles Air Line	5 097 71	
Insurance, etc	20,091 71	
Repairs of Lake Shore protection	38,361 06	
Cairo and Columbus Transit Steamer expenses	4,801 14	
Dunleith Elevator expenses	2,717 20	
Loss and damage by fire	34,004 60	
		4,846,854 32
Leaving net earnings		$3,179,899 46
Deduct—		
Charter tax paid State of Illinois	$442,856 54	
Charter tax paid State of Iowa	70,634 57	
Rent of leased lines	563,301 52	
		1,076,792 63
		$2,103,106 83
Add—		
Amount applicable to interest fund, as per land office report	$84,163 67	
Amount applicable to free land fund, as per land office report	91,102 90	
		175,266 57
Net amount, as shown in General Balance sheet		$2,278,373 40

The earnings on the line in Illinois were $6,613,433 07; the working expenses $4,024,728 79, and the State tax $442,856 54—leaving net earnings $2,145,847 74. The earnings of the leased lines in Iowa were $1,413,320 71; the working expenses $822,125 53, rent $563,301 52, and taxes $70,634 57—showing a deficit of $42,740 91 in working the Iowa lines, and reduces the net earnings of all lines operated by the company to $2,103,106 83, against $2,732,847 44 in 1871—a decrease of $629,740 61. The proportion of expenses and taxes to gross earnings is 66.78 per cent, against 61 per cent in 1871. The President in his report says:

The receipts from passenger transportation in Illinois, were $135,090 68 less than in 1871, and in Iowa, $84,801 54 less.

The receipts from freight transportation in Illinois, were $432,357 69 less than in 1871. In Iowa, $67,299 06 more than in 1871.

The operation expenses were $204,934 70 greater than in 1871, owing chiefly to the excess in train service required to move the additional tonnage, consisting of coal and other cheap freights; to cost of repairs at Chicago, incident to the fire of October, 1871, and to the protection of the road on the Lake Shore. But little reduction could be effected in the passenger train service, though the earnings were largely diminished.

The net earnings over the Chicago, Burlington and Quincy Railway are increased $189,164 50 as compared with those of 1871, a result caused by the greater distance the Iowa traffic passes over that line under the new contract.

18,831,950 bushels of grain were forwarded from stations in Illinois, and 6,722,520 bush. from stations in Iowa, upon our lines, of which 15,929,230 bushels were delivered at Chicago, and 3,867,850 bushels at Cairo. 82,388 000 feet of lumber were forwarded from Chicago, a falling off of 7,003,000 feet, as compared with the shipments of 1871. The coal traffic reaches 371,600 tons, an increase of 112,300 tons over 1871.

The total quantity of freight transported in 1872 was 2,039,321 tons, equal to 272,290,900 tons hauled one mile, yielding an average revenue of 2.15 cents per ton per mile. In 1871, 262,150,886 tons were hauled one mile, at the rate of 2.32 cents per ton per mile.

Elevator "A" has been rebuilt with a storage capacity of 1,000,000 bushels, giving now, 2,750,000 bushels total storage capacity at our Chicago terminus.

A contract entered into with the Mississippi Central, and New Orleans, Jackson and Great Northern Railways, which are operated under one management, ratified at the shareholders' meeting in May last, provides for the extension of the former railway to Cairo, and a mutual interchange of traffic with this road, on satisfactory terms. In consideration of the performance of the contract by those companies, this company is to invest annually one-eight of its earnings from traffic to and from those lines in the consolidated mortgage bonds of each railway, if they can be purchased at not exceeding par, in currency, the minimum amount of bonds of each road so to be purchased being fixed at $100,000 annually for ten years.

We have obtained from the Cairo city trustees, 1,500 feet of the Ohio levee, in Cairo, north of and adjoining the freight levee of this company, for the freight transfer station and car ferry for the Mississippi Central connection. Lands held by this company upon the Mississippi river in Cairo, and not needed for its use, were conveyed to the Cairo city trustees. They have released this company from all obligations and claims under old contracts. We paid for the lands on the Ohio Levee, and releases, the sum of $75,000, which was charged to account of right of way.

The Land Department sold, in 1872, 41,677.57 acres of the donated lands, for $336,918 68, making the aggregate sales to the close of 1872, 2,250,632.01 acres, for $23,622,553 17, and leaving unsold at that date, 344,367.99 acres.

In view of the large decrease of the earnings during the past year, it is deemed proper to refer to the causes which led to it, in order that our shareholders may see that the past was an exceptional year, and that they may reasonably expect hereafter, if not during the present year, that the results of the operation of the road will be more satisfactory and profitable.

When this railway was projected it was supposed that Illinois and the Northwestern States, as they should be settled, would, after supplying the demand from the Southern States, find the cheapest means of transportation for their surplus products by the lakes and canals to the seaboard, for the consumption of the Atlantic States, and shipment to European markets. On the completion of the railway this expectation was realized, and the competition which has grown up by the construction of railways crossing it at various points, and forming, in connection with the trunk railways, direct lines from all sections of Illinois to the Atlantic Ports, was not sufficient to seriously affect its grain traffic until the last year.

The disastrous fire at Chicago in October, 1871, had left us but one grain warehouse, which was filled early in January, restricting grain shipments to Chicago until the opening of navigation in April. Again, before June 1st we were forced to decline receiving grain for shipment to Chicago faster than it could be disposed of there. A large increase in the price of iron stimulated its production last year in this country, enormously, and created an unusual demand for the iron ores of Lake Superior for the furnaces of Ohio and Pennsylvania. This diverted a large number of vessels from the grain trade, causing a twofold effect upon our traffic. It raised the cost of shipping grain from Chicago to Buffalo to almost double the ordinary price, and enabled the competing lines leading East to divert grain from wider districts upon our line than they had before been able to reach. It caused a dearth of vessels, which, coupled with the lack of warehouse capacity, prevented our disposing freely of the grain offered for shipment to Chicago, and it largely increased the expenses. These causes which have produced the diminution of our net revenue in the past year may continue to affect our traffic the present year, but not to the same extent.

There has been built, and is now building, a very considerable increase in the shipping to navigate the lakes, which will be ready at the opening of navigation. The Dominion of Canada is preparing to increase the size of the locks on the Welland Canal, and thus add largely to the capacity of the trade from Chicago to Montreal, which will furnish a cheap line of transportation of grain for the European markets. The State of New York is improving the Erie Canal, and rendering its capacity greater. This will necessarily reduce the freights upon it and add to the advantages this route offers for shipments of grain via New York to Europe. The great trunk lines of railroad from Chicago to the Atlantic States are providing additional tracks and rolling stock, and new lines East from Chicago are in course of construction. All these improvements will furnish a large increase of the means of carrying from Chicago to the eastern markets the produce of the Northwest, and by furnishing the means to send produce forward without delay, greatly enlarge our capacity for bringing it over our line.

In addition to the expected restoration of our traffic in Eastern bound produce, we have before us the immediate prospects of a large accession to our business southward. For several years after this road was completed, it furnished the only direct railway route from the Northwest to the Southern States. Terminating on the Mississippi river, at the mouth of the Ohio, the line had the advantage of almost uninterrupted river navigation South, but was about twenty-two miles from the northern terminus of the nearest Southern railway. From time to time, other railways have been built, and have diverted portions of the Southern traffic which this line had developed. The arrangement made with the companies, whose lines of road lead from Cairo to New Orleans, heretofore referred to, will, before the close of this year, furnish us, by a short ferry across the Ohio at Cairo, a direct connection with the Southern railway system. This will enable the

line to regain a large traffic, in the distribution of Western products in the South, where the more profitable culture of cotton makes it for the interest of planters to purchase their supplies of food from the northwest. It will afford a more rapid and regular means of forwarding freights to New Orleans than by the river, and tend to relieve us from serious delays of shipments South via Cairo, which have heretofore frequently been caused by a lack of river craft at that point.

There are now five lines of Ocean steamers plying regularly between New Orleans and Europe, and it is found that corn can be carried in these vessels in bulk in perfect condition throughout the year, and reach Europe with less expense and in less time than by way of the lakes and canals to New York. During the last year, we delivered at Cairo nearly four millions bushels of grain, a portion of which was reshipped upon these Ocean Steamers at New Orleans.

There are expenditures, which by the dictates of just economy should be made, commencing during the present year. It is important to build additional docks at Chicago, in order to furnish convenient ground for transfer of lumber and other freights between vessels and the road. We need to relay considerable portions of the track with steel rails, which are, in the end, far more economical than those of iron. We require new facilities at Cairo for the increased business which the Southern connection will open upon us.

It is now ten years since the shareholders have been called upon for money. During this period dividends have regularly been paid, amounting, in the aggregate, to $22,582,407 07, and the debt has been reduced to $8,390,500. Of the debt outstanding $8,390,500 of the Construction Bonds, and $2,500,000 of the Redemption Bonds will become payable April 1st, 1875. You have set apart a Trust or Sinking Fund of $2,761,500, which, with its interest, will nearly provide for the Construction Bonds, leaving $2,500,000 Redemption Bonds to be provided for. The residue of the debt will then consist of $2,500,000 of Bonds payable in 1890. It will be for you to determine whether any, and, if any, what measures may be desirable to raise the means to meet all these requirements. The entire cost of the property has been $34,061,196 56. It is now represented by a share Capital of $25,500,000, debt, which, after deducting the existing Sinking Fund, leaves $5,629,000, making the aggregate $2,932,196 65 less than the actual cost of the whole.

General Balance Sheet.

Permanent expenditures		$34,224,092 06
Interest & dividend account	$11,617,975 77	
Less avails of interest fund	2,278,373 40	
		9,339,602 37
Net cash assets		614,081 10
Working stock of supplies		745,061 68
		$44,923,737 21
Capital stock		$25,483,890 00
Canceled bond scrip		16,110 00
Funded debt—		
Construction bonds due April 1, 1875, 7 per cent	$3,058,500	
Construction bonds due April 1, 1875, 6 per ct.	332,000	
Currency Redemption Bonds due April 1, 1890	2,500,000	
Sterling Redempt'n B'ds due April 1, 1875	2,500,000	
	$8,390,500	
Less Construction Bond Fund	2,761 500	
		5,629,000 00
Bonds delivered Land Department.		13,609,500 00
Construction bond fund, applicable to the cancellation of bonds		185,237 21
		$44,923,737 21

Net Cash Assets.

Cash assets, New York office		$714,749 63
Less sundry coupons, etc.		103,558 40
		$611,191 23
Assets Chicago office	$707,147 16	
Less liabilities	704,257 29	
		2,889 87
Total amount at debit in General Balance Sheet		$614,081 10

Permanent Expenditures.

Construction	$258,448 19
Equipment	277 087 28
Engineering expenses	2,500 00
Right of way	75,871 07
	$613,906 54
Add amount at debit of this account in last annual report	33,610,185 52
Total amount at debit in General Balance Sheet	$34,224,092 06

Interest Account.

Construction bond coupons, April and October		$233,930 00
Currency redemption bonds coupons, April and October		150,000 00
Sterling redemption bonds coupons		150,000 00
Premium on sterling exchange to pay coupons in London		23,439 66
		$557,419 66
Dividend of February 1872 5 per cent	$1,263,800 00	
Dividend of August 1872, 5 per cent	1,273,960 00	
		2,537,760 00
		$3,095,179 66
Less interest received during the year on $2,630,000 Construction Bond Fund	131,500 00	
Sundry gains in New York office	52,023 59	
		183,523 59
		$2,911,656 07
Add amount at debit of this account in last annual report		8,706,319 70
Total amount at debit in General Balance Sheet		$11,617,975 77

Capital stock has been increased $180 by the conversion of canceled bond scrip; and $203,200 by sale of Treasury stock.

The working stock of supplies consists of wood coal, etc., on Chicago, Northern and Iowa Divisions, $42,844.42; materials and tools in road department, $318 334.14; materials at shops, $380,466.90; stationery, $4.316.22—total, at debit in General Balance Sheet, $745,961.68.

The lands remaining unsold are located as follows: on Main Line—south of Ohio and Mississippi Railroad, 229,532 57 acres; between Scandoval and Decatur, 55,568.39 acres; between Decatur and Dixon 8,146.36 acres; between Dixon and Dunleith, 9,840.89 acres. On the Chicago Branch—between Odin and Tolono, 34,474 28 acres; and between Tolono and Chicago, 1,805.50 acres—total, 344,367.99 acres.

The length of road is as follows: Main Line, Cairo to Dunleith, single track, 455.72 miles; Main Line Junction to Calumet, single track, 235.23 miles; Calumet to Chicago, double track, 14,55 miles; total in Illinois, 705.50 miles. Dubuque and Sioux City Railroad, 142.89 miles; Iowa Falls and Sioux City Railroad, 183.69 miles; Cedar Falls and Minnesota Railroad, 75.58 miles; total in Iowa, 402.16 miles. Track of Dunleith and Dubuque Bridge Company, 1.31 miles—total, 1,108.97 miles. Sidings between Cairo and Dunleith, 61.82 miles; between Main Line Junction and Chicago, 48.02 miles; on Dubuque and Sioux City Railroad, 12.75 miles; on Iowa Falls and Sioux City Railroad, 8.04 miles; on Cedar Falls and Minnesota Railroad, 3.06 miles—total, 133.69 miles. Total, main track and sidings, 1,242.66 miles.

During the year 4 first class engines have been purchased, making the number owned by the company at the close of the year, 197; of these 40 were employed on passenger trains, 112 on freight trains, 27 switching, etc., and 18 undergoing repairs.

The number of miles run by engines with passenger trains, was 1,470,195; with freight trains, 3,512,102; with construction trains, 87,799; switching, 818,130—total, 5,888,226, an increase, compared with the previous year, of 177,372. Cost of repairs $500,987 12. Cost of repairs per mile run, 8.50 cents., against 8.21 cents in 1871, 10.45 cents in 1870, 11.27 in 1869, and 12.72 in 1868. The total cost per mile, including wages, fuel, oil, waste, tallow and cleaning, has been 21.76 cents, against 21.50 cents in 1871, 25.15 cents in 1870, 25.49 cents in 1869, and 27.57 cents in 1868—the total cost being $1,283,379.98, against $1,228,028.89 in 1871, $1,355 465 95 in 1870, 1,381,349 88 in 1869, and $1,266,531 96 in 1868. The cost of oil, waste and tallow per mile run, has been 0.68 cents; of fuel, 6.05 cents. Av. miles run to a pint of oil, 12.80; to a ton of coal, 33.95.

The company have 79 passenger, 7 smokers, 1 officers', 1 pay, 45 baggage, mail and express, 17 sleeping, 2,694 grain, 21 grain and stock combined, 50 Blue Line, 350 stock, 271 flat, 47 fruit, 10 Continental Line, 1,138 coal, 4 powder, 4 derrick, 3 tool and 2 tank cars and 6 large and 10 small snow plows. During the year there have been built at the shops of the company and charged to construction account, 1 first-class sleeping car, 214 box, 30 stock, 21 stock and box combined, and one coal car. The cost of repairing passenger cars has been 2.42 cents, and of freight cars 0.60 cents per mile run.

The total number of passengers carried was 1,352 156. Number carried one mile 51,779,991. Av. number of miles traveled by each passenger, 38.29. Av. fare of each passenger, $1 80.12 Revenue received per mile of road, $1,588 35.

Tons of freight transported 2,039,321. Tons carried one mile, 272 290,900. Tons carried one mile north, 129,384,044; do. south, 142,906,856. Tons of local freight carried one mile, 229,570,778; do., through do. 42,720,122. Av. distance each ton was carried 133.52 miles. Av. revenue per ton per mile, 2.15 cents. Revenue per mile of road, $5,295.39.

The amount of expenditures in road department, has been: for operation, $1,553,252 44; and for construction $258,448 19. There were used in repairs of road, 325,709 cross ties, and 11,744.43 tons rails, of which 1,646 50 tons were steel. 5,584 bars were repaired.

President.—John Newell.

Directors.—His Excellency, John M. Palmer, Governor of Illinois, ex Officio. Lucien Tilton, George Bliss, W. K. Ackerman, until May, 1873; W. H. Gebhard, Wilson G. Hunt, Jonathan Sturges, until May, 1874; J. Pierpont Morgan, Louis A. Von Hoffmann, John Newell, until May, 1875; William Tracy, W. H. Osborn, until May, 1876.

General Superintendent.—A. Mitchell.

Treasurer.—W. K. Ackerman.

Land Commissioner.—Peter Daggy.

Chief Engineer.—L. H. Clarke.

Vermont and Canada Railroad.

Messrs. William Mixter, James R. Nichols, and Francis A. Brooks, executive committee of the directors of the Vermont and Canada Railroad Company, have issued the following statement to the stockholders of the present situation of the property:

To the Stockholders of the Vermont and Canada Railroad Company:

The subscribers, constituting the executive committee of the directors of the Vermont and Canada Railroad Company, consider it their duty to place before you a statement of the situation of your property at the present time.

In 1849 and 1850 your railroad, then incomplete, was leased for a long term of years to the Vermont Central Railroad Company, at a stipulated rate of 8 per cent upon such sum or amounts as should be expended in the construction thereof. This rent, payable December 1, 1854, was not paid. At that time the Vermont Central Railroad was in possession of the trustees of its first mortgage bondholders, and the Vermont and Cana ia Railroad Company brought the suit against the Vermont Central Company and these trustees, for the recovery of the rent. The suit was contested most vigorously, and was not finally decided till 1861, when a decision in favor of the validity of the lease, and declaring the rent to be a first lien or incumbrance upon the earnings of the Vermont Central Railroad Company, was rendered by the Supreme Court of Vermont; and to give effect to this decision, the trustees of the first mortgage bonds were made receivers of the court, and ordered to pay to the Vermont and Canada Railroad Company its rents then due, and thereafter becoming due, and the same made the first charge upon the earnings of said roads in the hands of said receivers. Soon after this decision, the rents in arrears were adjusted by being funded in new capital stock of this company, and ever since this funding of the accumulated rent until the first day of December last, your rents were punctually paid by the receivers, in pursuance of the aforesaid decision of the court, the earnings of said railroads always having been more than sufficient for that purpose; but in the years 1870 and 1871 the receivers appointed to operate your railroads, not being content with the two railroads placed in their hands for management in this suit of yours for the security of your rent, had undertaken to enlarge their operations and to procure leases to themselves as receivers of two other railroads, each of which alone was of nearly equal length with the Vermont Central line originally placed in their hands by the court in your suit, these two acquisitions being the Ogdensburg and Rutland Railroads. They also engaged in buying and operating a line of propellers known as the Northern Transportation Company, and in June 1872, they had incurred a floating debt of upwards of $2,800,000, over $1,500,000 of which grew out of the enterprises above mentioned, undertaken by them beyond the limits of the railroad property of which they were originally put in possession for your benefit by the court. This burden became so great that in September last they failed, and their paper went to protest. A majority of the board of directors elected at your last annual meeting in October, 1872, were of the opinion that the receivers should never have been permitted to engage in these outside enterprises, which had proved a source of so great indebtedness and embarrassment. Your December rent became due, and though the earnings of the road had been larger than ever before, and though the receivers were abundantly able out of such earnings to pay the rent if disposed so to do, yet they did not hesitate to pay out the same for other purposes, and to declare that no provision would be made for your rent until their immense floating debt had been first provided for. As this floating debt had not been incurred for your benefit, and could not operate to your advantage in any way, and as its payment, if made to take precedence of your rent, would necessarily operate a postponement of all your rent payments for years to come, we were unable to perceive the reason or justice of the determination of the receivers in this respect. We therefore applied by petition to the chancellor in Vermont having jurisdiction of your suit, for a summary order upon the receivers to make payment of the December rent, pursuant to the decision establishing your right to the same out of the first earnings of the railroad property. Finding this petition was resisted, and your rights as preferred creditors for the rent under the decision of the court above mentioned was disputed and denied by the very men put in possession of the railroad property in order to carry out such decision, and also finding (as we thought) that these receivers or some of them had been so administering their trust as to derive from the railroad property in their hands very large personal gains at the expense of the railroad property itself, and believing that neither you nor the other security holders would be able to enjoy the full benefit of their rights and property so long as these receivers or some of them were allowed to control the railroad property in their own private interest, and supposing that such facts, if shown to the court, would be sufficient to depose at once these receivers and release your railroad from their grasp, we presented to the chancellor a petition for their removal. At the same time charges of mismanagement, corrupt practices and abuses were presented in a petition of the bondholders to the chancellor as ground for the removal of these receivers from their office. All these petitions came on for hearing on the 18th instant at St. Albans. The points at issue were, whether these receivers should be allowed longer to administer the trust so reposed in them, for their own personal emolument and profit, and to appropriate the earnings of the road in total disregard of the orders of the court establishing the priority of your rent claim to the same; but as it was only during the last months' rent period that they had failed and refused to comply with the order of the court in providing for your rent, we had on your account no interest to inquire into the accounts of the receivers for any period prior to said last six months.

The court listened about three days to evidence offered in support of the charges in the petitions for removal of the receivers, tending to show very large gains individually and gross abuses of their trust; and while engaged in accumulating this proof of the official malversation of said receivers, or some of them, the hearing was, on objection taken by the receivers to the evidence, stopped by the court on the ground that such further evidence would not be received unless the same were presented before masters to be appointed by the court for that purpose, and also for the purpose of taking an account of all the doing of the receivers for the past six or seven years, and ever since the last account rendered by them in court, in 1867.

The petitioners for removal very reluctantly yielded to the suggestion of the court and consented to the appointment of masters for the taking of such testimony and stating of accounts for the period of six or seven years past, and supposed that they had thereby entitled themselves to be finally heard by the court on the question of removal of said receivers. Your rent petition was then argued on its merits and heard by the court with every expectation on our part that the court would decide all the questions presented by it. After a short recess, taken for the purpose of reaching a decision (as was stated), we were informed by the court in regard to the petitions for removal, that they would not be entertained at all, and must be either withdrawn or dismissed, and in regard to your petition for rent, that the court would order an account to be taken of all the doings of the receivers for the last six or seven years for the purpose of determining whether we were entitled to the rent of the last six months, and also for the purpose of determining whether the receivers and managers had been guilty of the malfeasances charged against them in the petitions for removal, and if so, of the amount of loss or injury thereby resulting to the trust property, so-called, and that after such accounting, the parties would be at liberty to renew their petitions for removal, if they saw fit. It is not too much to say that these conclusions of the court constrained us to believe that it was not in your power to derive any of the expected benefits from the proceedings instituted against the receivers and managers, and under this conviction we deem it advisable to withdraw the petition for rent also. We do not wish you to suppose that after withdrawing your petitions we have any less confidence in your rights to rent as preferred creditors from the earnings of the road. We are able to assure you, and do assure you, that the court, in arriving at its conclusions in this case, expressed no opinion whatever at variance with the views entertained by us of your legal rights as preferred creditors for rent, and did not deem it necessary to form any opinions whatever on the subject; that the decision, or rather failure of decision, turned upon a question of practice merely, and studiously avoided all consideration of the merits of the controversy. Our condition therefore, remains unchanged. Your railroad property is unimpaired, and if in your hands, it has all the value it ever had. How long you may be deprived of it, or of the enjoyment of its income, we are not able to say; but we see no reason to doubt that sooner or later you will be able to possess your own, with all back rent withheld by the receivers and managers.

What then, under these circumstances, do you say is to be done? We have endeavored to rid ourselves of an incubus upon our property by alleging charges against the managers. We were told by the court (by which the managers were appointed) that the court would not entertain any such charges, or hear proof thereof, against the managers until the case should have been first referred to a master to state the account for six years, because, among other reasons, such charges were calculated to impair the financial credit of these managers, and this, after they had six months before themselves impaired their financial credit by their own acts and gone to protest on their paper.

Having full confidence in the value of your property, as established by repeated judicial decisions, we trust that at no distant day your rights in the same will be fully recognized by others, and measures will soon be taken to accomplish this result.

WILLIAM MIXTER,
JAMES R. NICHOLS,
FRANCIS A. BROOKS,

Executive committee of directors Vermont and Canada Railroad Company.
Boston, March 26, 1873.

Erie Railway Company.

From the annual reports of this company made to the State Engineer and Surveyor for the years ending September 30, 1871 and 1872, the following comparative statement has been prepared:

	Miles.
Length of main line	459
Branches owned and leased	495
Second track and sidings	319¼
Second track or branches	28¼
Length of track at stations	157¼

This gives a total of 954 miles of road worked by the company, and 1,459¼ miles of track. For the preceding year the company reported 914 miles of road, 241¼ miles of second track, 234¼ miles of side tracks, and 64¼ miles of third rail.

The equipment for the past and preceding years was as follows:

	1870-'71.	1871-'72.
Locomotives	475	488
First class coaches	229	258
Second class and emigrant cars	54	44
Baggage, mail and express cars	71	76
Freight cars (equiv. 8-wheel)	1,866	10,638

The construction and equipment accounts were as follows;

	1870-'71.	1871-'72.
Permanent way and structures	$10,448,188 80	$10,751,184 67
Equipment	9,860,437 49	11,191,472 04
Ferries	549,385 15	568,130 83
N. Y. & E. R. R. Co., and E. Ry. Co. and franchises	86,026,350 78	86,296,899 72
Total	$106,904,362 22	$108,867,687 26

The property was represented by the following stock and debt:

	1870-'71.	1871-'72.
Capital stock	$86 536,910	$86,536,910
Funded debt	86,398,800	26,395,000
Floating debt,	none reported	2,517,301
Total	$112,035,710	$115,449,211

The earnings for the two years under review compare as follows:

	1870-'71.	1871-'72
From passengers	$3 972,064 70	$3,329 346 84
" freight	12,861,999 74	14,509,745 47
" other sources	333,940 72	532,795 49
Total	$17,168,005 16	$18,371,887 80

The expenses of 1871-'72 were as follows:

Transportation expenses	$12,594,504 64
Hudson River Ferry	285 796 43
Operating telegraph	132,918 25
Rents	1,246,890 53
Mileage of foreign cars	398,830 00
Insurance	71,797 90
Miscellaneous (including $139,451 80 for balance of interest)	167,751 37
Total	$14,898 489 72
Interest on mortgage debt	1,742,554 20
Dividends on preferred stock	597,583 70
Surplus	1,133,260 18
Total	$18,471,887 80

This shows the net earnings to have been $3,473,395 08.

The expenses for the two years compare as follows:

1870 '71	$15,272,601 61
1871 '72	14,898,489 72
Decrease (2½ per cent)	$374,111 89

And the net earnings are thus compared:

1870-'71	$1,895,403 55
1871-'71	3,473,395 08
Increase (83 per cent)	$1,577,295 08

The following will show the number of passengers and tons carried, the number carried one mile, and the number of miles run by trains:

	1870-'71.	1871-'72.
Miles run by passenger trains	3,068,701	3 314,453
Miles run by freight trains	7,511,065	9 004 051
Passenger mileage	148,242,790	156,143,351
Tonnage mileage	897,446,728	950,708,902
Passengers carried	3,509,462	3,598,988
Tons carried	4,844,208	5,564,274

The mileage of freight, and earnings therefrom for the past ten years is shown in the annexed statement:

	Tonnage Mileage.	Freight Earnings.
1862-'63	403,070,861	$8,132,234
1863-'64	422 018 644	9,855 008
1864-'65	388,577,212	10 725,264
1865-'66	478,485,772	11,611,028
1866-'67	549,888,422	11 204,689
1867-'68	595,699,225	10,789,976
1868-'69	817,829,190	12,583,794
1869-'70	898,862,718	11,983,547
1870-'71	897,446,728	12,862 000
1871-'72	950,708,902	14,509,745

Street Railroads of Massachusetts.

A tabular statement of the Street Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the fiscal year ended September 30, 1872.

(Prepared from the Annual Report of the Board of Railroad Commissioners.)

	Cost of R.R. and Equipment.	Length of Tracks.	Traffic.—Car mileage.	Traffic.—Passengers carried.	Operating Accounts.—Earn'gs.	Expenses.	Profits.	Interest on bonds, &c.	Dividends.—Amount.	Rate.
	Capital Account.—Stocks.	Bonds.	Debts.	Total.	M.	M.	No.	$	$	$	$	p. c
Albany Street Freight	75,000	.....	.....	75,000	48,709	1.12	.....	.....	8,407	2,357	1,050	.....	.....	...
Boston and Chelsea	110,000	.....	.....	110,000	110,000	4.63	.....	.....	8,800	1,147	7,653	.....	7,480	6.80
Boston and West Roxbury	41,000	.....	.....	41,000	50,133	1.25	.....	.....	2,500	.....	2,500	.....	2,050	5.00
Cambridge	740,900	150,000	.....	890,900	740,900	29.19	.....	.....	69,681	.....	69,681	.....	66,681	9.00
Lowell	66,000	.....	3,500	69,500	81,704	4.03	128,622	601,655	34,978	31,841	3,138	346	.....	...
Lynn and Boston	200,000	50,000	43,697	293,697	277,581	11.62	488,460	2,344,795	182,744	175,790	6,985	4,423	.....	...
Malden and Melrose	200,000	.....	.....	200,000	60,246	3.60	.....	.....	.....	.....	.....	.....	.....	...
Medford and Charlestown	21,000	4,000	.....	25,000	34,600	3.46	.....	.....	2,240	854	1,886	360	.....	...
Merrimac Valley	50,000	.....	.....	50,000	63,000	5.26	122 000	498,578	37,446	27,925	9,521	.....	.....	...
Metropolitan	1,500 000	.....	589,390	2,089,390	2,219,747	46.29	2,438 565	17,459,102	986,041	811,657	174,384	28,346	126,603	10.00
Middlesex	400,000	164,500	158 822	743,322	608,702	16.24	607,813	4,269,904	234,306	190 809	43,497	15,185	24,000	6.00
New Bedford and Fairhaven	38,400	.....	16,353	54,753	54,867	8.49	.....	88,291	5,475	3 660	1,815	.....	.....	...
Northampton and Williamsburg	800,000	.....	6,499	806,499	300 000	8.21	19,283	74,123	7,521	7,908	.....	.....	.....	...
North Woburn	20,800	.....	.....	20,000	35,810	2.74	18,598	81,602	1,920	215	1,705	611	.....	...
Salem	160,000	35,900	1,800	197,700	203,735	7.86	155,689	825,324	51,253	65,076	.....	2,257	.....	...
Somerville	98,000	.....	.....	98,000	98,000	4.03	.....	.....	5,650	.....	5,650	.....	5,650	5.76
South Boston	450 000	.....	.....	450,000	440,323	7.68	696 421	5,509,457	296,572	249,871	46,701	.....	45,677	10.00
Springfield	50,000	.....	7,675	57,675	65 081	3.02	69,072	332,042	24,262	22,657	1,605	554	.....	...
Stoneham	33,000	.....	.....	33 000	38 744	2.53	40 000	177,702	15,390	13,896	1,494	.....	.....	...
Taunton	40,000	.....	7,500	47,500	53,414	4.32	80,192	329,862	21,346	15,549	5,797	.....	.....	...
Union	355,500	17,500	132,108	505,108	445,494	.....	1,226,458	7,156,914	493,462	452 991	40,471	9,624	19,813	7.50
Waltham and Newton	28,534	.....	16,316	39,850	36,974	3.11	27,000	124,101	7,792	6,804	988	2,429	.....	...
Winnisimmet	50,400	.....	.....	50,000	62,152	8.25	.....	.....	8,600	523	8,077	.....	2,182	4.00
Worcester	40,000	32,000	26 968	99,968	84,853	4.37	119,253	400,707	26,171	26,722	.....	2,407	.....	...
Total	5,048,534	474,900	1,010,628	6,477,862	6,215,270	176.29	6,237,426	40,274,169	2 522,590	2,107,753	429,593	66,494	299,485	5.93

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	290,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,392	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	683,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,928	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	691,015	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267.094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,333	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,063
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	358,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,104	5,156 326
1873	352,568	402,477	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	278,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,750	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	525,566	399,917	528,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.350	9,299,430
1867	696,147	574,664	765,396	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,935	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,288,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602, 82	774,994	787,041	1,094,101	952,899	851,846	1,999,337	1,281,574	1,047,318	1,008,236	852,422	11,008,277
1872	775,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	208,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,264	273,751	345,149	295,460	281,491	288,775	314,850	380,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,627	354,766	366,960	378,493	326,434	330,970	404,286	419,489	428,598	396,514	337,404	4,380,129
1873	358,612	408,849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,965	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,327
1872	1,332 994	1,294,076	1,460,174	1,548,813	1,775,324	1,483,961	1,660,023	1,625 243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316 831	1 329,422	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,236	903,225	811,708	697,751	8,678,958
1871	628 744	529,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	660,363	609,845	783,255	744,782	881,693	696 475	695,063	8,0 .6,754
1873	581,499	562,919	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	193,673	152,264	267,411	303,915	306 944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	243,240	3,993,183
1873	150,567	194,786	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,278,150	1,251,511	1,470,048	1,621,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,824,882	1,525,812	1,433,931	17,322,614
1873	1,412,368	1,549,285	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,276	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,436	172,567	169,820	1,690,714
1872	132,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,198	2,029,927
1873	170,023	162,585	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	364,120	320,636	386,527	411,614	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	437,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480.547	427,096	422.015	529,890	628,660	582,802	5 7,434	507,050	5,940,102
1872	505,686	484,022	558,533	607,678	593,641	505,314	505,808	580,908	667,849	785,238	616,024	576,783	6,988,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	309,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	444,590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,739
1873	394,715	423,716	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	280,550	283,221	263,328	260,449	343,195	353,677	341,378	321,659	236,103	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,591	305,765	289,560	304,512	266,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	964,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1 9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,193,695	1,522,847	1,127,080	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,498	143,987	204,597	196,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	175,950	171,568	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,900	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	167,496	177,086	201,648	17 ,169	165,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,216	122,373	144,538	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	390,439	4,013,208
1869	284,193	240,395	242,705	311,883	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,638	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	424,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	737,948	706,602	23,560	617,585	758,467	999,665	837,888	716,829	5,709,183
1870	528,529	500 139	589,238	706,608	802,586	746,450	643,053	664 051	738,521	719,698	570 168	506,053	7,654,094
1871	479,578	373,925	492,809	584,840	724,466	728,174	673,606	681,805	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	384,116	566,861	699 420	880,443	835,459	742,382	789,567	866,784	980,706	915,727	757,851	8,892,606
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	10	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.38	....	....	Avenue C (N. Y. City.....N. Y.	513,286	500,000	681,000	163,841	161,424	11,786	—	100	100	....
Sept. 30,'71	22.00	449	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass'.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	122,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	100
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	86,746	590,245	13,1 3	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)...N.Y.	647,363	500,000	215,000	40,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3	16	East New York & Jamaica N.Y.	259,668	175,800	92,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	51
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	380	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb. N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	50
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm. Br., Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,630	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.80	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,223	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,282	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	58
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	78½
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmbury. Mass.	200,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	?	...	North Woburn (Boston)..Mass.	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.49	102	27	Park Avenue (Brooklyn)..N.Y.	281,283	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)....Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,600	57,254	84,898	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	56	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	43
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,163	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	18.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	585,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	15	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	280	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,378	10	100	100	60
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield.....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,107	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	252	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to 'Troy & Lan	singb.)		—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,166	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	16,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany).....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,798	105,301	10	50	50	90
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	309	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport.....Pa.	38,625	15,000	6,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester.....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Payable.	Interest. Per cent.	Principal Payable.	Market Price.
	$		pc		
Albany: 1st Mortgage	40,000	J.&J.	7	1883	....
Avenue C: 1st Mortgage	681,000	M.&N	7	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	J.&J.	7	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	J.&J.	7	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,000,000	J.&D.	7	1884	....
Brooklyn City: 1st Mortgage	300,000	J.&J.	7	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	J.&J.	7	1881	....
Br'klyn City & Pros. Park: 1st Mortgage	300,000	M.&N	7	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	J.&J.	6	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	F.& A	7	1882	....
2d Mortgage	200,000	M.&N	7	1890	....
Citizens' (Pbg): 1st Mortgage	50,000	J.&J.	7	1879	....
Coney Island & Brooklyn: 1st Mortgage	215,000	J.&J.	7	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	M.&S	7	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	J.&J.	7	1881	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage	215,000	A.&O.	7	1873	....
Frankford and Southwark: 1st Mortgage	175,500	J.&J.	7	1877	....
2d Mortgage	51,500	M.&N	7	1891	....
Germantown: 1st Mortgage	250,000	J.&J.	7	1879	....
2d mortgage	100,000	A.&O.	7	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000		7	.....	....
Green and Coates street: 1st Mortgage	100,000	J.&J.	7	1878	90
Harl. Br., Morris's & Fordh.: 1st Mortgage	137,000	J.&J.	7	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	125,000	J.&D.	7	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500		7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	J.&J.	7	1885	....
Marginal Freight: 1st Mortgage	500,000	A.&O	7	1871	....
Malden and Melrose: 1st Mortgage	60,000	A.&O	6	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	J.&D.	6	1884	92½
2d Mortgage	25,000	J.&J.	7	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	J.&J.	7	1876	....
Orange and Newark: 1st Mortgage	200,000	J.&J.	6	'80'1	....
2d Mortgage	300,000	J.&J.	6	1885	....
Park Avenue (Bkly): 1st Mortgage	188,000	J.&J.	7	1891	....
Philadelphia City: 1st Mortgage	200,000	J.&J.	7	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	M.&N	7	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)	62,350	J.&J.	..	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	J.&D.	7	1877	....
2d Mortgage	200,000	F.& A	7	1876	....
3d Mortgage	154,000	A.&O	7	1885	....
Conv. bonds	315,000	M.&N	7	1888	....
Second and Third st. (Ph.): 1st Mortgage	83,700	J.&J.	7	1878	....
2d Mortgage	15,800	A.&O	7	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	J.&J.	7	1890	....
South Brooklyn and Park: 1st Mortgage	50,000	J.&J.	7	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	J.&J.	7	1890	....
Real estate	619,000		7	var.	var.	....
Troy and Albia: 1st Mortgage	55,550	A.&O.	7	1890	....
Troy and Lansingburg: 1st Mortgage	75,000	M.&N	7	1888	....
Union (Boston): 1st Mortgage (R. E.)	75,000	J.&J.	6	1879	....
Union (Phila.): 1st Mortgage	300,000	J.&J.	6	1885	....
General Mortgage	100,000	J.&J.	7	1881	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	J.&J.	7	1880	....
Watervliet: 1st Mortgage	130,000	A.&O.	7	1887	....
West Philadelphia: 1st Mortgage	100,000	J.&D.	7	1878	....
Williamsburg & Flatbush: 1st Mortgage	125,000	A.&O.	7	1890	....
Worcester: 1st Mortgage			7	.....	....	....
2d Mortgage			6	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3 280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,2: 6 350	— & —	....
Atlanta and West Point.100	1.232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,444,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	....
Avon, Genesseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1.650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680 685	— & —	....
Berkshire* 100	600,000	J. A. J. & O	Apl. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,864,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M. & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M. & N.	Nov. '72 5
Buffalo, N. Y. and Erie* 100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5a
" " pref.100	1 485,900	M. & S.	Mar. '73 5a
Camden and Amboy* ...100	6,847,800	J. A. J. O.	Apl. '73 2½
Camden and Atlantic.... 50	379,020	— & —	....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,1: 9,500	— & —	....
" pref. 50	2,200,000	M. & N.	Nov. '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850 400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey.100	20,000,000	J. A. J. & O.	Jan. '73 2½
Central Ohio* 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung* 100	380,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8 929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18 652,410	M. & S.	Mar. '73 5a
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '73 4
Chicago & N. Western.100	5,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19 000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3.500,000	A. & O.	Oct. '72 4
Cin., Rand. and Clev * ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429 045	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind....100	13,914,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,5 0	M. & N.	Nov. '72 3½
Cleveland & Pittsburg*.. 50	11 236,150	F. M. A. N	Feb '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	....	....
Columbus and Xenia*... 50	1,786,80	M. J. S. D.	Dec. '72 2
Colum. & Hocking Val.100	2,.00 000	F. & A	Aug. '72 5
Concord 10	1,500,0 4	M. & N.	Nov. '72 5
Concord and Ports.* 100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River 00	1,350,0 0	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	....
Cumberland Valley..... 50	1,494,25	A. & O.	Oct. '72 4
Danbury and Norwalk.. 50	400,000	M. J. S. D.	Dec '71 4
Delaware* 50	1,230,94	J. & J.	Jan. '73 3
Del., Lackaw & Westn. 50	18,868,850	J. A. J. O	July '72 2½
Detroit & Milwaukee *.. 5	822,1 0	— & —	....
" " pref. 50	2 096,000	J. & J	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,3 9,2 0	J. & J.	Jan. '73 4
East Mahanoy * 50	392,95	J. & J.	Jan. '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	Jan. '72 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	8,000,00	March.	Mar. '73 1½
" pref..... 100	8,584,91	M. & S.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,25	M. J. S. D.	Dec. '72 1½
Fitchburg 100	4,000,00	J. & J.	Jan '73 4
Georgia 100	4,156,00	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,00	— & —	....
Grand Trunk, (Ca.) 100	14,367,946	— & —	....
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..10	4,151,70	F. & A.	Aug. '70 3½
" " pref.10	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,85	M. & N.	Nov. '72 5
Harlem Extension 100	4,000,000	— & —	....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,150,00	J. & J.	Jan. '73 4
Huntingdon & Bd Top. 50	880,000	— & —	....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,51	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	....
Jeffersonv., Mad. & Ind..10	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....10	1,500,000	J. A. J. O.	Oct. '72 1½
Joliet & North. Indiana* 100	300,000	J. & J	July '72 4
Lake Shore & Mich. So..10	19 446,50	F. & A.	Feb. '73 4
" " (guar.).10	533,50	F. & A.	Feb. '73 5
Lawrence* 10	260,20	— & —	....
Leeds and Farmington*10	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468,80	J. A. J. O.	Apl. '73 2½
Little Miami* 50	5.871,45	J. A. J. O.	Jan. '73 2
Little Schuylkill*..... 50	2,645,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	Sept. '72 2
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Apl. '72 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central..... 100	3,400,500	— & —	....
Manchester and Law....100	1,000,000	M. & N.	Nov. '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989 548	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	823 375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '72 5
Naugatuck..... 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug '69 12
N Haven & Northamp..100	605 000	J. A. J. O.	Sept '72 2
New Jersey*..... 100	7,295,200	J. A. J. O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N. Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Apl. '73 2½
Nieg. Bridge & Catand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2 823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi.....100	19,995,847	J. A. J. O.	....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,25 ,450	J. A. J. O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri..... 100	3,635,750	— & —	Apl. '73 1½
Panama..... 100	7,000,000	J. A. J. O.	Apl. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 5
Paterson and Newark*.100	500,000	J & J.	....
Paterson and Ramapo*.100	241.000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	Nov. '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M. J. S. D.	Mar '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1 250,100	J. A. J. O	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Jan. '73 1½
" Special Imp..100	2,000 000	J. A. J. O.	Jan. '73 1½
Pittsfield & N. Adams..100	4 0,000	J. & J.	Jan. '73 3
Port and and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	....
Rome, Watert. and Ogd..1 0	2,998,900	J. & J.	Feb. '73 5s
Rutland*..... 100	2,700,000	— & —	....
" preferred..... 100	4,300,000	F. & A.	Feb. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12 000,000	....	....
" " pref. 100	12,000,000	....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,519,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,7 ,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River....100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	Nov. '72 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua.. 7t	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleeckerst. & F Fy. (NY)100	900,000	— & —	....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Jan. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F. M. A. N	Feb. '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	800,000	J. & J.	Jan. '73 7
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'00	800,000	— & —	....
D. Dock E. B'dw. & Bat..'00	1,200,000	F. M. A. N	Feb. '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G St. Ferry ...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	800,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 50	105 000	A. & O.	Oct. '71 6
Lynn and Boston..... 10	200 000	— & —	....
Malden and Melrose..... 100	200,000	— & —	....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston) 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)...100	197,320	— & —	....
Orange and Newark 100	282,555	— & —	....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200.000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan '73 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J. A. J. O.	Apl. '73 2
Second & Third St. (Ph.) 50	902,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	Feb. '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75 000	M. & N.	Nov. '72 3
South Boston 50	400,000	J. A. J. O.	Jan. '73 2½
Union (Boston) 100	200,000	....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229 594	— & —	....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '73 5
Delaware and Raritan*..100	6,847,400	J. A. J. O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '71 5
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	....
Union..... 50	2,907,850	— & —	....
" preferred 50		— & —	....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	....
Butler Coal..... 25	500,000	J. & D.	Dec '69 35c
Canton..... .....16½	731,280	— & —	....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	....
" pref.....100	5,693,400	— & —	....
" certif.....100	1,324,000	J. & J.	....
Pacific Mail Steamsh p..100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	8,000,000	....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Feb. '73 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	Feb. '71 5
Quicksilver, common 100	5,700 000	— & —	....
" preferred 100	4,300,000	— & —	....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	....
United States Express... 100	6,000,000	F. M. A. N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Prices.
National Securities Mar. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	110
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,754,000	6	Jan. & July.	1880	117
.. .. coupon	4,661,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,508,050	6	Jan. & July	1881	117
.. .. coupon	63,813,300	6	" "	1881	119¼
Loan of Feb. 25, 1862 (5-20s).....registered	31,442,700	6	May & Nov.	1882	117½
.. .. .. (5-20s).....coupon	234,518,600	6	" "	1882	117½
Loan of March 3, 1863.....registered	53,480,450	6	Jan. & July.	1881	117
.. .. coupon	21,519,550	6	" "	1881	119½
Loan of March 3, 1864 (5-20s).....registered	2,296,000	6	May & Nov.	1884	117½
Loan of June 30, 1864 (5-20s).....registered	33,144,550	6	May & Nov.	1884	117½
.. .. .. (5-20s).....coupon	34,916,700	6	" "	1884	116½
Loan of March 3, 1865 (5-20s).....registered	36,734,850	6	May & Nov.	1885	116
.. .. .. (5-20s).....coupon	119,214,950	6	" "	1885	118½
.. .. 2d series (5-20s).....registered	59,038,350	6	Jan. & July.	1885	115½
.. .. .. (5-20s).....coupon	149,757,250	6	" "	1885	116½
.. .. 3d series (5-20s).....registered	90,984,350	6	Jan. & July.	1887	116½
.. .. .. (5-20s).....coupon	224,877,450	6	" "	1887	117½
.. .. 4th series (5-20s).....registered	14,147,000	6	Jan. & July.	1888	116½
.. .. .. (5-20s).....coupon	24,489,600	6	" "	1888	116½
Loan of March 3, 1864, (10-40s)....registered	139,907,350	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s).....coupon	54,659,950	5	" "	1904	112
Consols of July 14, '70 & Jan. 20, '71.registered	128,685,450	5	F. M. A. & N.	1881	117½
.. .. coupon	71,314,550	5	" "	1881	115½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	1 310,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	95-'99	114
U. S. Notes and Fractional Currency.....	401,370,409	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	50
.. Bonds (new), 866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386.000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,866):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1843.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	89
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1834 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866....	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	98½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1883	....
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Payable.	Market Prices.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'86	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	100½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'9.	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1875	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1-68.....	463,000	7	May & Nov.	1890	...
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1875	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	74- 90	97
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'88	98½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	72-'74	99½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'88-'90	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,159,780	6	" "	plens.	....
.. Canal Stock.....	1,108,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'75	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29 900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	31½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	17
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1868.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	13
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882.894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,369	6	" "	1881	105½
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	...
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	22
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	17½
.. Funding Stocks and Bonds.....	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	80½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	6	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'65-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	97
Loan of 1853–'95	1,710,500	6	April & Oct.	"	1885	98
Loan of 1856–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) sky fund	3,788,762	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1890	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1891	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	38½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	59½
Mass. Loan, guar'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	80
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	208,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	55
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	70
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170 000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	104
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	55
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1898	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75–'80	85½
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaron:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	94
2d Mort. (" "	188,600	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	2,500,000	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Kook. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	980,000	8	April & Oct.	" "	1890	99½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	73½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 70m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	91
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi. R. R.) guar.	152,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R. W.) guar	1,136,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	103½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New.York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	79
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div.) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	86
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	86
2d Mortgage Consol. skg fund	3,674,900	7	Feb. & Aug.	" "	1909	73½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	90½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	103½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	98½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	95½
Denver Pac fic:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1880	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	81½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free.....	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450.000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1885	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140.000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76–'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90½
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194.400	6	Jan. & July.	"	1876	94
Loan of 1865–'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868–'88.....	500,000	6	March & Sept.	"	1888	91
Loan of 1869–'89.....	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872–'82.....	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	100½
3d Mortgage...	6,000,000	7	" "	" "	1883	98½
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch, 1st mortgage...	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	95
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372.800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115.200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1884	....
1st L M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage..	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee...	1,500.000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,300,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage.....	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	96
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees...	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200 000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385.	14,191,925	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,087	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 887	5	" "	"	1881	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage.....	675.000	7	May & Nov.	New York.	1893	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)...	3,476,000	8	March & Sept.	" "	1885	88
1st Mort. (Q. & Palm. R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m.)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 90.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage.....	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N.Y.& O.Mid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875	87½
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	104½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,5 0 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,0 0,(00a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18 3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1-66.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(D L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	88
3d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	97
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	98½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	100½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	96½
1st Mort. Sept. 1, 1869(K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.& Tb R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.A.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	...
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,800	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	91½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	50
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	116½
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100.000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	89½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207.000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	85
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700.000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1890	95
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400|000	7	— & —	" "	....	....
Income Mortgage	700|000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300|000	8	June & Dec.	" "	1900	....
Mont cello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	88½
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	75
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3 000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1865	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(" ")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1895	87
2d Mortgage non-convertible	1,500,000	7	" "	" "	1895	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250.000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	94½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	91
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	76
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	55
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	73
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.R.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	a79½
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1886	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	8*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	102
Consolidated Mortgage June 1, 1871. Dollar registered	3,414,000	7	" "	"	1911	103½
Consolidated Mortgage June 1, 1871. Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. Gold or stg reg.	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,630	7	Jan. & July.	"	1893	105
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75
1st Mort. (Steub. & Ind.) conv	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	92½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,800,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	92½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	76
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	176,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81¼
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	84
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1875	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1873	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	167,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	594,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	550,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'68-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1907	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	81
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	87½
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87¼
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86¼
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	74½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	73
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	96
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	96¼
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96¼
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage consolidated	1,500,000	7	" "	"	1891	9½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	70
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. I.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	86
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	90½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	104½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1883	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,899,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage registered, 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered, 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered, 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	89½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	90½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	89
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1879	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	74½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,850	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	84
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1901	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Company.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288		60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	8	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,800,000	2,500,000		296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶ ..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....		92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	35.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440		164.0	587,211	367,061	263,874	1,069,996	267,487	7	100	98½
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	.....	*	.....	.....	.....	960,000	.....		—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley..... Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	.....	579,081		—	(Under construction—No returns furnished.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5		(No return				—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶ ..... Arkansas.	550,000	*	.....	.....	1,375,000	550,000	.....		—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	506,000		.....	.....	246,018	150,000	.....		23.0		(Leased to Cheshire.)			7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....		....	308,030	73,367	87,571	446,933	151,629	—	100	24
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000		.....	.....	480,700	22,000	.....		—		(Unfinished—No operations.)				—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,282,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....		263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn. & O.	.....		.....	.....	30,000,000	59,000,000	.....		565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶ ..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....		428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....		95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500		.....	.....	15,600,000	9,196,500	.....		328.2	.....	86,699	.....	1,106,883	460,878	—	100	25½
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089		.....	.....	3,994,900	3,483,848	175,341		—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200		.....	.....	733,700	129,000	.....		53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....		19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	67.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....		53.2		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,116,984	6,114,631	14,461,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	178½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000			472,700	1,650,000	20,000		452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....		—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000		.....	.....	650,000	150,000	1,000		33.5	(Leased to Maine Central.)					—	100	....
Dec. 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	16,654	—	50	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware ..... New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,376		.....	.....	250,000	48,000	.....		15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	148½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... Mass.	644,309	*	29,207	20,394	684,080	.....	2,000	7,880	23.4		(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	376	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164		112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	4½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	133
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	.....	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	109
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	.....	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	150½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000		.....	.....	4,898,000	5,980,000	.....		172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	25.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500		.....	.....	2,286,000	583,500	.....		26.0		(Leased to Erie.)				—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674		43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,396,088		.....	.....	950,000	2,389,000	.....		—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	963.932	150,612	270,030	.....	750,208	500,000	228,882		....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....		190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*..... Iowa.	12,031,434	1,695,271	170,454	143,164	2,784,526	10,118,290	734,145	433,681	349.6	1,609,941	249,396	320,574	2,406,840	1,111,881	10s	100	110½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....		100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*..... Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....		—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....		—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	....	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....		—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386		60.0	.....	386,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362		.....	.....	332,925	338,000	44,437		—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central..... Canada.	685,156	*	1,861	4,087	.....	683,467	3,776	3,800	28 5	(94 m.	28,540	.....	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod ..... Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	255,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000		.....	.....	350,000	200,000	.....		17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067		.....	.....	376,594	150,000	.....		—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	.....	.....		24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa..... Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....		98.5	430,381	.....	487,462	654,328	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000		.....	.....	294,469	250,000	11,750		—		(Recently opened—No report.)				—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000		.....	.....	1,587,000	1,587,000	.....		—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000		.....	.....	7,620,000	3,614,000	.....		—	(Leased to C. & N. W.)					—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....		100.0	(No returns obtained.)			1,379,540	493,449	2½	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	680.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000		.....	.....	6,000,000	4,000,000	.....		—	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	10,736,659	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,706 373	3,944,103	990,591	6,841,379	3,035,235	10	100	102½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	41½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	.....	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,011,920	*	206,804	65,182	2,578,000	2,100,000	250,000		194.6	.....	.....	.....	594,478	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers..... Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484		22.8		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	223.1	451 522	133.427	99,596	762,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	—	90,788	63.8	586,366	197,274	370,840	787,815	157,649	—	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Readin	g.)	—	—	50	....
Dec. 31, 1871	242.0	117.6	60.8	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	111½
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*	—	—	18,649,910	5,534 957	—	—	754.0	.....	.....	.....	7,569,009	2,619,177	10	100	110½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper. by C.	B. & Q.)	—	—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870–'71.)		—	—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500 000	1,000,000	.....	—	73.0	.....	(No retur	ns furnish	ed.)	—	—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	2,000,000	2,925 000	.....	—	—	(Opene	d in Dece	mber, '187	1.)	—	—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chicago and Iowa	Illinois.	2,500,000	*	.....	.....	1,280,000	2,200,000	.....	—	—	.....	(Recently	opened.)		—	—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	—	—	3,916,300	810,000	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	105½
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)		—	—	100	....
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	78½
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,963	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	.....	.....	1,500,000	1,340,000	.....	—	—	.....	(New roa	d—No rep	ort.)	—	—	100	....
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	.....	.....	1,400,000	700,000	—	—	—	(Under	construcli	on—length	160 m.)	—	—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*	.....	.....	1,000,000	1,000,000	—	—	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	113½
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	—	(Under	r construc	tion—ope	n 19 miles.)	—	—	100	....
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	.....	.....	3,078 000	3,078,000	.....	—	—	(Leased	to Chic.R	l. & Pac.)	—	—	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	—	7.0	(Leased	to Mariett	a and Cin	cinnati.)	8	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	—	—	—	.....	.....	.....	.....	—	—	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,034,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,646	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Ci	n. and Lat	ayette.)	6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813	382,600	585,000	86,298	—	—	.....	.....	.....	211,864	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	42.0	.....	(Leased	to Gr.Rap	ids & Indi	ana.)	—	—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,614	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	239,205	800,702	304,706	—	100	18
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind.	Ohio & Ind	13,774,883	*	1,629,225	1,386,487	12,791,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,076	6,215,537	7	100	86½
Dec. 31, 1871	67.8	12.4	5.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl.& G	t. Wtn.)	—	274,272	7	50	....
Dec. 31, 1871	67.8	12.4	5.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	*	.....	.....	1,165,000	1,500,000	.....	—	76.3	127,000	129,770	135,090	245,304	90,323	—	100	....
Dec. 31, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641,501	*	.....	.....	1,165,000	1,800,000	.....	—	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	89
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	—	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	384
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	—	—	—	347,800	225,000	282,12d	—	18.0	34,500	17,404	22,811	56,537	5,219	—	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)	—	—	100	....
Mar. 31, 1872	35 0	—	49.0	—	32	33	12	711	Concord	New Hampshire	1,500,000	*	63,041	106,631	1,500,000	—	134,853	34,819	119.5	.....	.....	.....	.....	925,000	10	50	161
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337.464	150,026	128,555	695,587	283,665	6	100	89
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,642	725 392	119,157	10	100	138
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut Valley	Connecticut.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	41.6	(R	ecently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Western	Connecticut.	3,505,723	*	.....	.....	1,497,228	2,008,500	.....	—	68.0	.....	.....	opened.)	.....	—	6	50	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut (Phila.)	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,060,600	.....	—	6.8	(Leased	to Phila.	and Trent	on.)	—	—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Cooperstown and Susquehanna	N. York.	456,001	*	.....	.....	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cumberland Valley	Penn. & Md.	1,583,446	*	517,418	94,798	1,326,660	362,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	.....	584,235	1,400,000	164,000	—	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danbury and Norwalk	Connecticut.	700,569	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Dayton and Michigan	Ohio	5,958,575	765,256	373,725	1,851	3,317,497	3,430,000	265,173	—	202.0	.....	.....	.....	1,101,612	371,376	3	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Union	Ohio.	602,594	*	.....	.....	82,350	527,445	12,906	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Western	Ohio.	1,011,276	—	.....	.....	309,276	701,000	.....	—	—	.....	(Leased	to Little	Miami.)	—	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Delaware	Delaware.	2,141,300	*	.....	.....	1,230,941	873,250	.....	—	99.3	.....	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware and Hudson	Penn.	3,384,306	*	21,616,694	.....	15,000,000	10,000,000	.....	—	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,308,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,568	3,351,484	1,549,693	10s	100	99½
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	*Denver Pacific*	Colorado.	2,500,000	—	—	—	2,500,000	2,500,000	—	—	121.0	.....	19,795	43,865	371,903	196,597	—	100	....
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	Denver and Rio Grande	Col. & N. Mex.	2,500,000	—	—	—	1,216,000	1,216,000	.....	—	—	(Opened	in May 18	72.)	—	—	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Des Moines Valley	Iowa.	—	(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)	.....	.....	.....	772,962	235,001	—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	ecently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	.....	—	66.0	(R	ecently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit and Milwaukee	Michigan.	9,673,528	*	361,673	213,005	2,517,140	7,156,388	230,979	353,699	189.0	763,135	440,239	377,769	1,507,217	565,633	—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit, Howell and Lansing	Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	—	164.0	.....	(A new li	ne—no ret	urns.)	—	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	—	—	—	....	Dexter and New York	Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)	—	18,000	3	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dorcester and Delaware	Delaware.	—	(No info	rmation	furnishe	d.)	—	—	—	33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.6	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	28.5	—	3.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4,999,200	894,000	—	15,901	—	(Leased	to Illinois	Central.)	—	4	100	68
Dec. 31, 1871	142.6	—	2.8	—	—	—	—	—	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	64.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	64.7	—	2.3	—	4	4	5	76	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	.....	.....	1,075,500	1,190,000	55,000	—	—	.....	(Opened	August 20,	1871.)	—	—	100	....
Dec. 31, 1871	64.8	—	3.5	—	5	5	2	60	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771,393	1,475,538	1,500,000	562,326	—	58.0	131,635	154,702	73,443	183,242	40,250	—	100	....
Sept. 30, 1871	58.0	—	7.0	—	5	5	2	79	Duxbury and Cohasset	Mass.	310,407	—	—	40,185	350,000	—	—	710	17.5	5,897	28,136	813	8,627	716	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)	—	—	50	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	and Readi	ng.)	—	6	50	80
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Tenn., Va., & Georgia	Tenn. & Ga.	9,165,895	*	138 971	222,368	1,969,624	3,581,400	244,991	3,731,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	40
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	Eastern	Massachusetts.	5,927,520	1,218,809	1,334,751	270,491	4,262,600	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610.277	365,965	1,871,837	635,308	8	100	106½
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern Kentucky	Kentucky.	—	(No info	rmation	furnishe	d.)	—	—	—	28.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	23.0	5.0	2.5	—	3	2	—	86	Eastern Shore	Maryland.	875,000	*	.....	.....	295,000	58 0,000	.....	—	40.0	(N	o statemen	t furnish	ed.)	—	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	—	—	—	....	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2,982,000	374,475	—	—	.....	(Complet	ed in 1871 a	nd 1872.)	—	—	100	....
May 31, 1872	165.0	—	6.8	—	19	8	6	192	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796,854	409,592	361,524	5	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	1,000,000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108.714	360,870	541,247	.....	5	50	54½
Dec. 31, 1871	78.0	—	4.0	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	63½
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie and Genesee Valley	New York.	59,842,740	*	.....	.....	86,536,910	26,398,800	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Louisville	Ohio.	158,854	—	—	—	134,600	—	40,000	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Pittsburg	Pennsylvania.	1,760,000	*	.....	.....	3,500,000	3,880,000	.....	—	37.0	.....	.....	.....	70,798	25,383	—	100	....
Dec. 31, 1871	88.7	3.7	17.7	—	27	11	4	814	European and North American	Maine.	5 177,000	*	.....	.....	2 000,000	3,177,000	.....	—	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	Evansville and Crawfordsville	Indiana.	5,463,964	—	—	—	522,300	3,098,800	1,802,982	—	114.0	.....	184,752	97.942	280.014	93.338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville, Henderson and Nashville	Ky.	2,432,428	395,814	50,727	63,683	1,544.254	1,154,000	61,999	582,400	132.0	346,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Terre Haute & Chi	Ind. & Ill.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	—	98.0	.....	(No retur	ns furnish	ed.)	—	—	100	....
Jun. 30, 1871	55.9	—	2.7	—	7	4	2	—	Fall River, Warren and Providence	R. I.	1,500,000	*	.....	.....	750,000	750,000	.....	—	—	.....	(Recently	completed	.)	—	—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fayette County	Pennsylvania.	330.798	—	—	—	150,000	200,000	272,607	—	5.8	11,154	82,136	.....	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fitchburg	Massachusetts.	130,000	—	—	—	107.400	—	—	—	12.7	(Leased	to Phg. an	d Connell	sville.)	—	7½	50	....
Sept. 30, 1871	50.0	43.3	82.0	—	36	43	11	646	Flemington	New Jersey.	3,440,000	560,000	521,002	.....	817.680	177,000	98,824	41,740	93.3	666,657	1,793,722	.....	1,327,341	316,738	8	100	131
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased	to Belv. D	elaware.)	17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989.941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,463	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	16.6	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,469	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	.....	1,056,000	1,871,000	.....	—	100.0	200,152	100,989	59,611	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Way	ne Jackson & Sag.)		—	—	—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston,	Clinton &	Fitchburg.)	—	—	—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	...
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	...
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11.381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	...
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	...
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently	opened.)		—	—	—	100	...
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	.....	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	...
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....	—	239.0	(Operated	by contractors.)		—	—	—	100	...
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492,000	1,500,000	.....	—	94.0	(Leased	to Michigan Central.)		—	—	—	100	...
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk †.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	...
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western †.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	...
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased	to Del., Lacka. & Western.)		—	—	—	100	...
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened	December 19, 1871.)		—	—	—	100	...
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	...
Apr. 30, 1872	38.0	—	2.0	100.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No s	tatement	furnish	ed.)	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	...
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased	to Erie Company.)		—	—	—	100	...
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased	to Erie Company.)		—	—	—	100	...
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased	to Tol., Wab. & Western.)		—	—	—	100	...
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased	to Tol., Wab. & Western.)		—	—	—	100	...
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* †.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	858,894	416,791	3,104,969	1,089,035	—	100	40½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123.300	50,000	.....	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	...
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	...
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	—	116.0	164 414	109,915	64,494	207,113	32,298	—	100	...
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased	to Pennsylvania.)		—	—	7	50	...
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N.H	aven and	Hartford	R. R.)	—	—	—	—	...
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	1191,062	—	100	...
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	...
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	10(	...
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Flint & Pere Marquette.)		—	—	—	100	...
Sept 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased	to New Haven & Northampton.)		—	—	—	100	...
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	...
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No	returns	furnished.)	—	—	—	100	...
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central †.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	...
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,363	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,364	1,286,584	1,831,944	8,401,142	2,732,847	10	100	117½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illino's.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased	to Chicago Burl. & Quincy.)		—	—	—	100	...
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under	construction, to cost		$4,500,000.)		—	100	...
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	...
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,028	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	...
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	75.0	(No	returns	furnished.)	—	—	—	100	...
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	72.0	.....	.....	.....	671,557	286,415	—	100	...
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	117.0	215,952	.....	.....	255,684	66,794	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	183.7	(Leased	to Illinois Central.)		304,369	126,369	—	100	57½
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	73.0	(Leased	to Chicago & N. Western.)		—	—	—	100	...
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	13.0	.....	28,882	120,501	92,878	23,198	—	100	...
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	11.0	11,380	.....	82,617	34,292	4,558	—	50	...
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	121.0	281,640	[8 months		(Leased to Erie.)		—	100	...
Dec. 31, 1871	156 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	...
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased	to Chicago & Alton.)		—	—	7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased	to Michigan Central.)		—	—	8	100	...
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	...
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No	returns	furnished.)	—	—	—	100	...
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	.....	—	58.0	(Leased	to Lake Shore & Mich. Southern.)		—	—	6	100	...
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased	to Michigan Central.)		—	—	—	100	...
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	...
Feb. 28, 1872	35.0	—	.....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	.....	990,000	—	.....	—	35.0	(Recently	opened—operations not reported.)		—	—	—	100	...
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased	to Leav. Lawr. & Galveston.)		—	—	—	100	...
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....	—	(Recently	opened.)	—	—	—	100	...
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969.043	297,828	1,628,906	874,410	379,977	—	50	...
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	—	(Leased	to Tol. Western.)		—	—	—	100	...
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased	to Tol. Western.)		—	—	—	100	...
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	.....	—	—	(Under	construction.)		—	—	—	100	...
Dec. 31, 1871	5.0.0	538.0	383.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y..P..O.Ind.Ill.	48,311,303	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943.162	3,725,425	14,797,975	4,584,369	8	100	91½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	600	Lake Shore and Tuscarawas Valley. Ohio.	2,170,000	830,000	.....	.....	2,000,000	2.000 000	.....	—	—	—	(Recently | opened.)		—	—	—	100	...
Aug. 31, 1871	156.0	—	2.6	—	20	13	7	153	Lake Superior and Mississippi.....Minn.	7,081,959	*							211.0	.....	to Pittsb.,	Ft. W. & C	429,225	10,233	—	100	...
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence .....Pennsylvania.	633,170	—		14,682	285,050	355,000	—	8,290	(Leased	to Pacific	of Mo. at 4	Chicago.) 5 p.c.—m	56,618	7	50	...
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn. Kansas.	1,100,000	—			600,000	500,000			21.5	(Leased			$42,000)		—	100	...
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	265	Leavenworth, Lawrence & Galv. Kansas.	5,115,539	687,550	5,790,078	254,207	5,790,000	5,790,000											

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	186	Lake Superior and Mississippi	Minn.	7,031,959	*				5,128,000	7,700,000			211.0				429,225	10,233	—	100	
Dec. 31, 1871	17.4	—	—	—	—	—	—	—	Lawrence	Pennsylvania.	633,170	—	—	14,682		285,050	355,000	—	8,290	—	(Leased	to Pittsb.,	Ft.W.& C	hicago.)	56,618	7	50	
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.	Kansas.	1,100,000	—	—	—		600,000	500,000	—	—	21.5	(Leased	to Pacific	of Mo. at 4	5 p.c.—m	$42,000)	—	100	
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,115,539	587,550	5,790,078	354,207		5,720,000	5,720,000	408,367	—	177.1	376,806	106,010	84,945	591,210	147,999	—	100	
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley	Pennsylvania.	14,501,805	4,728,925				18,158,600	9,219,000	645,142		235.2	3	867,271	1,573,748	5,290,725	1,828,695	10	50	119½
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami	Ohio	5,071,900	*				4,107,900	1,564,000			196.0				1,777,722	517,919	8	100	
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith	Arkansas.		*				6,000,000	8,500,000			—	(Under	construct	ion.)			—	100	
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill	Pennsylvania.	1,416,188	—	—	—		2,646,100	771,500	—	—	38.8	(Lea	to Phila. &	Reading.)			7	50	93½
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown	Pennsylvania.	115,616	—	—	—		34,850	40,000	686	—	9.5	ased	4,703	15,635	70,546	1,816	—	50	
Mar. 31	1872	92.0	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,000,000	*	—	—	—	1,500,000	1,500,000	—	—	—	(Recentl	y opened	—No retu	rns.)		—	100	
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley	Canada.	947,349	80,579	36,323	19,294		442,240	490,405	150,866	—	24.5	48,419	44,427	23,831	43,002	12,709	—	100	
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island	New York.	5,016,402	*	—	—		3,000,000	1,500,000	180,000	—	158.0	—	—	—	830,661	261,860	3	50	75
Mar. 31	1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River	Mo.	5,735,914	—	—	—	—	4,198,582	4,300,000	—	—	—	(Leased to	Chicago a	nd Alton	.)		—	100	
Jnn. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington.	Ky.	7,218,782	*	281,966	161,948		2,474,483	3,475,000	1,523,496	239,667	172.7	748,783	446,977	209,187	995,426	254,684	—	100	
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,318	Louisville and Nashville	Ky.	13,964,388	*	5,424,969	298,979		8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	535,711	3,158 007	1,054,635	7	100	78
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago.	Ind.	—	—	—	—		3,000,008	—	—	—	288.0	—	227,340	174,577	787,311	148,171	—	100	
Sept. 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence	Massachusetts.	363,500	*	—	17,342		200,000	66,700	11,164	102,636	12.3	—	(Leased to	Boston and	Lowell.	29,688	6	100	
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St. L.	Ind.& Ill.	1,057,495	*	115,500	64,593		1,168,153	—	68 732	703	10.0	—	(Under	construct	ion.)			—	100	
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	—	—	—		600,000	—	—	—	20.8	(Leased	to Summit	Branch.)		62,500	11½	20	
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta	Georgia.	2,401,900	—	—	—		1,631,900	770,000	—	—	78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*	—	—		3,500,000	3,750,000	—	—	197.5	—	(Not repo	rted—Sma	ll.)			—	100	
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western	Georgia.	2,500,000	*	—	—		2,500,000	150,000	—	—	199.0	—	—	—	674,921	266,849	10	100	
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶	Maine.	11,445,534	*	299,905	224,362		4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	
Mar. 31, 1871	22.4	3.6	3.2	—	—	—	—	—	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	34,736		1,000,000	—	15,297	91,563	22 4	—	(Operated	by Concor	d.)	101,392	10	100	130½
ept. 30, 1871	23 0	—	1 5	—	—	—	—	—	Mansfield and Framingham	Mass.	715,162	—	14,889	444		290,000	300,000	190,916	—	23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati	Ohio.	23,335,216	*	1,222,738	—		13,980,080	8,844,447	2,233,426	—	283.8	2,042,700	869,758	528,395	1,690,968	210,055	—	55	
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg	Ohio.	—	*	—	—		1,235,000	1,500,000	—	—	—	(Will be	completed	100 miles	in 1872.)		—	100	
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—		500,000	1,000,000	—	—	54.0	—	(No retur	ns obtaine	d.)			—	100	
Jun 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley	Canada.	800,000	—	—	—		400,000	400,000	—	—	33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	84½
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington	Kentucky.	—	*	—	—		—	700,000	—	—	49.5	(Recentl	y opened	—No retu	rns.)		—	100	
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles.	Tenn., Miss. & Ala.	8,753,559	*	1,157,068	—		5,312,725	4,157,387	469,855	—	308.0	801,661	313,017	—	—	1,417,441	218,435	—	100	25
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarksv. and Louisv. ¶	Tenn.	—	(Owned	and oper.	by Louisville and		Nashville.	—	—	—	82.6	352,636	—	—	—	462,571	12,398	—	100	
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	96	Memphis and Little Rock	Arkansas.	—	—	—	—		—	2,700,000	—	—	131.0	(No ret	urns—ope	ned April	12, 1871.)		—	100	
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶	Tennessee.	3,574,289	*	—	—		1,074,289	3,500,000	—	—	130.7	497,646	210,189	—	924,207	205,747	—	100	
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset	New Jersey.	506,443	—	—	—		265,625	—	55,000	—	4.7	(Leased	to United	Companie	s.)		—	100	
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*	—	—		800,000	250,000	424,000	—	27.0	—	—	—	73,489	25,899	7	100	
Dec. 31, 1871	20.0	—	....	136.0	....	....	....	....	Michigan Air Line (E. D.)	Mich. & Ind.	—	—	—	—		—	225,000	—	—	20.0	(W.Div.	owned by	Michigan	Central.)		—	100	
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central	Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,187		17,987,048	6,200,293	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	105
Dec. 31, 1871	67.0	—	3.3	—	4	7	2	19	Michigan Lake Shore	Michigan.	1,250,000	*	—	—		450,000	800,000	—	—	67.0	(Recentl	y opened	—No retu	rns.)		—	50	
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton	Mass.	114,921	30 084	1,297	6,063		148,075	—	9,691	24,598	85.4	21,350	351,598	31,786	35,043	6,981	4	100	
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford	New York.	159,618	—	—	—		121,420	68,500	—	—	—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	350,476	—	—	—		121,730	225,000	64,800	—	13 0	—	23,870	29,531	15,550	48,681	18,862	—	100	
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada	Canada.	2,390,476	244,400	143,595	46,654		835,782	1,143,667	224,415	618,233	89.0	278,648	69,406	190,677	273,871	144,182	—	100	
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific	Nebraska.	2,600,000	*	—	—		1,500,000	1,100,000	—	—	58.0	(Recentl	y opened	—No retu	rns.)		—	100	
Dec. 31, 1871	12.5	—	2.8	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—		65,426	118,500	—	—	12.5	—	(Leased to	Pennsylva	nia.)			25	
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul	Wisconsin.	39,700,789	*	1,889,996	1,591,579		22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,634,939	849,631	1,463,155	6,690,695	2,840,341	—	100	58½
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern	Wisconsin.	1,320,000	*	—	—		510,000	18,000 p.m	—	—	45.0	(Recentl	y opened	—No retu	rns.)		—	100	
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—		3,850,450	—	—	—	—	(Leased	to Phila.&	Reading.)			8	50	103½
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—		1,200,000	320,000	—	—	41.0	—	(No retur	ns furnish	ed.)			—	100	
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western	Minn.	1,540,000	—	—	—		770,000	1,000,000	—	—	38.5	(Oper. b	y Milw. &	St. Paul.)			—	100	
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central	Miss. & Tenn.	—	*	—	—		—	4,557,980	—	—	237.0	—	—	—	1,268,981	loss.	—	100	
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee	Miss. & Tenn.	2,011,197	185,833	—	—		825,407	2,196,547	380,439	—	100.0	245,025	—	—	486,071	227,112	—	100	
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western	Mo.& Io.	1,600,000	*	—	—		800,000	880,000	—	—	—	(Recentl	y opened	—No retu	rns.)		—	100	
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska	Mo. & Io.	1,500,000	*	—	—		1,500,000	—	—	—	62.0	(Recentl	y opened	—No retu	rns.)		—	100	
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas	Mo. & Kan.	24,636,000	*	—	—		12,045,000	12,491,000	—	—	463.0	—	(No infor	mation.)			—	100	35
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf.	Kansas	12,900,000	*	—	—		5,950,000	6,950,000	—	—	161.0	—	—	—	683,882	258,902	—	100	
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk	Ala.	838,003	—	—	—		250,000	564,398	3,606	—	—	(Operat	ed by Mob	ile and Oh	io.)		—	100	
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*	Alabama.	2,109,718	*	14,465	10,556		1,278,377	711,000	126,145	—	87.0	100,736	48,778	—	201,935	22,746	—	100	
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery	Alabama.	5,490,416	624,590	66,000	219,340		2,034,800	2,596,500	769,046	—	164.0	—	—	—	667,539	150,124	—	100	
Dec. 31, 1871	472.0	45.6	42.3	—	116	....	....	....	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341		4,428,036	10,760,674	1,482,116	1,770,536	517.6	1,432,823	385,300	333,638	2,739,448	845,280	—	100	
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack	Mass. & N. Hamp.	352,555	*	—	—		197,500	99,825	—	—	—	(Recentl	y complet	ed—No re	turns.)		—	100	
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair	New Jersey.	3,000,000	*	—	—		700,000	2,300,000	—	—	—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	
ept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,931	—	—	—		150,315	177,000	—	—	10.3	—	(Leased to	Erie.)		25,000	7	100	
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala	Alabama.	—	—	—	—		—	—	—	—	80.0	—	(No infor	mation.)			—	100	
Sept. 30, 1871	23.8	—	4.6	—	—	—	—	—	Monticello and Port Jervis	New York	1,054,956	—	53,329	—		418,500	650,000	39,786	—	23.8	15,207	22,290	11,329	26,807	11,244	—	100	
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex	New Jersey.	25,360,240	—	—	—		13,698,250	11,614,000	—	—	118.0	—	—	—	2,987,211	668,914	7	100	90½
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell	N. Hamp. & Mass.	741,875	113,406	135,759	—		800,000	—	64,325	126,715	43.2	299,980	794,297	246,558	544,613	102,415	10	100	137½
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶	Tennessee.	5,196,256	*	1,100,241	226,166		1,896,935	1,964,000	2,662,228	—	173.0	902,859	202,709	276,761	1,448,133	396,442	—	100	58
Sept. 30, 1871	120.0	12.5	8.0	—	23	9	8	165	Nashville and Decatur ¶	Tenn. and Ala.	3,937,619	433,218	555,018	55,936		1,511,807	2,024,000	518,864	237,120	132.5	294,079	98,985	49,428	425,215	144,942	—	100	42
Jnn. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern ¶	Tenn. & Ky.	—	(Sold to	Nashville	and C	hattanoo	ga.)	—	—	—	172.5	544,211	—	59,145	444,389	257 542	—	100	
Dec. 31, 1871	57.0	—	4.5	—	11	14	4	261	Naugatuck	Connecticut.	2,041,451	*	167,513	121,139		1,872,400	112,500	28,913	286,299	61.5	217,452	334,121	183,247	624,762	240,499	10	100	
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York	New Jersey.	2,367,285	—	—	—		977,150	600,000	789,735	—	—	(Leased	by New J	ersey Cen	Central.)		7	50	
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,500,000	—	—	—		700,000	800,000	—	—	—	(Leased	to Balt. &	Ohio at 30	p. c.)			—	100	
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton	Mass.	760,000	*	23,008	71,261		500,000	171,500	30,083	162,686	36.2	128,370	325,136	130,095	258,418	52,559	8	100	159
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada	N. Bruns.	2,500,000	*	—	—		—	972,000	—	—	126.0	—	28,005	97,443	144,439	57,128	—	100	
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan	Conn.	245,983	*	—	—		163,905	75,756	5,689	—	—	—	—	—	—	—	—	100	
Dec. 31, 1871	14.9	—	2.9	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—		600,000	93,300	2,000	—	14.9	(Leased	to Pitts.,	Ft. Wayne	and Chic	ago.)	10	50	
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby	Conn.	949,000	*	—	—		424,000	525,000	—	—	13.3	—	(Opened	August 18	71.)			—	100	
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic.	Conn.	—	(Unfini	shed.)	—		3,000,000	4,500,000	—	—	23.0	—	—	8,044	—	—	—	100	
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.	Conn. & Mass.	3,011,206	553,984	172,563	263,632		2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,582	546,209	150,515	—	100	
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey	New Jersey.	9,458,328	*	—	—		7,295,200	400,000	—	—	33.0	(Include	d in Unite	d Companie	s.)		10	100	121½
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	6,500,000	*	—	—		2,000,000	4,500,000	—	—	68.0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern	New Jersey.	—	*	1,106,000	—		4,000,000	2,870,000	—	—	115.5	257,021	334,921	87,313	403,227	165,005	—	100	32
Sept. 30, 1871	100.0	—	10.8	—	16	15	9	229	New London Northern	Conn. and Mass.	1,530,331	*	230,671	4,997		1,003,500	699,000	—	63,499	115.6	370,953	437,263	222,390	505,355	138 999	8	100	
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North ¶	L. & M.	—	—	—	—		4,200,000	9,500,000	1,000,000	—	206.0	—	—	—	1,669,777	404,685	—	100	
Dec. 31, 1871	313.0	—	....	535 0	....	....	....	....	N. O. Mobile and Texas	Ala. & Nash.	—	—	—	—		—	—	—	—	200.0	—	—	—	—	—	—	100	
Sept 30, 1871	441.7	296.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River.	N. Y.	60,413,657	*	—	—		39,428,330	15,231,719	1,167	—	844.5	10,631 797	—	—	21,972,105	8,208,816	8	100	100½
Sept. 30 1871	180.7	21.2	45.5	—	39	65	36	725	New York and Harlem	New York.	18,305,080	1,692,491	1,678,768	—		8,500,000	6,717,725	—	—	166.9	862,174	1,682,500	323,409	2,698,763	929,083	8	100	180½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,966	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	—	.....	.....	135,300	—	74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124 3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	186.25	1,700,891	124,919,238	38,662,629	4,483,584	1,868,554	10	100	139½
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,826,773	6,068,500	263,753		262.0	408,252	475,216	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	16	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....		70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	.....	.....	1,000,000	—	.....		—	(Leased	to New Y.	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	.....	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	.....	(No a	ccounts o	btainabl	e.)				72.0		(No accou	nts.)			—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,168,187	136,436	220,339	100,000,000	50,000p.m			67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	92
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266.899	979,133	6	50	75
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	586	Northern New Hampshire	New Hamp.	3,068,400	*	.....	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	110½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	.....	875,000	.....	1.000,000	400,000		—		(Leased to | Erie Com | pany.)		—	8	100	....
Dec. 31, 1871	278.0	—	....	1,700	.0.	....	....	....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000p.m			278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2.823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	127½
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314.257	34.384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....		122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	54
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53 0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,8 0	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	45
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	64½
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671.478	699,236	6	100	111½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,900	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185.604	121.911	989,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	.....	.....	375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	960,953	—	.....	.....	268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Oude	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Ur	der	construc	tion.)	1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	*Pacific of Missouri* ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....		471.3	.....	669,200	.....	3,597,299	947,801	—	100	52
Dec. 31, 1871	63.5	—	6.3	161.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....		63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	.....		—		(Under	construct	ion.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No | returns.)			—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	.....	600,000	1,200,000	.....		34.0		(Construc	tion in pro	gress.)	245,662	5	100	110
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	.....	.....	330,000	—	.....		14.5		(Leased t | o Erie.)			—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	.....	.....	500.000	500,000	.....		12.0	(Leased	to Erie at	35 p. c.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	.....	.....	248,000	80,000	.....		15.1		(Leased t | o Erie.)			—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	.....	1,500,000	1,076,000	.....		67.3	(Leased	to Tol. Wa	b. and We	stern.)	29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	.....	.....	342,150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	.....	.....	500,000	375,000	.....		18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,909,333	41,389,475	34,418,205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	113
Dec. 31, 1871	47.0	15.9	57.0	—	26	8	—	2,486	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	642,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	220
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098	—	.....	.....	132,412	700,000	100,000		—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1.271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	63.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	1,719,113	*	.....	63,753	1,342,200	558.500	50,305	31,860	82.	168,592	34,953	52,345	263,432	65,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,930	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	52
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	.....		33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	115½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	.....	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	115½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,589	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	114½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	18,030,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8 639	.....	14.159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330 816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic	P., O., L. & I.	33,394,515	*	.....	.....	19,714.288	13,663,000	.....		369.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	92
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	.....	.....	450,000	—	.....		—	(Lease	d to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,230	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3 0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	.....		51.3	331,257	389,322	.....	628,430	180,581	10	100	132
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,600,000	.....		—		(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	28.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170 000	200,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	95
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	1 *	120,523	.....	524,464	380,300	226,830		.....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	1 63,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,600	"	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,986	"	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,781	457,454	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	"	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.6	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,241,989	"	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	"	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	16.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	256.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	"	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	"	.....	.....	250,844	—	—	—	20.0	(No return	s furnished	ed.)	.....	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	"	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	"	.....	.....	1,262,922	269,000	555,522	.....	....	65,501	113,763	24,582	120,165	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	.)	—	100	9½
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	"	.....	.....	.....	.....	.....	—	112.0	(No return	s furnish	ed.)	.....	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	"	—	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	"	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	91
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	"	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 25	, 1871—No	returns.)	.....	—	100	58
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S.Eastern..Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	"	.....	99,662	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M.& St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	"	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,879	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	"	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	1½	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	"	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,868	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	"	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	....	....	....	....	Schuylkill and Susquehanna .....Penn.	1,283,490	"	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	"	186,218	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	"	"	438	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	"	.....	.....	8,750,000	2,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	468,969	—	.....	—	889,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,813	34,321	79,481	23,624	—	100	...
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,600	"	.....	.....	2,667,800	1,629,000	.....	—	157.0	(No report	s furnishe	d.)	.....	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	"	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	"	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	"	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	"	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	"	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	286	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	"	.....	.....	4,000,000	4,000,000	.....	—	....	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	"	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	348	Syracuse, Binghamton and N. York..N.Y.	3,867,050	"	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	"	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	508,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	"	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	69½
Sept. 30, 1871	34.9	—	9.1	—	18	13	6	222	Troy and Boston.....New York.	2,312,098	"	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	"	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,328	United Companies of New Jersey..N. Jer.	28,520,394	"	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	113½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	"	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,815,681	"	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	"	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central	.)	—	8	100	60
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,074	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	85
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	"	"	60	Vineland.....New Jersey.	1,826,192	"	.....	.....	998,005	750,000	78,187	—	47.6	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	—	—	—	(Leased	to Del., L	acka. and	Western.)	—	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	98,500	126,092	14,904	1,467,870	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,129	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,099	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,178	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgi	a.)	.....	306,088	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	"	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,283	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	"	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,892	"	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	"	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,016	82,079	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	"	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 miles.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,869	"	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	"	.....	.....	400,000	4,315 000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	46.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	134½
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	93
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	117
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	763,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,078	50	76½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003.800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	661,420	637,811	00c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	.....	84.0	—	—	501,674	144,096	87,300	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	21,324	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsy	lvania.)						

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	—	@ 65 —
Gartsherrie		—	@ 60 —
Glengarnock		56	@ — —
Eglinton		54	@ 55 —
Pig, American, No. 1		—	@ 50 —
Pig, American, No. 2		46 50	@ 47 50
Pig, American, Forge		41	@ 43 —
Bar, Refined, English and American		110	@ — —
Bar, Swedes, assorted sizes	(gold)	137 50	@142 50
		—STORE PRICES.—	
Bar, Swedes, 1½ x½ & ¼ x ¾ to ¼ & ½ sq. 1¼ to 5x¾ to ¾ & ½ to 2 sq. 6 to 12 x ¾ & ¼		150	@160 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ¾ to 1 in		107 50	@ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in		112 50	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		115	@ — —
Large Rounds, 2¼ to 2¾ to 3¾ to 4 in		115	@127 50
Scroll		130	@160 —
Ovals and Half-round		132 50	@152 50
Band, 1 to 6 in. by 3-16 to No. 12		—	@125 —
Horse Shoe		—	@127 50
Rods, ¾@3-16 inch		112 50	@155 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		155	@180 —
Nail Rod	per lb.	—	@ — 9¼
Sheet, Russia, as to assortment	(gold)	16	@ — 16½
Sheet, Single D. and T. Common		—	6½@ — 7½
Sheet, Doubles and Trebles, Charcoal		—	7½@ — 8½
Sheet, Galvanized	List. 15 per ct. disc.		
Rails, English	(gold) per ton.	70	@ 72 —
Rails, American, at Works in Penna. c'y.		80	@ 85 —
Anvils, (Eagle)	per lb currency.	—	9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18 @	— 22
English Spring (2d and 1st quality)		— 9½@	— 10½
English Blister (2d and 1st quality)		— 11½@	— 16
English Machinery		— 11½@	— 14
English German (2d and 1st quality)		— 11½@	— 12
American Blister		— — @	— 11½
American, Cast, Tool		— — @	— 17
American, Spring		— — @	— 11
American Machinery		— 11½@	— 12
American German		9 @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common	per keg.	— — @	5 25
8d. and 9d. "		— — @	5 50
6d. and 7d. "		— — @	5 75
4d. and 5d. "		— — @	6 —
3d. "		— — @	6 75
Cut, 2d and 3d. Fine		— — @	7 50
4d. and 4½d. Sugar Box		— — @	6 —
Cut Spikes, all sizes		— — @	5 50
Horse Shoe, Forged (No. 10 to 5)	per lb.	— 21 @	— 33
Copper		— — @	— 45
Yellow Metal Sheathing and Slating		— 27 @	— 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— — @	— 38
Straits	(gold).	— 33½@	— 33½
English	(gold).	— — @	— 32½
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal	per box. 12 25 @12 50	14 50 @	14 75
I. C. Coke	10 50 @11 —	12 50 @	13 —
Coke Terne	8 — @10 —	10 75 @	11 87½
Charcoal Terne	10 75 @11 25	12 75 @	13 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)		— 9½@	— —
Crude, 40 @ 47 gravity (in shipping order)		— 13½@	— 13½
Refined, Standard White (in ship's order)		— 19½@	— 19½
Refined, S. W. (in jobbing lots)		— 20 @	— —
Refined, S. W. (in tin)		— 25½@	— 27½
Naptha, Refined, (65 @ 73 gravity)		— 12 @	— 13
Residuum	per gall.	— 6½@	— 7

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.		— — @	— 43
Copper, Bolts		— — @	— 45
Copper, Braziers' (over 16 oz.)		— — @	— 45
Copper, Nails		— — @	— 45
Copper, Old Sheathing, &c., mixed lots		— 28 @	— 30
Copper, English Pig		— 30½@	— 30½
Copper, American Ingot		— 33½@	— 34½

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p.ct.

Spanish	(gold) per 100 lb.	6 62½@	6 75
German	(gold)	— @	6 75
English	(gold)	6 75 @	7 12½
Bar		— — @	9 25
Sheet		— — @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas	per ton of 2240 lb.	nominal.	
Liverpool Gas Cannel		15 —	@18 —
Liverpool House Cannel		— —	@20 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 —	@ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending April 2.

	Th. 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.	W. 2
Boston, Hart. & Erie	3½	3½	4	3½	4½	4½
Canton Co.	95	93½	....	....	....	....
Central Pacific 6s	103½	....	....	....	....	102½
Central of N. Jersey	104	103½	103½	103	103	....
Chicago & Alton	112½	112½	112½	112½	....	111½
" pref.	....	....	....	....	....	113½
" 1 M.	....	103½	103½	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	111	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	80	77	77½	....
" pref.	88½	....	88	87	87	....
" 1st M.	100	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	115½	115½	115½	113½	114½	113½
Chi., R. I. & Pa. 7s, 1896	103½	....	104	104	....	103½
Clev., Col., C. and Ind.	87½	87½	87½	86	86½	86½
Clev. & Pittsburg guar.	88½	88½	....	88½	89	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	39½	39½	39½	37	39½	38½
" 1 M.	91½	....	91	91	85½	86
" 2 M.	74	74	74	73½	....	....
Del. & Hudson Canal	117½	118	118	117	....	....
Del. Lack. & Western	101½	101½	100	100	99½	....
" 1 M. 7s	103½	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	65½	65½	65½	64	64½	63½
" pref.	75	74½	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	98½	....	....	....	....
" 4 M. 7s, 1880	101½	101½	....	97½	97½	....
" 5 M. 7s, 1888	100½	100	100	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	89	....	....
Hannibal & St. Joseph.	42½	42	41½	40	40½	....
" pref.	....	....	....	60	....	....
" 8s, conv.	....	....	....	....	88	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	118½	....	117½	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93½	93½	93½	91½	92½	91½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	24	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	105	....	104½	....
" S. F. 8s, 1882	....	116½	....	....	....	....
M. S. and N. I. 1 M. S. F.	105	105	....	....	104½	....
" 2 M.	100½	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	1½	....	....	....	....	....
Milw. and St. Paul	59½	60½	60	57½	59½	58½
" pref.	76½	76½	....	74½	74½	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	93½	93½	94	....	93½	93½
" H. & St. J. 1es.	91½	....	91	....	....	....
Morris and Essex	90½	91	90½	....	90½	90½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	98	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	102½	102½	101½	100½	101½	100½
" 7s, S.F. 1876	....	....	....	101	....	....
" 6s. S.F. 1883	95	....	....	....	....	95½
" 6s. S.F. 1887	92½	....	....	....	....	....
N. York and Harlem	135½	135½	137½	136	137	130½
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	102½	....	....	....	....	....
N. York, N. Hav. & Hart.	....	....	....	....	....	....
N. Carolina 6s. old	....	....	....	....	....	....
" new	....	....	....	17	....	....
Ohio and Miss.	45½	46½	46	44½	45½	45
" pref.	....	....	....	....	....	....
" 2d M.	88	....	....	....	84½	85
Pacific Mail S. S. Co.	57½	57½	57½	53	56½	54½
Panama	112½	111½	116½	109	112	110
Pitts., Ft. W. & Chi. gtd.	....	....	....	....	93½	92
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	40	40½	39
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	101	....	....	....	....	....
" 2 M. pref.	....	....	....	....	88	....
" Income bds.	....	....	....	....	81½	....
Tennessee 6s, old	80½	80½	....	80½	80½	80
" new	80½	80½	81	80½	....	....
Tol., Wab. & Western	73½	72½	....	71½	72½	69½
" pref.	....	....	....	....	....	....
" 1 M.	95½	....	....	95	95	....
" 2 M.	....	94½	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	90	....	....	89	88½
Union Pacific	35½	35½	35	33½	34½	34
" 1st mort.	86½	87	87½	86½	86½	86½
" L. Gt. 7s	79½	79½	79	79	75½	74½
" Inc. 10s	....	75	75½	75	73½	73
Virginia 6s, old	....	....	44½	....	....	....
" new	....	....	....	....	....	....
" consol.	56½	....	....	....	....	....
" def. cert.	....	....	....	....	14	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 2.

	Th. 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1.	W. 2
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	112½	112½	....	111½	....	....
U. S. 5s, 10-40s, coup.	112½	....	112½	112	....	....
U. S. 5s, 1881, reg.	....	117½	....	....	....	....
U. S. 5s, 1881, coup.	114½	115½	115	....	....	....
U. S. 6s, 1881, reg.	117½	117½	....	117	....	....
U. S. 6s, 1881, coup.	120½	....	120	119½	119½	....
U. S. 6s, 5-20s. reg. '62	117½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	117½	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	117½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	117½	117½	117½	....	116½	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118½	118½	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	116½	116½	....	....	....	115½
U. S. 6s, 5-20s, c. n '65	116½	116½	116½	115½	116½	....
U. S. 6s, 5-20s, reg. '67	....	....	116½	116½	....	....
U. S. 6s, 5-20s, c. 1867	118½	118½	118½	116½	117½	....
U. S. 6s, 5-20s, reg. '68	....	116½	....	....	....	....
U. S. 6s, 5-20s, c. '68	118	117½	117½	....	116½	....
U. S. 6s, Pac. RR. issue	114½	....	114½	113½	114	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 1.

	W. 26.	Th. 27.	F. 28.	Sat. 29.	M. 31.	Tu. 1
Catawissa preferred	....	....	....	44½	44½	....
Camden and Amboy	....	....	....	....	....	96
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	90½	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	95½	95½	....	96	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	95	....	....	....	....
Lehigh Navigation	37½	....	37½	37½	....	....
" 6s, 1884	....	....	....	....	....	86½
" Gold L.	90	90½	90½	....	....	90½
" R. R. L.	....	....	....	....	....	93½
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59½	59½	59½	59½	59½	....
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	98	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	51½	....	51½	51½	....	51½
Morris Canal	....	....	....	....	....	....
" pref.	122	....	122	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	97	....	....	97	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	87½	....	....	....
Oil Creek & Alleg. Riv.	30½	32½	32	....	32½	....
" 7s	....	....	....	....	73	....
Pennsylvania R. R.	58	58½	58½	58	58½	58½
" 1st M.	....	....	99½	....	....	....
" 2d M.	....	....	99½	....	....	....
" Gen. mort.	....	91½	91½	....	....	....
" " reg.	93½	....	....	....	....	93½
Penn State. 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	107½	107½	107½	107½	107½
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	97	....	97½	....	97	97½
" new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	57½	57½	57½	57½	57½	57½
Philadelphia and Erie	26	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	91	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	57
Schuylkill Navigation	....	....	....	7	....	....
" pref.	....	....	....	14	....	....
" 6s, 1882	....	....	....	74½	....	74½
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	79	....	....	78½	....	....
United Co. of N. Jersey	120	120	120	....	119½	....
Hestonville, (Horse)	19	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	59	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 1.

	W. 26.	Th. 27.	F. 28	Sat. 29.	M. 31.	Tu. 1
Baltimore City 6s, 1875	100	100	....	....	....	99½
" 1886	....	....	....	....	....	98
" 1890	97½	97½	97½	97	97	97
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	177½	....	....	178½	178½	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	98	....	....
Marietta & Cin. 1st M.	99	....	99½	....	99½	....
" 2d M.	....	....	91	....	....	90½
" 3d M. 8s	83½	....	83½	....	....	....
Northern Central	....	....	87½	87½	....	....
" bonds, 1885	92	92	....	....	....	....
" " 1900	....	....	....	....	89	....
Pittsb. & Connellsv. 7s	93½	93½	....	....	93	92½
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	56½	56	55½	55½	....	....
" Defer. Certif.	14½	14½	....	....	....	14
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 2.

	Th.27.	F.28.	Sat.29.	M.31.	Tu.1.	W.2
Boston and Albany ...	149	148¾	149¼	148¾	148¾	148¾
Boston and Lowell	....	....	....	....	....	134
Boston and Maine.....	120	....	120	119¼	119¼	119
Boston and Providence....	....	....	150¼	....	....	....
Boston, Hartford & Erie....	....	....	....	....	4¼	....
" 7s, new	40	39½	39	38¾	38¼	38¼
Cheshire, pref.....	76¾	....	....	....	....	77¼
Chi., Burl. & Quincy...	111¾	111¾	111¾	....	111¾	110¼
Concord.....	....	....	....	....	85	....
Connecticut River.....	....	....	....	....	138	....
Eastern.....	106¼	106¼	106¾	106¼	106¼	106¾
Fitchburg.....	131	131	130¾	131	131	131
Manchester & Lawr'ce....	....	....	....	....	....	....
Michigan Central.....	105¾	105¾	105¾	105	105	105
Northern, N. H.....	111	110¾	....	110	....	....
Ogdens. & Lake Champ....	..	..	....	....	....	54
" pref.....	....	....	....	....	....	....
Old Colony	111½	111½	....	111½	111	111½
Ph., Wil. & Baltimore..	56¼	57	57	57½	57½	....
Portl'd, Saco & Ports.....	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.....	85½	86	85½	....	....	....
" Land Grant 7s....	76	.. ..	....	....	....	....
" Income 10s...	76½	74½	....	74	73½	....
Vermont & Canada....	59	....	....	....	....	60
Vermont & Mass.....	....	....	....	....	....	85
South Boston (Horse).....	....	69	....	....	....	....
Cambridge	....	100	100½	100	100	100
Metropolitan	....	....	....	....	....	58
Middlesex	....	....	....	....	....	78½
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	....	....	27	26½	....	....
Franklin	7¼	7¼	6¾	6¼	....	....
National	....	....	....	....	....	....
Pewabic	11¼	....	....	....	....	....
Quincy	46	45¾	....	45	45	....

London Stock Exchange.

	Closing Prices. Mar. 7.	Mar. 14.
Atlantic & Gt. W. 1st mort., £1,000..	80 — 81	80 — 81
Do. 2d mort., £1,000.....	72 — 74	73 — 75
Do. Con. mort. B'nds Bisch's Cert.	50 — 51	56¼ — 57¼
Do. Reorg. Scrip.....	97 — 99	97 — 99
Do. Leas. Lines, Rental Bonds....	93 — 94	92½ — 93¼
Detroit & Milwaukee 1st mort. Bonds	75 — 80	75 — 80
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid.....	52¼ — 52¾	52¾ — 53¼
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds..	96 — 97	96 — 97
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid..	97½ — 98¼	96¼ — 97¼
Do. Redemption mort. bonds 6 p.c	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	100 —102	100 —102
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	90 — 95	90 — 95
Panama 2d mort.....	— —	— —
Panama General mort.....	95 — 97	95 — 97
Pennsylvania, 2d mort.....	100 —102	100 —102
Do. General mort.....	97 — 98	97 — 98
Do. $50 shares.....	48¼ — 49¼	47½ — 48½
Philadelphia and Erie 1st mort.....	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, April 5, 1873.

Stock Exchange and Money Market.

The week has been a memorable one in Wall Street. Money has been extraordinarily close and active; Gold very excited and higher; foreign exchanges, wholly unsettled most of the time; and Stock values greatly disturbed, on an extensive business. The operators for an advance in Gold, and depression in fund and stock prices, had substantial control of the general market on Monday, and manifested their power very significantly. Gold was suddenly advanced, Money on call was made excessively dear, and on the Stock Exchange dealings, there was an evident fall in quotations on most of the speculative favorites. The call loan rates on that day went up to fully ¾ths of one per cent, for the use of Money for twenty-four hours. The exactions in this line on Tuesday, were almost, if not quite, as oppressive. The amount of Stocks which are being carried over at extravagrant rates (⅜@⅝ per cent a day,) would seem to be on the increase. It is probable that a large amount of certain Stocks, hypothecated, until recently under loans of London credits made in January and February, have come upon the Street for Money facilities, on the chances and at heavy cost, of being accommodated from day to day. The London credits have undoubtedly been liquidated to a large amount, and renewals declined for the present, so that the total now running, and soon to run off, is estimated as low as £2 000,000 sterling, or only $10,000,000. Under this change in the means of carrying forward the speculation in Western Telegraph and some of the New York and Western Railroad Stocks, the increased cost of Money to the Stock Exchange, generally, is enchanced. The city banks have been weakened in their reserves through the week, though toward the close, the turn is in their favor, some of them reporting the influx of moderate amounts of Money, from the interior. There has been a very moderate movement noted in the discount line, and the better grades of commercial paper have been rated at from 8@12 per cent per annum for the choicest names. The city banks, last week, lost about 1¼ millions of their specie reserve while adding nearly half a million to their legal tender hoard. Their deposits were further cut down nearly 1⅛ millions, and their loan and discount averages reduced nearly ⅞ths of a million. The banks are once more deficient in their obligatory reserve, the last statement showing that they had $377,200 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of nearly half a million to its coin balance, while losing about 1⅜ millions of currency. Its currency reserves at the close of the week were $16,906,320; and its coin hoard, $39,184,340.

The cash balances of the Treasury Department on Wednesday were as follows; Currency, $2,600,000; Coin, $69,500,000; Certificates, $24,100,000.

The Secretary of the Treasury has called in all the outstanding Three per cent certificates, amounting to $325,000, interest to cease May 31.

The city banks, in their latest return, show an increase of $425,600 in legal tender notes, with a decrease of $1,293,200 in their specie, and a reduction of $1,114,800 in their deposits, also a contraction of $850,100 in their loan and discount averages, and an addition of $22,100 to their item of circulation. The city bank exchanges, last week, averaged 106¾ millions.

The clearances of the banks averaged through the week 106¾ millions a day, and amounted in the aggregate, for the whole week, to $640,861,782 as against $658,903,673 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance $1,329,308 and enlarged its coin reserve $464,118 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $16,179,100, against $21,384,700 same time last year. The city bank deposits are now $193,508,700 against $203,058,800, week ending March 20, 1872. The legal tender reserve amounts to $38,729,800, against $41,649,700 same time last year. The circulation now stands at $27,635,710 against $28,019 400 same time last year. The loans are now $274,848 700 against $276,767,400 at this date last year.

The coin reserve of the city banks is now about 16⅛ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is about 38¾ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 193½ millions, against 47⅛ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $3 322,163 of currency, and $1,861,586 of gold, the latter including $2,967 000 from customs; and disbursed $4,651,480 of currency and $4,397,468 of gold, the latter embracing $376,353 of coin interest. The total receipts of the office in March were $46,871,846, including $12,327,866 from Customs; total payments $51,671,414, including $1,918,101 of coin interest.

Government revenues were moderate in their yield, during the week. The excises yielded within the week 1½ millions, and thus far in the current fiscal year beginning with July 1, 1872, $85,570,739. The customs at the port of New York, for the week, were $2,925,292, and at the outports, about $950,000 more, in coin or coin certificates.

Gold advanced to 118⅛ on Monday, a very brisk and excited movement, almost wholly speculative, under the manipulations of the operators for a rise, who are said to have acquired control of the bulk of the floating supply of the precious metal, outside of the hoard in the Treasury Department. The upward movement was aided by the rise in the Bank of England rate for Money, and the extensive short interest in the local market. There was nothing in the Treasury programme for April, or in the look of the Foreign Exchanges, to justify the sharp rally in price, but the Bulls in the Gold Room have had great success in alarming the Importers and other parties who have been borrowing Gold, of late, to meet their engagements for Customs and Exchange, as to what the price may possibly be later in the season. The opinion has been growing for some time past that we are to have higher Gold this Spring and Summer than in 1872 or 1871, and speculators are not, of course, slow to take advantage of this feeling. There was not much of an export call for specie, and the Customs drain, was not more than a fair average at this season. The Treasury advertises to sell $6,000,000 of Gold in April. By the 20th of the month the Department will probably anticipate the payments of Gold Interest due May 1. These will amount, at all the Sub-Treasuries, to $17,300,000. On the other hand, the Customs demand for Gold for the month will amount to about $11,500,000 at New York, and $4,500,000 at the out-ports. The Gold Notes of the City Bank Averages have been drawn upon pretty freely to pay Customs. This was partly compensated by the sale of $1,500,000 from the Treasury, which went into Bank on Friday of last week. The later dealings indicated a much less confident temper in the speculative movement, influenced, in part, by the report of a further decrease of $1,644,059 in the public indebtedness, during March, as shown by the 1st of April Treasury exhibit. The range of the price during the week has been from 115⅛@118⅛ and the closing quotation on Wednesday was 117⅛ against 116⅛ on Wednesday of the preceding week. The specie outflow last week, was $676,712. The Gold Exchange Bank clearances have averaged about 118⅜ millions per day during the week. Wednesday's clearance were up to $172,817,000.

The customs demand for Gold last week, averaged $494,500 a day. The arrivals of specie from

Europe, Havana and foreign other ports thus far in 1873, have been $627,834 against $535,210 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $103,566,583 against $120,385,925 during the same time in 1871-2.

Government has disbursed through the U. S Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $61,120,440, against $62,117,154 during the same time in 1871-2.

The export drain of specie was $748,012 last week, against $609,196 same week preceding year. The shipments since July 1, 1872, have been $49,528,173 against $27,914,906 during the same portion of 1871.

The foreign exchange market has been very unsettled, through the week, the wide fluctuations in Gold, and the severe stringency in the Money line operating against steadiness in the exchanges. Toward the close, a freer sale was noted for bills, but at very low figures. Bankers' sixty day bills on London closed at 107⅝@107⅞; sight bills on London, at 108½@108¾. The week's exports of Domestic Produce have been to the currency value of $5,361,289.

Government securities have been pressed for sale, by operators, needing Money, and have declined in price, leading to a more active business. The later dealings show a steadier movement, favored by the 1st of April public debt exhibit, which shows a further liquidation of about 1⅝ millions.

Government proposes, under the April programme of the Treasury Department, to sell during the month at least six millions of Gold as follows: Thursday, April 3, $1,500,000; Thursday, April 10, $1,500,000; Thursday, April 17, $1,500,000; Thursday, April 24, $1,500,000. And to buy in a million of Five-Twenty bonds, as follows; Wednesday, April 9, $500,000; Wednesday, April 23, $500,000.

U. S. sixes of 1881 closed on Wednesday of this week at 119¼@119⅝ U. S. Five-Twenties of 1862, 115¾@116⅝; U. S. Five-Twenties of 1864 at 116¼@116⅜; U. S. Five-Twenties of 1865, 117⅝@118, U. S. Five-Twenties of 1865 consolidated 115¾@116; U. S. Five-Twenties of 1867, 116½@117; U. S. Five-Twenties of 1868, 116½@117¾; U. S. Ten-forties at 111¼@111⅜; U. S. Fives of 1881 (Funding Loan) 113½@114½; Six per cent. currency Sixes from 113½@114.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 19.	March 26.	April 2.
Consols	92⅞	92¾	92⅞
U. S. 5-20s, 1865	93½	94½	94½
" 1867	93½	93⅞	93⅝
" 10-40s	89	89¼	89¼
New Fives of 1881...	90½	91¼	91
Erie	52¼	51¾	51¾

State bonds have been in less demand at easier and irregular prices, though closing rather more steadily.

There has been a fair demand noted for the Railway Mortgages which have shown remarkable firmness in view of the Money pressure. Central Pacific Sixes have been in good demand closing firmly at from 102¾@103¼. Chesapeake and Ohio Sixes have been in fair request at 87½ and interest. Western Pacific Sixes have been selling to a fair extent at 94¾@95. The Northern Pacific 7-30 Loan has been attracting a liberal share of attention from buyers at par and interest.

The Railway and Miscellaneous share speculation has been unusually brisk, but the fluctuations in price have been frequent, and violent, Monday's operations showing a very serious depression of values, influenced by the Gold excitement, and the extraordinary stringency in the Money line. The later transactions indicated reviving confidence, though the continued Money pressure was decidedly against buoyancy.

General business has been less satisfactory as to the magnitude of the dealings, as also as to values. The financial disturbances were against commercial activity. Breadstuffs closed weaker. Provisions unsettled. Middling upland cotton, closed on Wednesday at 19¾@20 cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,026,393 bales, against 2,252,223 bales same time in the preceding year; exports 1,864,520 bales against 1,546,561 bales in the previous year; stock at the ports at latest dates, 537,962 bales against 422,490 bales same date 1871.

There has been less animation in the line of foreign goods, the extraordinarily severe Money pressure and the disturbances in the line of Gold and Foreign Exchaeges operating against free dealings. Values, however, were comparatively well supported. The week's imports amounted to $13,884,598, including $3,531,657 of dry goods.

Ocean freights have been moderately active, since our last. Room on the berth has been in light supply and rates have been well supported. Vessels on charter have been offered more freely especially for the Petroleum trade, and on rather easier terms. Recent arrivals added considerably to the available supply of tonnage.

At the Live Stock Markets, Beeves have been in fair request at from 9¼@14¼ cts. Veals in moderate demand and quoted heavy at 7@11 cts.; Sheep at from 5⅝@8⅝cts.; Swine at 6¼@6¾ cts. per lb., all live weight. The week's receipts were 8,687 Beeves, 1,280 Veal Calves, 13,704 Sheep and Lambs, and 30,840 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Western Pacific R. R. bonds, 94¾; Cedar Falls and Minnesota 1st, mort., 82; Ohio and Miss. 7s, consol., 92; Boston, Hartford and Erie 1st mort., 38½; Lafayette, Bloomington and Mississippi 1st mort, 86; Toledo, Peoria and Warsaw 1st mort., E. D., 91; do. W. D., 88; Buffalo, New York and Erie 1st mort., 95; Albany and Susq. R. R., 93½; do. 2d mort., 96½; Long Dock bonds, 95½; Buffalo and Erie 7s, new, 95; Louisville and Nashville 7s, consol., 1898, 91⅛; Mil. and St. Paul 1st mort., La C. div., 89½; do. 7s, Iowa div., 86; Gt. Western 1st mort. 1888, 94; Clev., Col., Cin. and Ind. 1st mort., 103; North Missouri 1st, mort., 91; St. Louis and Iron Mt. 1st mort., 95; Clev., Paines. and Ash. 7s, new, 97; Central of New Jersey 1st mort. new, 104; Pacific R.R. 7s, guar., by Mo., 97; New Jersey Southern R. R., 32; do. 1st mort., 75; Atlantic and Pacific pref., 25½; Chicago and Alton scrip, 97; Pacific R. R., of Mo., 52; do. 2d mort., 79½; Burlington, Cedar Rapids and Minnesota 1st mort., 89½; Nashville and Decatur 1st mort., 88½; Western Union Tel., 83⅝; do. 7s, 100; Quicksilver pref., 50; Consol. Coal of Md., 55¼; American Coal, 50; Maryland Coal, 25; Cumberland Coal and Iron, 96; New Central Coal, 45¾; Spring Mt. Coal, 61; Am. Mer. Union Exp., 68½; U. S. Exp., 75; Adams Exp., 93¾; Wells-Fargo Exp., 83; Mariposa L. and M., 14; Atlantic M. S. S. Co., 3; N. Y. State 6s, 1873, 105½; do. 7s, B. L., reg., 106½; Georgia 7s, 89; South Carolina 6s, new, Jan. and July, 17½; do. Apl. and Oct., 22; Arkansas 6s, fund act, 39; North Carolina 6s, special tax, 13; Brooklyn 6s, W. L., 94.

Philadelphia.—Pennsylvania R. R. allotment, 54½; Nesquehoning R. R., 54; Catawisa pref., 33; do. 7s, new, 101; Philadelphia and Reading Gen'l mort. 7s, reg., 103¾; do. coupon, 102; do. 7s, new conv., 105; Harrisburg and Lancaster R. R. 6s, 92; Warren and Franklin 1st mort. 7s, 82½; Lehigh Nav. conv. gold loan, 90¾; West Jersey R. R. 6s, 95¼; do. 7s, 104½; Lehigh Valley 7s, new, 104; Pittsburg, Cincinnati and St. Louis 7s, 75; Allegheny Valley 7 3-10s, 91½; Pennsylvania and New York 7s, 97; Pittsburg City 5s, 72⅞; Pennsylvania State 5s, 1877, 101. The latest quotations are: City 6s, 97@97; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 100@102; do. 2d series, 107½@107¾; do. 3d series, 108¾@109; Philadelphia and Reading 57½@57⅝; do. Gen'l mort. 7s, coup., 101½@101⅞; do. reg., 103½@104; do. mort. 6s, 1880, 94@—; do. 7s, new, conv., 104¾@105; United New Jersey R. R. and Canal Co., 119½@119¾; Camden and Amboy mort. 6s, 1889, 96@96¼; do. 1883, 90@91; do. 1889, 88@89; Pennsylvania R. R., 56⅞@57; do. allotment, 54@54½; do. 1st mort., 99¾@100; do. 2d mort., 96@98; do. General mort. coupon, 91@91½; do. reg., 93¼@93¾; Little Schuylkill R. R., 46½@47; Morris Canal, 50@50; do. pref., 122@123; do. 6s, 92@97; Susquehanna Canal, 7@10; do. 6s, 73@75; Schuylkill Nav., 7@7½; do. pref., 13¾@14⅛; do. 6s, 1882, 74@74¾; do. 1872, 79@79; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 95@—; do. 5s, 59@61¼; Lehigh Coal and Navigation, 37½@37⅞; do. 6s, 1884, 86½@87; do. R. R. Loan, 99¾@93¾; do. Gold Loan, 90½@90⅝; North Pennsylvania, 45@46½; do. 6s, 95@96½; do., 7s, 97@98; do. Chattle 10s, 105@—; Philadelphia and Erie, 25½@26¼; do. 6s, 91@91½; Minehill, 51½@51⅞; Catawissa, 20½@21¾; do. pref. 44@44¾; do. new pref., 32¾@33½; do. 7s, 1900, 100@101¼; Lehigh Valley, 59⅝@59¾; do. 6s, new coupon, 96½@98; do. reg., 97@98½; do. 7s, 103@104; Fifth and Sixth streets, (horse,) 51@51½; Second and Third, —@58¾; Thirteenth and Fifteenth, 18@23; Spruce and Pine, 31½@32, Green and Coates, 49@50; Chestnut and Walnut, 59@60; Hestonville, 18¾@19; Union, —@73; Germantown, 80@—.

Boston.—Chicago, Burlington and Quincy 7s, new, 93½; do. Rights, 5 50; do. bond rights, 23; Eastern R. R. 7s, 1882, 100¾; Atchinson, Topeka and Santa Fe R. R., 24; do. 1st mort. 7s, gold, 74¼; Old Colony R. R. 6s, 1879, 97; Cedar Rapids and Missouri 7s, 1916, 87¼; Boston, Concord and Montreal 6s, 1889, 93; Burlington and Missouri R.R. in Iowa, 110½; do. 8s in Nebraska, old, 100½; Vermont Central and Vermont and Canada, 8s, 1875, 76; Little Rock and Ft. Smith 7s, L. G., 25¼; Vermont Central 2d mort., 9⅞; Housatonic R.R. pref., 110; Summit Branch, 42; Rutland R. R., 9¾; do. pref., 40; do. scrip No. 8, 88; Connecticut and Passumpsic Rivers R. R.,

pref., 89; Cincinnati, Sandusky and Cleveland R. R., 18; do. pref., 35¾; do. 6s, 1900, 77⅞; Boston and Lowell R. R., new, 109¼; Portsmouth, Gt. Falls and Conway R. R., 95; do. 7s, guar., 98⅞; Prov. and Wor. R. R., 142¾; Norwich and Worcester R. R., 127½; Eastern (N. H.) R. R., 101; Massawippi Valley R. R., 84⅝; Cary Imp., 13½; Boston Land, 7⅜; East Boston Co., 20; Boston Water Power, 37; Waverly Land, 4½; Michigan Central R. R scrip, 104½; New Hampshire 6s, 1902, 98; Massachusetts 5s, 1894, gold, 99⅞; do. reg., 98; do. 6s, 1874, gold, reg., 112¾; do. 1876, gold, 110; Maine 6s, 1889, 98⅞; Hartford 6s, 1879, 94; Chicago 7s, 1895, 98¼; do. 1891, 94¼; St. Louis 6s, 1888, 89¾; Bath 6s, 1891, 89¼; Boston 6s, 1875, currency, ind., 98¾; Providence 5s, 1900, gold, 95½; Portland 6s, 1887, 95; Charlestown 6s, 1891, 94¾; Allouez Mining Co., 20⅛; Calumet and Hecla, 153½; Dana, 1; Eagle River, 1⅜; Humboldt, 1⅞; International Silver, 1; Mesnard, 2⅝; Rockland, 2⅝; Ridge, 10¼; St. Clair, 3; Shuniah Silver, 1½.

Baltimore.—Northern Central 6s, 1900, gold, 91; Central Ohio 1st mort., 86; Orange, Alex. and Manasses 7s, 81; Orange and Alexandria 4th mort. 8s, 80½; Virginia Consols, coupons, 80½; do. peelers, 52; Atlantic Coal, 2.25. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80½@82; Pittsburg and Connellsville 7s, 1898, 92½@92¾; Baltimore and Ohio, 178½@178⅝; do., 6s, 1875, 97¾@98; do., 1880, —@96; do., 1885, 95@—; Parkersburg Branch, 11@—; Northern Central, 37½@38; do. 6s, 1885, 91½@92½; do., 1900, 86@87; do., 6s, 1900 gold, 91⅛@91¼; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 99¼@99¼; do., 2d mort., 7s, 90¾@91¼; do., 3d mort., 8s, 83@84; Central Ohio, 41¼@43; do. pref., 42@43; do. 1st mort., 86@86¼; Western Md. 1st mort. 6s 1890, —@92; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 96@97; do. 2d mort pref., 79@83; do., 2d mort. guar. by Washington Co., 79@83¾; Richmond and Danville 1st mort., 77½@78½; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort. 6s, 86@—; do., 3d mort. 8s, 91@96; do., 4th mort. 8s, 80¼@80½; Orange, Alex. and Manassas 7s, 80½@81¼; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@80; do. 8s, 3d mort., 87¼@88½; Baltimore 6s, 1875, 99¾@99⅞; do., 1884, 98½@99; do. 1886, 98@98½; do., 1890, 97@97¼; do., 1893, 97@97; do. 1893, exempt, 99¾@100; do., 1900, exempt, 96@97½; do. 1900, new, 98@98⅜; do. 1902, 98@99¼; Memphis City 6s, 57@59⅛; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 40@45; do. coupons old, 39@41; do. consol. 6s, 52@53¾; do. reg. 51@53; do. coupons, 80¼@—; West Virginia, 14@15; City Passenger R. R., —@21¾; George's Creek Coal, 118@124.

☞ The name of Fairbanks is identified with the weighing of the world. In 1830 a Scale manufactory was established at St. Johnsbury, Vt. From small beginnings, their business has increased till their factories cover acres of ground and upwards of 600 men are constantly employed. At first their orders were confined to this country alone, but to-day the whole world is weighed in the Fairbanks Balance.

Office of Fisk & Hatch,
No. 5 Nassau-st., New York, Mar. 31, 1873.

The Six per cent Gold Bonds of the Chesapeake and Ohio Railroad Company, being secured by a First Mortgage on a completed Road—which is one of the great East and West Trunk Lines, commanding a large through business, and which, from the immense Mineral, Agricultural, and other valuable resources of the country it traverses, is assured of a very remunerative local traffic—are among the most substantial and satisfactory investment securities in the market; and, at the present price, 87½ and accrued interest, yield a liberal rate of interest on their cost.

They are in denominations of $100, $500, and $1,000, coupon and registered; interest payable May and November; principal and interest in gold coin in New York.

We also buy and sell at current market rates, the Western Pacific Six Per Cent Gold Bonds originally negotiated by us, and now quoted at the Stock Exchange, and widely known as favorite securities in the principal money markets. Coupon bonds of $1,000; interest payable January and July; principal and interest payable in gold in New York. Price to-day is 94¾@95.

We buy and sell Government and Central Pacific Bonds, receive deposits, on which we allow interest, make collections, and do a general banking business.

FISK & HATCH.

Pittsburgh, Ft. Wayne and Chicago Railway.

The annual meeting of the stockholders of this company was held in Pittsburgh on the 19th ult. After the organization of the meeting, the President submitted a verbal report in which he stated that among the most important matters transpiring during the year was the decision of the Supreme Court of Ohio in what was known as the *quo warranto* case, which was brought for the purpose of compelling the company to show by what authority they exercised the rights of a corporation in that State. The decision was adverse to the interests of the company in some particulars and decidedly favorable in others. It was adverse because it decided that the company was not a corporation of Ohio, but a foreign company. The favorable part of the decision was that the Court held that it could enjoy all the rights accorded to other corporations in the State, subject to provisions of the law.

Passing from this point the President stated that under the authority given by a resolution that "Betterment Bonds" to the aggregate of $2,000,000 had been issued to the lessees to reimburse them for repairs and for bettering the condition of the road. The lessees asked for authority to spend $2,000,000 additional for adding to the rolling stock of all kinds, enlarging the shops, purchasing new tools, and making extensive repairs, etc., and the Board had asked for it. It was not expected that all the improvements and additions would be made during the present year, but they would be by the close of the ensuing year.

The lessees report that the aggregate net earnings for the year of the road, exclusive of the two branches reached $9,839,000, and the total, including the two branches were $10,336,000, or five times as much the General stated, as he ever expected they would reach when he assumed charge of the consolidated roads in 1856. The rents and interest have been paid promptly by the lessees.

The President stated that another very important question had been raised since the decision of the Supreme Court of Ohio, previously referred to, had been rendered. It was whether under that decision the Ohio stockholders would be compelled to list their stock in that State for taxation. If they were, it would force the stockholders to relinquish their stock, which would be alike prejudicial to their interest and a loss to the State. Legal gentlemen had been consulted, and the opinion expressed by them was that the affirmative view of the question was untenable. The State would tax the property of the company as heretofore, and if the stockholders were compelled to pay taxes on their stock they would be paying twice on the same property. He thought, therefore that the Ohio stockholders would not be required to list their stock in that State.

Better progress had been made in bringing the legal business of the company, pending at the time of the lease, to a termination. Two or three suits had been closed, but as many new ones, some more important than those concluded, had been terminated.

There had been paid during the year, of old debts, a little less than $150,000, the main item of which sum was the amount due the Cleveland and Pittsburgh road on a contract for a division of receipts.

The President then referred to the effect of the past winter on railroads and machinery, and remarked that the past four months were the most severe ever experienced since railroads were first operated in this country. The Pittsburgh, Fort Wayne and Chicago Railway had met the fate of other roads, the track having been injured and the machinery impaired. The lessees promise that as soon as the weather will permit the track will be put in first-class condition and the machinery restored.

Reference was then made to the extraordinarily large amount of business which had been and is being thrown upon railroads, the necessity of providing additional facilities in the way of tracks, sidings and equipment in order to accommodate the business offered. The lessees of the road recognizing this necessity had asked authority to construct a double track along the entire length of the road. The request had not yet been acted upon by the Board, but would be at an early day.

The President concluded by stating that the points referred to embrace all that would be alluded to in the written report, although they would be given more in detail.

After the report had been submitted, a resolution was adopted that the election of three directors be proceeded with. The election was by ballot, and resulted in the selection of the following gentlemen, who will serve for the ensuing four year: Wm. B. Ogden of Chicago; Jesse L. Williams, Fort Wayne; Louis H. Meyer, New York.

General Geo. W. Cass was continued as President, and F. M. Hutchinson, Esq., as Secretary and Treasurer of the company.

The meeting then adjourned.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY OF FOR INJURY TO A SERVANT, RECEIVED THROUGH NEGLIGENCE OF A FELLOW SERVANT.

The facts of the recent case of Chicago and Alton Railroad Company *vs.* Murphy, (53 Ill. 336), are fully and clearly stated in the following opinion by—

LAWRENCE, J.—This is an action brought by the appellee, as administratrix of James Murphy, deceased, against the appellants for wrongfully causing the death of said Murphy, who was at the time in appellant's service. There is no dispute in regard to the facts. The deceased was one of several workmen, under the immediate charge of one Hill, as foreman, whose duty consisted in examining all trains on their arrival at the railway station in Bloomington, and making all needed repairs. He and a fellow laborer had been engaged in "jacking up," and repairing a car in a freight train, and having finished his work had started for the shop where they kept their tools, when, in passing down between the rails of the main track, he was overtaken and struck by a switch engine, and so injured that he soon after died. The switch engine was constantly engaged on the station grounds, and although under the immediate control of the yard master, it was used for whatever purpose it might be required, and among others, for switching such car or cars as were to undergo repairs by Hill's men. In that way it was more or less connected with the work in which deceased was engaged, and the engineer managing this engine and the men of Hill's "repair gang," as it was called, were strictly fellow servants of a common master, having different functions, it is true, but engaged in the same general department, to wit: the doing of the needed work upon the depot grounds for the purpose of despatching the various trains. If a car in a train which had just arrived, was found to need repairs, Hill would advise the yard master, and the latter would have the switch engine place the car in such a position in the yard as he might think proper, when Hill's men would make the necessary repairs.

Under the circumstances, we are wholly unable to hold, as insisted by council for appellee, that the deceased and the engineer were not fellow servants in such a sense as to subject them to the well established rule exempting the common master from liability in cases of this character. Admitting, as we do, the carelessness of the engineer upon the switch engine, in neglecting either to ring the bell or blow the whistle, and waiving the question as to whether the deceased was not chargeable with equal negligence, we are clearly of opinion that this case can not in principle, be distinguished from the former cases decided by this court, in which we held, under an analogous state of facts, that no recovery could be had. It is true, we said in Chicago, and Alton R. R. Co. *vs.* Keefe, 47 Ill., 108, that the duties of an employee of a railway company might be so entirely distinct from all occupation upon its trains, as to leave him at liberty to pursue the usual legal remedies for injuries received while a passenger, and we instanced the case of a book-keeper in a railway office, injured upon a train through the carelessness of the engineer. We have no wish to modify what was there said, and we have shown in the opinion pronounced in the case of Labor *vs.* The Chicago, Burlington and Quincy R. R. Co., 51 Ill., 401, that we are not disposed to extend the exemption from liability claimed by railway companies under this rule where one employee has been injured by the negligence of another. In the last named case, we held the company liable on the ground that the plaintiff had been employed to do work only ordinarily hazardous, and had been required to perform other work, for which he was not engaged, and which was extra hazardous. But there is nothing in either of those opinions which would make the appellants in this case chargeable with damages; and to hold the company liable, would be to disregard the almost uniform current of authorities, both in the American and English Courts. It is, of course, not easy to define who are to be considered fellow-servants, in the sense of this rule, with such perfect accuracy that doubtful cases will not occur; but in our opinion the principle announced in one of the instructions asked by the defendant, is correct. That instruction was as follows:

"If the jury believe, from the evidence, that both the deceased and the engine driver, at the time deceased was injured, were in the employment of the railroad company, and that their ordinary occupations in such service bore such relations to each other, that the careless or negligent conduct of the engine driver endangered the safety of the deceased, then such danger was incident to the employment of the deceased, and the plaintiff cannot recover in this case."

This instruction was refused, perhaps because the court considered its substance was embodied in one of those given for defendant, but in that event the court should have set aside the verdict as against the instructions. When the ordinary duties and occupations of the servants of a common master are such that one is necessarily exposed to hazard by the carelessness of another they must be supposed to have voluntarily taken the risks of such possible carelessness when they entered the service, and must be regarded as fellow servants, within the meaning of this rule. The fact that the engine driver received his orders from the yard-master, and the deceased received his from the foreman of the repair gang, we can not consider material in this case. They were still the fellow servants of a common master working in the same place, to subserve the same interests, and with their occupations so related to each other that the safety of the deceased necessarily depended to a greater or less extent upon the care of the engine driver, and this he must have known when he entered the service.

We do not deem it necessary to dwell further on this case; but besides the cases heretofore decided by this court we refer to the following authorities, cited by counsel for appellants, as fully sustaining the views here expressed. Lovegrove *vs.* London, Brighton and South Coast Railway Company, 111 E. C. L., 699. Morgan *vs.* Vale of Neath Railway Company, Law Reports, Q. B., vol 1. p. 149. Tunney *vs.* Midland Railway Company, Law Reports, C. P., vol. 1, p. 291.

A new trial should have been granted by the court. The judgment must be reversed and the case remanded.

Judgment reversed.

Boston, Hartford and Erie Railroad.

The Boston *Advertiser* gives the following view of the effect of Judge Shepley's decision in the United States Circuit Court in the Boston, Hartford and Erie Railroad litigation:

It is now only a few weeks since the bill in equity of the Erie Railway Company was filed in the Circuit Court for the District of Massachusetts. The substantial purpose sought in that bill was to establish a lien in favor of the complainants upon the franchise and assets of the Boston, Hartford and Erie Company, which lien was claimed to be paramount to, or at least concurrent with, the lien created by the Berdell mortgage in favor of the bondholders. As a subordinate or preliminary step to procuring the main relief sought, an application was made for an injunction to be granted against the trustees under the mortgage, and against the assignees in bankruptcy.

The complainants were especially anxious to prevent the formation of the new corporation by the bondholders, which, unless thus stayed by an order of court was known to be imminent. They asked, therefore, that the trustees should be enjoined from advancing further in the process of foreclosure by summoning a meeting for this purpose. This was the chief object which they had in view. It was also a part of their prayer that the assignees should be enjoined from selling the equity of redemption. But this was a point of much less importance. The main purpose was gained if the organization of the company could be interrupted.

The hearing and the opinion of the court bore upon this application only. The respondents insisted as their first point, that the court had no jurisdiction in the premises. Upon this, however, the court overruled them. But having asserted his power, it remained for the judge to decide whether or not the complainants had shown such a state of affairs that he ought to exercise it for the purpose of preventing or delaying the foreclosure. But he failed to see that the lien of the complainants, if in fact it had any existence, could be in any way affected by the expiration of the time for the completion of the foreclosure, and the formation of the new corporation. Upon this substantial ground he rested his refusal to grant the injunction prayed for against the trustees. There was no necessity for it; it could achieve nothing.

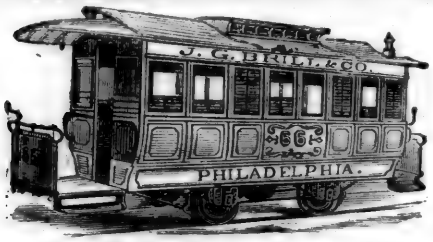
The injunction sought against the assignees was denied on the ground that the request was not properly before the court.

The position in which matters are left is therefore simply this: The bill of the Erie Railway seeking to establish the lien as against the Berdell bondholders is still pending. The question whether or not such a lien exists has not been brought before the court, and of course has not been the subject of any expression of judicial opinion. This litigation remains to be pursued in the future. The bondholders are now free to form the new corporation according to the terms of the mortgage, and to supersede the trustees in operating the road. This they will do forthwith. Had the court granted instead of denied the motion for an injunction, the new company could not have been formed, at least for an indefinite period, and the trustees would have continued to exercise their present functions. This is in substance the whole meaning and effect of the decision. The new company may be formed and may take possession of the franchise and assets. Meantime the Erie Railway may continue to urge its claims set forth in its bill. If it shall ultimately establish its lien upon the corporate property, it can enforce that lien against the new company as effectually as it could have enforced it against the trustees, as effectually against the purchasers of the equity of redemption as against the assignees in bankruptcy who now hold that equity.

☞ From a statement lately published by the Italian Minister of Public Works, it appears that the total length of railways open in Italy at the

end of 1871 was 6,398 (about 4,000 miles) chilometri, and at the end of 1872, 6,753, showing an increase of 355 chilometri, of which 118 were Ligurian, 20 Calabresi, 18 Meridionale, 62 Romane, 35 Alta Italia, and 102 Sardinian.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 22, at 273,214 tons, and for the coal year at 3,071,201 tons, against 3,045,994 tons to corresponding time last year, being an increase of 55,307 tons. The bituminous tonnage for the week is 39,599 tons, and for the year 347,417 tons, giving a total of all kinds for the week of 312 813 tons, and for the year 3,418,618, being an increase as against production to same time last year of 105,-881 tons.



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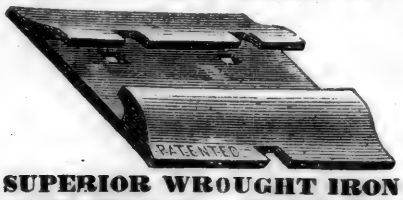
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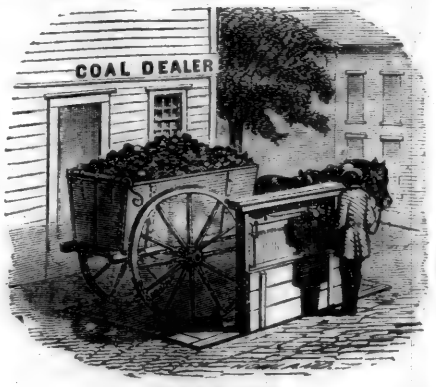
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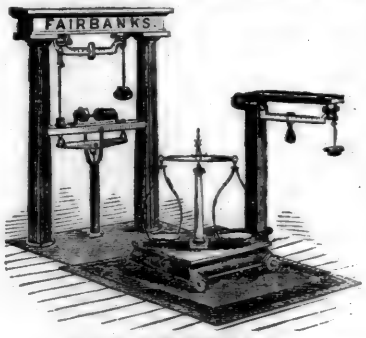


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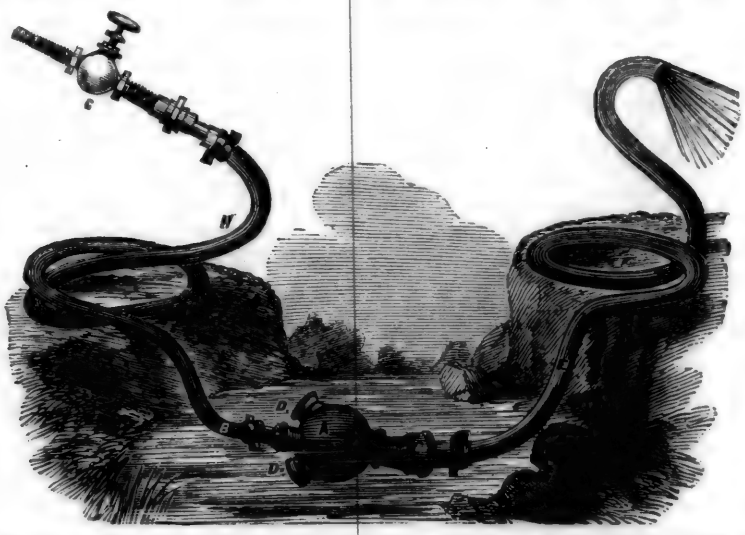
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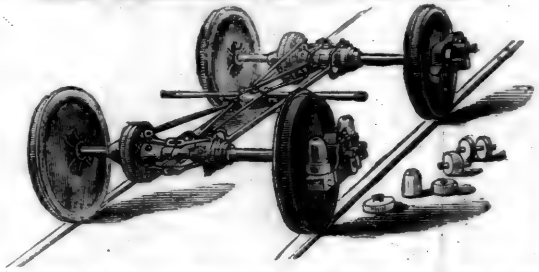
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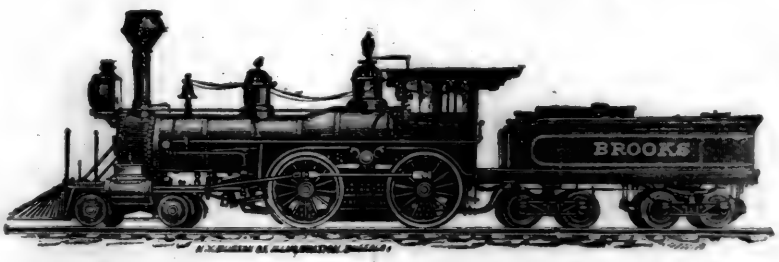
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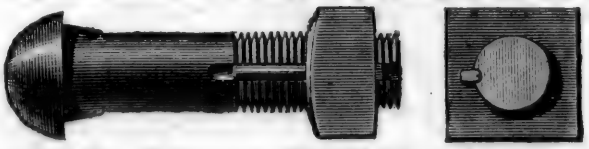
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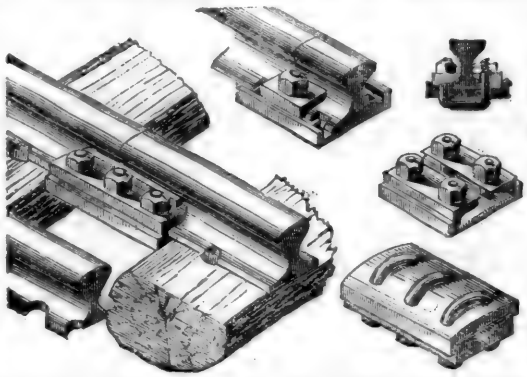
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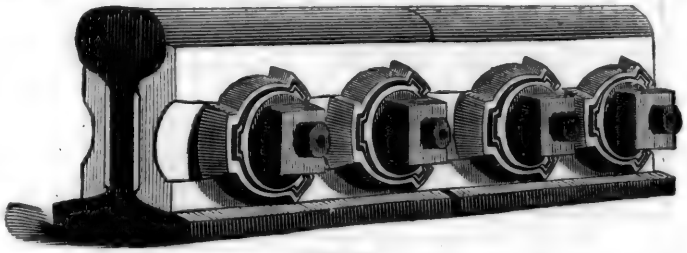
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That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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SECOND QUARTO SERIES, VOL. XXIX., No. 15.] SATURDAY, APRIL 12, 1873. [WHOLE No. 1,929, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, April 12, 1873.

Copper Mining Statistics.

Operations in copper mining began in the Lake Superior copper region in 1845. Since that time, as nearly as can be ascertained, something like one hundred and fifteen companies have been organized, and upon the shares of these have been assessments aggregating over $17,000,000. The mine upon which the largest amount of assessments has been levied is the Isle Royale, whose shareholders have paid in $910,000. Next to them in amount of expenditure comes the Phœnix, which, in its present condition, represents $820,000 of outlay. The mine which figures lowest in the matter of expenditure is the Sharon, whose proprietors have made a permanent investment amounting to only two thousand dollars. During the year 1872, only three companies levied assessments, the Allouez, Petherick, and St. Clair, amounting in all to $190,000, and but eight companies paid dividends, viz.: Calumet and Hecla, Quincy, Pittsburgh and Boston, Central, Minnesota, Franklin, Pewabic, and National. The aggregate of these was $3,390,000, leaving a net return from the mines last year of $3,200,000. Of this, $2,750,000 came from Calumet and Hecla. During the eighteen years which have elapsed since mining in the Lake Superior region first begun, the aggregate of all dividends paid is $11,910,000, which, taken from the $17,000,000 of assessments, shows a balance of over $10,000,000 against the mining region.

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Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

☞ The earnings of the Union Pacific Railroad for February, 1873, were $491,783 55, the expenses $289,266 22, and the net earnings $202,517 33. In February, 1872, the earnings were $534,115 09, the expenses, $392,354 05, and the net earnings $141,761 04—showing a decrease in earnings of $42,331 54, with a decrease in expenses of $103,087 83, making the increase in net earnings $60,756 29. From January 1 to February 28, 1873, the earnings were $1,015,758 41, the expenses $640,883 42, and the net earnings $374,924 99—showing an increase in gross earnings compared with 1872 of $207,707 24, and an increase in net earnings of $338,969 63.

☞ The Boston and Maine Railroad car shops, at Lawrence, Mass., are turning out some elegant parlor cars, which are to be used on the main line of that road, besides 18 fine passenger cars. Two new cars—an express and a smoking car—were taken from the shops a few days since. The

latter is of the monitor pattern, handsomely finished in mahogany and burl ash, and gilt mouldings. The trimmings are in bronze, and the ventilators are of the Howard Brothers' patent. Buntin's patent seats, handsomely upholstered, add much to the beauty of the car. It is fitted with the Miller platform and the Westinghouse brake, and, as a specimen of car-building, is a great credit to the company's shops. The company is now fitting the Miller platform to all its passenger cars.

Louisville and Nashville Railroad.

The following is a condensed statement of the earnings of the Main Stem and Branches for the year ending June 30, 1872:

	Memphis Branch.	Knoxville Branch.	Main Stem.
Passengers	$104 665 16	$93,614 64	$707,449 29
Freight	180,683 01	193,317 05	1,615,268 64
Express	10,033 09	10,599 31	78,957 23
Mail	7,650 01	5,494 93	32,655 02
Miscellane's.	219 95	857 31	104,183 10

Total Main Stem	$2,538,513 28
" Knoxville Branch	393,883 24
" Memphis Branch	303,251 22
" Bardstown Branch	20,757 93
" Richmond Branch	33,662 42
Total Main Stem and Branches, viz:	
From passengers	$929,953 41
" freight	2,015,265 41
" express	101,207 32
" mail	48,029 94
" miscellaneous	105,612 01
	$3,200,068 09
" earnings of steamer	9,776 44
Total earnings	$3,209,844 53
Total running expenses, viz:	
Repairs of road	$405,858 41
" bridges	44,743 08
" structures	42,152 98
" cars	96,891 12
" engines	110,192 57
Transportation	696,468 58
Motive power	181,945 57
Fuel account	223,614 30
Oil and waste account	25,102 91
Water supply	18,180 19
General expense	68,950 64
Improvement	5,632 67
Salary account	36,671 67
Watchman account	9,938 34
Insurance	1,256 12
Internal revenue tax	19,214 50
Revenue stamps	61 00
	$1,986 874 63
Expenses of steamer	10,250 89
	1,997,125 57
Net earnings	$1,212,718 96
Add balance from previous year	241,398 54
Sundry credits during the year	188,713 95
Improvement account of 1869-'70 & 1870-'71, charged to profit & loss per reports 1869-'70 & 1870-'71	1,154,758 55
	$2,797,590 00
From which deduct—	
Interest account	$266,982 10
Discount account	19,158 11
Dividend No. 18	269,313 00
Dividend No. 19	359,228 00
Sundry charges	109,496 01
	1,024,177 22
Balance to credit June 30, 1872	$1,773,412 78

The following is a comparative statement of the earnings of the Main Stem and Branches during the years—

	1870-'71.	1871-'72.
Gross earnings	$3,153,006 90	$3,200,068 09
Operating expenses	2,098,371 34	1,986,874 68
Net earnings	$1,054,635 56	$1,213,193 41

This shows an increase in gross earnings of $47,061 19; with a decrease in expenses of $111,196 66—making an increase in net earnings of $158,557 85. The balance to credit of profit and loss is $1,773,412 78, against $241,398 54, at the close of the preceding year—an increase of $1,532,014 24. The president in his report says:

In 1867 the board by resolution closed the construction account. During the past three years large expenditures have been made for additional rolling stock, machine shops, depot grounds, and steel rails, adding largely to the value of your property chargeable to "cost of the road." The traffic of the road, having grown to an extent not contemplated by its original projectors, made these large expenditures absolutely necessary. The board has by resolution re opened the construction account and debited the cost of the road with these various amounts.

The cost of the road, per last report, was		$13,964,388 27
Improvement account of 1869-'70.	593,107 09	
Improvement account of 1870-'71.	561,651 46	
Charged to construction, 1871-'72.	541,263 11	
Memphis, Clarksville and Louisville Railroad	1,599,774 39	
Showing the total cost of the road to this date		$17,260,184 32
Add to this the cost of Memphis and Ohio Railroad	3,162,667 80	
Other resources after deducting liabilities	2,575,263 32	
Showing the total cost of the property of the company		$22,998,115 44

The actual value of the Memphis and Ohio and Memphis, Clarksville and Louisville Railroads may fairly be estimated as worth $2,000,000 more than they cost this company, making the total value of the company's property $25,000,000, while the liabilities in stock and bonds (the only liabilities), are only $21,224,702 66.

The Memphis, Clarksville and Louisville Railroad has been purchased from the State of Tennessee and operated as a branch of this company since October 1, 1871. The three months prior to that date it was operated under the former contract with the Receiver of the State of Tennessee.

The expenses for the three months closing the operation under the contract with the receiver were	$145,264 52
The earnings for the same period were	119,887 68
Showing an excess of expenditures of	$25,376 84
The earnings for the nine months as the property of this company were	$385,471 10
Expenses same time	351,575 55
Showing an excess of earnings of	$33,895 55
But this does not include the interest on the cost of the road, amounting to	74,128 57
Which would show a deficit of	$40,233 02

The excess of expenditures is due to the large amount for new bridges, machine shops, and depot grounds. The road is in first-class condition, and the expenses will be largely reduced the coming year.

The Memphis and Ohio Railroad is being run under the same arrangement as last year, but it is proposed at an early day to carry into effect the contract for its consolidation.

The gross earnings for the year were		$938,576 68
Running expenses	$697 821 35	
Interest account	242,487 38	
	940,308 73	
Showing a deficit of		$1,732 05

The total earnings of the lines operated by this company were:

Louisville & Nashville & Branches	$3,290,844 53
Memphis, Clarksville and Louisville, 12 months	505,358 78
Memphis and Ohio	938,576 68
Total earnings	$4 653,772 99
Expenses Louisville and Nashville and Branches	1,997.125 57
Interest, do	296,982 19
Dividends, do	628,541 00
Expenses Memphis, Clarksville & Louisville, 12 months	496 840 07
Interest do. 9 months.	74,128 57
Expenses Memphis & Ohio	697,821 35
Interest do	242,487 38
	4 403,926 04
Showing a profit of	$249,853 95
The bonded debt since June 30, 1871, as per last report, was	$8,752,000
Consolidated Mortgage Bonds issued during the year	240,000
	$8,992,000
Redeemed Main Stem Mortgage Bonds	$175,000
Redeemed Memphis Branch Mortgage Bonds	40,000
Paid to sinking fund in consolidated mortgage bonds	33,000
	248,000
Total bonded debt June 30, 1872	$8,744,000
In this sum is included City of Louisville bonds without mortgage	849,000
Making the total debt for which the road is mortgaged	$7,895,000
Memphis and Ohio Railroad Bonds, mortgage on that road	3,500 000
Total mortgage on all	$11,395,000

During the year seven per cent cash dividend on the capital stock has been paid.

The report of the vice-president and general superintendent for the past year shows an increase of gross earnings on all the lines operated by this company of 1.49 per cent; decrease of operating expenses of 2.52 per cent; and an increase of net earnings of 14.97 per cent.

This company took possession July 1, 1872, of the Nashville and Decatur Railroad, which will be run under lease. This will give a direct line to Montgomery (when the South and North Road is opened) of four hundred and ninety miles.

During the past four years this company has added to its lines, by purchase, lease, and controlling interest, the following roads in Tennessee and Alabama:

Memphis, Clarksville & Louisville R. R.	83 miles.
Memphis and Ohio Railroad	130 "
Nashville and Decatur Railroad	122 "
South and North Alabama Railroad	183 "
Total added	518 miles.

This has been accomplished without tax to our stockholders or contributions from cities or counties. On and after October 1, 1872, the company will operate nine hundred and twenty miles of road. With new and improved connections in every direction, now completed and soon to be completed by judicious and faithful management on the part of your officers, the revenues of the company should continue to increase, and by the extension of our lines the country should be developed, and the trade of Louisville, Nashville, Memphis, and the other cities and towns upon the line of the road should be largely increased.

The Louisville and Nashville Railroad is in its infancy, and requires liberal and judicious management to make it what it should be. At no very distant period we may hope for direct con-

nections, via Virginia and Tennessee roads, with the Atlantic ports by the extension of our Lebanon Branch; also with the Mexican Gulf ports via Montgomery; and the Pacific ports via Memphis, Little Rock, and Shreveport, there connecting with the Texas Pacific, about to be built under the auspices of Colonel Thomas A. Scott.

Seventeen consecutive semi-annual cash dividends have been paid to the stockholders. The property of the company is in good condition, and has increased largely in value by additions made.

Our depot accommodations and offices are inadequate to our wants, and should be increased and improved.

The Board acknowledges their high appreciation of the skill and fidelity of the officers, and the employees generally for their efficient services.

Statement showing cost, resources, and liabilities of Main Stem and Branches, exclusive of Lebanon Branch Extension, for the fiscal year ending June 30, 1872:

Total cost of road to June 30, 1872.		$14,198,238 50
Resources:		
Due from transportation department	$355,444 34	
Lebanon Branch extension south of Lebanon	2,644,342 27	
Cumberland Gap survey	6,526 02	
Sundry railroad and State bonds	2,019,037 10	
Louisville Bridge Co. stock	471,496 00	
Sundry railroad st'ck	949,305 50	
South and North Alabama Railroad Co.	1,096,961 49	
Due from sundry railroads and persons on note and acc'unt	360,188 17	
Real estate, timber & quarry land	39,704 24	
Memphis and Ohio R. R. Co	2,216,091 24	
Memphis and Ohio R. R.bonds & coupons	715,804 07	
Memphis and Ohio R. R. stock	200,772 49	
Shop and fuel stock	534,610 87	
Cash	67,283 42	
		11,707,567 22
		$25,905,805 72
Liabilities:		
Capital stock		$8,980,702 66
Bills payable	$2,067,807 36	
Due sundry persons on account	329,093 86	
Bills and pay-rolls for June	355,755 33	
Back interest account	46,882 05	
Back dividends up to and including Jan., 1872, uncalled for.	169,923 68	
July, 1872, dividend, due August 1st	359,228 00	
		11,328,690 28
Consolidated mort	$6,126,000 00	
First mortgage bonds Memphis and Ohio Railroad Company.	3,500,000 00	
First mortgage bonds Main Stem	979,000 00	
First mortgage bonds Memphis Branch	144,000 00	
City of Louisville b'ds to Lebanon Branch	225,000 00	
City of Louisville b'ds to Main Stem (no mortgage)	849,000 00	
		11,823,000 00
Profit and loss account		1,773,412 78
		$25,905,805 72

Statement showing cost and liabilities of Lebanon Branch Extension for the fiscal year ending June 30, 1872:

Construction—total cost of road		$3,061,945 82
Coal and timber lands		3,615 05
		$3,065,560 87
Liabilities:		
Due Main Stem		$2,644,342 27
Due sundry persons		218 60
		$2,644,560 87
City of Louisville bonds borrowed	$333,000 00	
Mortgage bonds	88,000 00	
		421,000 00
		$3,065,560 87

Consolidated statement of Main Stem and Branches and Lebanon Branch Extension for the fiscal year ending June 30, 1872:

Total cost of road:		
Main Stem, B. B., L. B., R. B., M. B. and M., C. & L.		$14,198,238 50
Lebanon Branch Extension south of Lebanon		3,061,945 82
		$17,260,184 32
Resources:		
Main Stem	$9,063,224 95	
Lebanon Branch Ext.	3,615 05	
		9,066,840 00
		$26,327,024 32
Liabilities:		
Stock and stock liabilities, Main Stem		$8,980,702 66
Bills payable	$2,067,807 36	
Bills and pay-rolls for June and sundries, Main Stem	684,849 19	
Back interest acc'unt, Main Stem	46,882 05	
Back and July, 1872, dividends	529,151 68	
Sundry persons Lebanon Branch Ext.	218 60	
		3,328,908 88
Bonded debt:		
Main Stem	$8,323,000 00	
Memphis and Ohio Railroad Co	3,500 000 00	
Lebanon Branch Ext.	421 000 00	
		12,244,000 00
Profit and loss account		1,773,412 78
		$26,327,024 32

During August past five hundred thousand pounds sterling bonds of this company, secured by a mortgage upon the Memphis, Clarksville and Louisville Road (recently purchased of the State of Tennessee), having thirty years to run, and bearing six per cent. interest, were negotiated in London at eighty-eight per cent., netting the company in currency (after paying commissions and all other expenses) about ninety-six per cent, showing that the company has good credit upon the London Exchange, where the securities are daily quoted.

President.—H. D. Newcomb.

Vice President—Thos. J. Martin.

Directors.—For one year: Thos. J. Martin, W. H. Smith, Wm. M. Farrington. For two years: H. D. Newcomb, W. B. Caldwell, James Whitworth. For three years: B. F. Guthrie, Geo. H. Hutchings, P. J. Potter.

Secretary.—Willis Ranney.

Assistant Secretary.—A. M. Quarrier.

Vice Pres't and Gen'l Sup't.—Albert Fink.

Pork Packing in the West.

The Cincinnati *Price Current* publishes its annual statement of Pork Packing in the Western States, of which the following is a recapitulation:

	1872-73.	1871-72.
Ohio	885,827	834,163
Indiana	610,966	566,134
Illinois	1,834,611	1,620,375
Iowa	325,447	280,580
Missouri	894,334	693,949
Kansas	40 885	43,034
Wisconsin	324,072	334,410
Minnesota	24,550	21,000
Nebraska	20 110	12,890
Kentucky	332,456	342,662
Tennessee	29,300	40,180
Miscellaneous	77,756	42,281
Total	5,410,314	4,831,558
Increase in number at four large cities		317,899
Increase at other points		260,857
Aggregate increase		578,756
Per cent increase, four large cities		12.35
Per cent increase, at other points		11.55
Average per cent increase		11.98
Per cent increase, including aggregate gain in number and weight		14.34
At average weight of 1871-72, total equal to		5,524,521
Increase, at average weight of 1871 72, equal in number to		692,963

The average net weight of hogs and yield of all kinds of lard, and cost of hogs, is shown as follows:

	Average net weight.		Average yield all kinds Lard.		Av. cost p.100 lbs.
	1872-3.	1871-2.	1872 3.	1871-2.	1872 3.
Ohio	242.51	234.9	43.85	39.33	$4 82 59
Indiana	230.25	229.87	33.89	38.	4 43 96
Illinois	239.21	231.19	43.21	42.08	4 67.1
Iowa	229.55	230.16	37.44	41.71	4 41 29
Missouri	214.12	216.33	36.03	35.11	4 63.3
Kansas	244.18	224.5	37.50	40.17	4 01 1
Wisc'nsin	230.45	228.75	39.55	40.17	4 72.48
Minn	227.27	216.5	39.36	35.	4 81.
Nebraska	246.71	236.	39.70	52.67	3 70.
Kentucky	225.84	213.12	39.78	32 31	4 88.
Tennessee	207.11	209.	31 21	30.67	5 13.5
Miscel	237.94	239.87	38.95	45 56	4 94.2
Total	232.43	227.62	40.08	39.04	$4 65.88

The aggregate of pounds of net Hogs and Lard compare with last year as follows:

	1872-3.	1871-2.	Increase.
Hogs, lbs.	1,257,519,283	1,099,783,385	157,735,898
Lard, lbs.	216,845,385	188,603,317	28,242,068

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 29, at 315,925 tons, and for the coal year at 3,407,233 tons, against 3,356,700 tons to corresponding time last year, being an increase of 59,538 tons. The bituminous tonnage for the week is 41,820 tons, and for the year 379,236 tons, giving a total of all kinds for the week of 357,745 tons, and for the year 3,786,469, being an increase as against production to same time last year of 122,749 tons.

☞ The following gentlemen have been elected directors of the Panama Railroad Company for the ensuing year: S. L. M. Barlow, Edwards Pierrepont, T. B. Musgrave, A. B. Stockwell, J. M. Burke, G. G. Haven, C. A. Hotchkiss, A. Masterton, S. J. Harriot, H. W. Gray, L. S. Stockwell, C. A. Avery, F. W. G. Bellows. The officers are: President, Alden B. Stockwell; Vice-President, F. W. G. Bellows; Secretary, John Taylor; Treasurer, Henry Smith.

Northern Railway of Canada.

At the annual meeting of the proprietors of the Northern Railway of Canada, held in Toronto on the 8th ult., the report of the Canadian directors for the year ending December 31, 1872, was submitted as follows:

To the Proprietors of the Northern Railway of Canada:

The Canadian Directors have the honor to submit their report for the year ending 31st December, 1872, with the usual appendices in detailed explanation thereof; observing that in consequence of the absence in England, and on the business of the company, of the Managing Director, it seemed to be expedient to postpone the annual meeting until the present date.

The gross traffic receipts for the year have been $894,774 40 (£183 857 15s. 9d. stg.) as against $777,498 94 (£159,760 1s. 1d. stg) in 1871, showing an increase of 15.08 per cent. By reference to "Account No. 1," it will be seen that this increase has arisen in each important class of traffic, viz.: on the Passenger. Local and Through freight Accounts respectively.

The ordinary working expenses of the year have been $528,509 88 (£108,867 18s. 4d. stg.) as against $461,816 44 (£94,791 0s. 11d. stg.) in 1871, giving for 1872 a rate on the gross traffic receipts of 59.06 per cent as in comparison with 59.33 per cent in 1871, and showing a reduction of 0.27 per cent in the rate. Having regard to advances in the wages of labor, and in the price of most articles of railway supply, a rise in the rate of working expenses might have been expected, and would probably have occurred, but that the condition of the Permanent Way, the stock of rails on hand, and the expedient of local re-rolling, enabled the directors to avoid any large purchase of rails at the high price recently ruling; and although the larger the gross earnings, the lower the rate at which they may be earned, it may be prudent to anticipate some advance in future expenditure.

The expenditure upon necessary extensions and additions to works, buildings, rolling stock and general equipment, has amounted to $185,723 38 (£38,162 7s. 2d. stg.) as against $138,478 76 (£28,454 10s. 9d. stg.) in 1871. The details of this expenditure will be found to represent very important, although quite insufficient, additions to the traffic of the Line. The station buildings and wharves have been extended in number and capacity—upwards of 21 miles of new sidings have been laid down—five locomotive engines have been added to the stock—and 120 new cars of all classes (chiefly freight) have been placed on the line; and yet the executive is obliged to acknowledge that the equipment of the railway does not keep pace with the increasing demands of the traffic.

The net revenue carried to the account of interest on the company's debentures with the balance brought forward from 1871, amounted to the sum of $182,762 47 (£37,553 18s. 7d. stg.), and all interest accrued due to date has been paid, and a balance of $3,532 87 (£725 18s. 7d. stg.) has been carried forward to the credit of 1873.

The leased lines of "The Northern Extension Railways Company" now in traffic operation represent a mileage of 45.34 miles, viz., from Barrie to Atherly 24.84 miles, and from Collingwood to Meaford 20.50 miles, and their earnings have already been sufficiently satisfactory to establish a certainty that they will be self-sustaining; whilst, as "feeders" to the main line of this company, they have exercised a very palpable and beneficial influence upon its earnings in extending the sphere of commerce tributary to the City of Toronto.

In presenting this satisfactory review of the operations of the past year, the directors have nevertheless to express their convictions that much remains to be done before the railway can meet the pressing demands of the trade of the district, or secure the profits of it.

There is scarcely an item in the equipment service in which (relatively with the trade and revenue offering) serious deficiencies ought not at once to be supplied, whilst the directors only await additional financial powers to engage, as they propose to do without delay, in the changing of the gauge of the line necessary to put it and the district in unbroken connection with the western peninsula of the Province and with the American railway system. But with a capital account constituted as is that of this company, it is simply impossible to keep pace with the demands upon the resources of the line, or to undertake the change of gauge, and the Canadian Directors have accordingly placed themselves in communication, through the London Board, with the body of proprietors resident in England, to ascertain how far they would concur in such a consolidation and re arrangement of the capital account as would enable the company to undertake the necessary works; and they are happy to state that, consistently with due protection to their existing interests (wholly preferential) the English proprietary has consented in a liberal spirit to whatever course may seem to be proper and necessary to the thorough efficiency of the undertaking; and, conditionally upon due legislation, to afford every assistance and support in raising such an amount of new capital as may be requisite thereto. Notice has accordingly been given of the intention of the company to apply at the present session of the Dominion Legislature for such amendments to its Acts as may authorize the creation of new capital for the purposes referred to.

The directors invite the concurrence of the proprietors to measures so obviously beneficial to local interests, observing that the adoption of the amended Act of course be subject to their authority before being in operation.

The directors cannot close this report without bearing testimony to the continued efficiency of all departments of the service, and therein to the zeal and ability of the chief executive officers, and to the satisfactory and harmonious working of a contented body of employes.

All of which is respectfully submitted.

JOHN BEVERLEY ROBINSON, President.
FRED. CUMBERLAND, Managing Director.

Northern Extension Railways Company.

At the annual meeting of this company held in Toronto on the 19th ult., the following report was submitted:

The directors have the honor to present their report of the transactions of the company to 31st Dec., 1872.

The total receipts on capital account to that date were $351,740, exclusive of any issue of the company's bonds which had not then been sold, and exclusive also of municipal bonuses and of Government subsidy still to be received.

The directors have the pleasure to announce that the company's debentures have since been very satisfactorily placed with Messrs. Grant, Bros. & Co., of Lombard-st., London, to the amount of £129,500 sterling, at the rate $9,000 per mile of line, and it is gratifying to observe that these debentures are now quoted at a premium on the official list of the London Stock Exchange.

The expenditure of the company amounted on the 31st Dec. to $959,500 49, being on the Muskoka line, $634,048 50, and on the North Grey line $325,451 99.

The directors have the honor to submit the report of the auditors on the above accounts.

The portions of the line finished have been duly opened for public traffic from time to time as follows:

From Barrie to Orillia, 22.12 miles, on the 27th November, 1871.

Orillia to Mara, 2.72 miles, on the 30th September, 1872.

Collingwood to Thornbury, 12.68 miles, on the 1st September, 1872.

Thornbury to Meaford, 7.82 miles, on the 25th November, 1872.

The total mileage now in traffic operation being 24.84 miles on the Muskoka, and 20.50 miles on the North Grey line.

The works on the line between Mara and Washago are fully complete to sub-grade; the Severn River bridge is in an advanced state of construction; the rails are now being delivered and distributed, and there is every prospect that this important addition will be open for traffic early in May.

Although the contract has been let for the line between Washago and Gravenhurst, the directors are not in a position to push the work with the vigor which it deserves. No steps have yet been taken by the district of Muskoka for the granting of the bonuses promised; indeed, there is a hesitation on the part of the local authorities which would seem to indicate a desire to evade any burthen in aid of the work. Again, the serious advance which has taken place in the cost of every element of railway construction has reduced the value of the Government subsidy to a proportion of the cost of the line far below that which the Legislature intended to grant. That subsidy amounts, over a considerable portion of the railways, to $2,000 per mile, and over that part of them in actually unsettled territory does not exceed $4,000 per mile; and yet it is a fact that since these subsidies were determined upon as sufficient public aid to induce railway construction the rise in the price of the materials of the track alone (rails, &c.,) represents within a fraction of $2,000 per mile. Under these disadvantages, seeing that the municipal aid lingers, and that the parliamentary subsidy is wholly inadequate (especially in view of the nature of the territory) to the objects it was intended to promote and hasten, the directors are of opinion that the works within the Muskoka District should be prosecuted with great caution, and distributed over such period of time as may ensure financial safety. They submit this recommendation with sincere regret, because the completion of the line to Lake Muskoka would greatly contribute to the traffic of the whole undertaking by opening out a wide field for lumbering and agricultural operation, now only awaiting railway service; and their regret is all the stronger because the postponement of railway service for two or three years will be a serious injury to the district, and a bar to industries and developments of great importance to the Province at large.

The relations of this company with the Northern Railway of Canada, the lessee of these lines are of the most cordial and satisfactory character, and the directors rejoice to report that their anticipations with regard to traffic have been realized to an extent which is an assurance that the lines will be self-sustaining, and will contribute to the main line and to the city of Toronto an important and highly valuable volume of trade.

The Northern Railway Company has officially intimated its intention to change the gauge of its line to four feet eight and a-half inches, and have invited the concurrence of this company to that measure. The directors have expressed their cordial approval of the change, which, when made, must include the lines of this company; and to promote that desirable object the directors recommend the adoption of a petition to Parliament, praying that the necessary powers be granted to the Northern Company.

An arrangement has been concluded under which the steamer Emily May has been acquired in the interest of this and the Northern Company, and the Lake Simcoe traffic thus brought into combination and control. The directors recommend that this measure be concurred in, and the necessary powers be granted to their successors to carry out the agreement referred to.

All of which is respectfully submitted.

FRANK SMITH, President.
JOHN E. FOREMAN, Secretary.

After explanations and remarks by Mr. Howland, Mr. Cumberland, and other gentleman, directors and officers were appointed for the current year: Hon. Frank Smith, President; Mr. N. Barnhart, Vice-President. Directors: Messrs. W. H. Howland, John Turner, H. L. Hime, Jos. Rorke, and Hugh Chisholm.

Pacific Railroad of Missouri.

At the annual meeting of the stockholders of this company, held on the 31st ult., the following gentlemen were elected directors: W. H. Coffin, D. R. Garrison, John B. Henderson and Morris J. Lippman. The board as now constituted is as follows: Hudson E. Bridge, Jas. Baker, N. C. Chapman, W. H. Coffin, T. B. Edgar, D. R. Garrison, J. B. Henderson, M. J. Lippman, F. B. Hays, C. J. Morrill, Andrew Pierce, Jr., A. J. Taussig and C. B. Fisk.

A report was submitted, showing that during the past year 6,931 tons of new rails, part of them steel, had been laid, as also 118,606 ties. Five locomotives, 5 passenger cars, 150 flat cars, and 201 box cars had been obtained in the same time. Reference was made in report to the lease of the road to the Atlantic and Pacific company for 999 years from the 29th of June last, and to the completion of the Carondelet branch.

Statement of the Public Debt of the United States April 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$250,000 00
6 per cent. 1881 bonds, 1861	18,415,000 00	276,225 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	14,175 00
6 per cent. 1881 bonds, 1861	189,321,350 00	2,839,820 25
6 per cent. 5-20 bonds, 1862	264,090,150 00	6,602,253 75
6 per cent. 1881 bonds, 1863	75,000,000 00	1,125,000 00
6 per cent. 10-40 bonds, 1864	194,567,300 00	810,697 08
6 per cent. 5-20 bonds, 1864	2,298,000 00	57,450 00
6 per cent. 5-20 bonds, 1864	67,120,750 00	1,678,018 75
6 per cent. 5-20 bonds, 1865	155,653,850 00	3 891,346 25
6 per cent. consols, 1865	207,591,150 00	3,113,867 25
6 per cent. consols, 1867	315,678,200 00	4,735,173 00
6 per cent. consols, 1868	38,628,400 00	579,426 00
5 per cent. funded loan of 1881	200,000,000 00	1,666,666 67
Aggregate of debt bearing coin interest	$1,749,309,150 00	$27,640,119 00
Interest due and unpaid		4,260,723 37

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$350,000 00	$11,885 80
3 per cent. navy pension fund, 1868	14,000,000 00	105,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	2,260 00
Aggregate of debt bearing interest in lawful money	$15,328,000 00	$119,145 80
Interest due and unpaid		560 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 51
6 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,950 00	172 00
6 per cent. bounty land scrip, 1847	3,800 00	235 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	11,300 00
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	880,100 00	101,779 91
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	168 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,450 00	1,481 01
5 per cent. 1 year notes, 1863	89,585 00	4,491 35
5 per cent. 2 year notes, 1863	60,150 00	4,219 10
6 per cent. compound interest notes, 1863-64	507,700 00	101,017 85
7 3-10 per cent. 3 years' treasury notes, 1864-65	289,550 00	25,484 71
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	750,000 00	2,222 47
Aggregate of debt on which interest has ceased since maturity	$3,023,080 26	$328,386 59

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$32,687 50	
Legal tender notes, 1862-63	358,509,047 00	
Certificates of deposit	24,450,000 00	
Fractional currency, 1862-3-4	45,169,374 22	
Coin certificates, 1863	24,141,000 00	
Unclaimed interest		16,604 84
Aggregate of debt bearing no interest	$452,352,108 72	$16,604 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,334,741,850 00	
Bonds at 5 per cent	414,567,300 00	
	$1,749,309,150 00	$31,900,842 37
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent	650,000 00	
	$15,328,000 00	119,705 80
Debt on which interest has ceased since maturity	3,023,080 26	328,366 59
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	358,591,734 50	
Certificates of deposit	24,450,000 00	
Fractional currency	45,169,374 22	
Coin Certificates	24,141,000 00	
	$452,352,108 72	
Unclaimed interest		16,604 84
	$2,220,012,338 98	$32,365,519 60
Total debt, principal and interest, to date, including interest due and unpaid		$2,252,377,858 58

AMOUNT IN TREASURY.

Coin	$69,537,376 59
Currency	2,653,840 43
Special deposit held for redemption of certificates of deposit as provided by law	24,450,000 00
	$96,641,217 02
Debt, less amount in Treasury, Apl. 1, 1873	$2,155,736,641 56
Debt, less amount in Treasury, on the 1st ult.	2,157,380,700 53
Decrease of debt during the past month	$1,644,058 97
Decrease from March 1, '69 to March 1, '73	368,082,659 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64	1,628,320 00	24,424 80
Totals	$64,623,512 00	$969,352 68

Interest paid by United States, $18,509,280 90; interest repaid by transportation of mails, &c., $4,185,407 68; balance of interest paid by United States, $14,323,873 22.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, March 31, 1873

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

Our Iron Industries.

Statistics of the iron trade of the United States are always of interest to Philadelphians. During 1872 the total consumption of iron in this country was 4,054,618 tons, of which 1,254,618 tons were imported, and the balance was produced in the United States—2,400,000 tons of it being pig iron and 400,000 tons scrap iron. The aggregate pig iron production of all the furnaces of the country in 1872 is stated at 2,388,250 tons, of which 478,500 tons were charcoal iron, 1,197,010 tons anthracite iron, and the remainder, 712,500 tons, were made with raw bituminous coal and coke. These interesting figures are collated from the last report of the American Pig Iron Association, which also gives an estimate of the annual requirements of the country for various classes of iron. The lion's share is claimed by the railroads, there being 2,478,500 tons of railroad iron annually consumed. Miscellaneous castings require 600,000 tons; stoves, 250,000 tons; nails and tacks, 250,000 tons; nuts and bolts, 250,000 tons; architectural purposes, 150,000 tons; agricultural implements, 183,000 tons; gas and water pipe, 100,000 tons; ship building, 40,000 tons; and sewing machines, 20,000. Few people will imagine that twenty thousand tons of iron are annually wrought into sewing machines, or that 33,000 tons are made into mowing and reaping machines. These various industries consume altogether 4,311,500 tons of iron, so that the supply is manifestly short.

To meet the increasing demands of the market, the American producers last year built or began building 109 new blast furnaces, and they also project the construction of 39 new furnaces this year, the estimated increase in the supply of pig iron by these new furnaces being 327,000 tons. To work up the raw material, fifty new rolling mills are under way, whilst the puddling capacity of those in existence has been increased thirty per cent. Pennsylvania, as usual, stands at the head of this industry, her share of the new structures being seventy-nine furnaces and twenty rolling mills. Ohio is the State approaching us the nearest, her share of the increase being thirty furnaces and eleven rolling mills. The others, chiefly small establishments, are scattered among the Western and Southern States, Michigan, Wisconsin, Missouri, Indiana and Tennessee leading.

Thus far the figures are accurate, but in classifying the iron production among the various States it is difficult to apportion to each its proper amount. The total yield of iron ore of the United States in 1872 is stated at 6,421,836 tons, but of that product in the Lake Superior region over a million tons were shipped eastward for reduction, the furnaces in Ohio and Pennsylvania getting the most of it. The greater part of the pig iron production was, as usual, in Pennsylvania 702,819 tons, Ohio coming next with 230,636 tons, and New York next with 159,164 tons. In Missouri there were 126,713 tons manufactured, Wisconsin 67,000 tons, New Jersey 63,413 tons, Michigan 63,195 tons, Maryland 41,500 tons, and Georgia, Alabama and Tennessee 26,000 tons. These figures, however, are stated to be only partial, on account of the great difficulty of getting returns from all the furnaces.

Auxiliary to the iron interest is the manufacture of Bessemer steel, which is growing into great importance, there being no less than fourteen new Bessemer works building and projected, the most of them in this State. There were 125,361 tons of Bessemer steel made during the year, of which 99,000 tons were steel rails. It is the rapid extension of the railroad system of the United States that causes the great demand upon the iron markets of the country. The average increase is seven thousand miles of new railway a year, and this requires 700,000 tons of bars or 1,050,000 tons of pig iron, whilst the amount required for repairs is 1,225,000 tons a year. This is exclusive of the railway demand for machinery, engines, cars, &c., and it is further stated that the consumption of iron by the railroads of the country for all purposes exceeds the entire production of all the American works. The iron industry of this country seems now to be based on a solid foundation, and its prosperity is to a large extent the prosperity of Pennsylvania, and Philadelphia, while the great advantages of it go towards making up the prosperity of the whole country.—*Philadelphia Ledger.*

☞ A new iron steamship, called the Grenada, for the Pacific Mail Steamship Company, was launched from the yard of the Harlan & Hollingsworth Company, at Wilmington Del., on the 1st inst. The ship is 300 feet long over all, 40 feet beam and 30½ feet depth of hold. Her frame of angle iron and heavy plating makes her one of the most substantial iron steamers yet afloat. She has four water-tight bulkheads, all extending to the middle deck, except the collision bulkhead, which goes to the upper deck. She will have accommodations for one hundred and eighty first-class passengers and three hundred in the steerage.

☞ The National Railway Company was organized at Trenton, N. J., on the 2d inst., and the articles of organization and surveys filed in the office of the Secretary of State. The officers are: President, Samuel K. Wilson; Secretary, Robert R. Carson; Treasurer, W. W. Stelle; Engineer, A. J. Gillette.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,580	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	935,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	691,015	974,460	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	209,249	329,851	371,844	321,607	387,269	322,638	360,223	323,030	271,247	3,695,163
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408.999	426,762	359,102	330,169	3,892,861
1868	276,117	275,140	267.094	279,121	303,342	384,504	404,012	558,101	486,196	503,740	409,569	361 701	4 508 643
1869	343.182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,284	4,849,405
1871	253,235	342,369	384,999	388,964	461.290	466,097	533,655	554,163	507,617	473,2-7	455.607	377,087	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,362	559,882	497 291	540,756	451,315	352,' 04	5,156 326
1873	352,568	402,477	424,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281.334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6 114.566
1865	541,005	482,164	499.296	468,358	585,623	747,942	702,691	767,508	946,707	932,083	754,671	547,842	7.976,490
1866	523,566	399,917	523,845	537,519	858,948	925.983	808,524	797,475	1,000,086	1.200.216	1.010,892	712.359	9.299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1.541,057	1,211.530	879.900	11,032,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251.940	1,507,479	1.670,067	1.107.084	1,001,987	13,581,471
1869	892.093	830,287	1,142,166	1,112,190	1,268,444	1,251.951	1,157,056	1,037.974	1 305 673	1,371,780	1,140.145	845,708	13,355 467
1870	706,025	753,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037.904	773,494	12,203,408
1871	655,428	602,482	774,924	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,908,277
1872	774,866	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236,435	193,959	203.696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259.408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,985
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,627	354,766	366,960	378,493	326,434	330,970	404,286	419,139	425,598	386,914	357,404	4,380,129
1873	358,612	408,849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,434	1,417 211	17,398,327
1872	1,382,994	1,294,076	1,460,174	1,548,813	1,775,324	1,483,991	1,560,023	1,525 243	1,443,4 4	1,45 782	1,704 574	1,392,015	18,690,090
1873	1,516,851	1 329,422	1,515,382	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,169 992
1868	587,443	536.165	444,443	518,800	572,551	626.249	549,714	794,326	889.967	931.830	685,401	681,041	7,817,929
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,101	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	565,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563.598	620,228	713,162	718,722	707,992	836,041	890,287	753.184	755,436	688,151	8,401.142
1872	637,436	531,627	575,393	559,871	648,956	659,383	609,846	783,255	744,792	851,693	696 475	695,033	8,926,754
1873	580,499	562,949	601,961	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	173,673	152,264	287.411	303.915	306 944	266,086	282,723	332,555	365.446	387,999	303 395	210,197	3 321 518
1872	189,606	191,738	300,783	322,875	341,843	322,569	329,838	357,302	349,468	419,418	314,513	2.3,240	3,693,183
1873	150,567	194,786	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,053	1,140,916	1,130,847	1,295.369	1.368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,276,150	1,251,511	1,470,048	1,521,518	1,474,497	1,311,110	1,204,443	1,440,873	1,987,569	1,824,882	1,525 812	1,433,931	17,322,614
1873	1,412,568	1,549,286	1,735,736	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	96,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,005
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,380,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	158,407	132,998	153,631	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,660	115,115	118,572	137,341	166,191	176,498	172,647	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1859	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422.015	529,890	628,660	582,802	587,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,808	580,908	667,849	785,338	616,024	576,783	6,988,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	289,228	321,203	333,508	436,412	565.718	458.191	423,398	522.682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630.944	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	566,729	811,961	950,945	702 838	513,787	6,957,739
1873	334,715	425,718	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,459	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	289,560	304,512	265,406	316,690	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,468	534.561	703,618	836,603	965,368	903,974	864,637	693,104	873.153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	661,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,906	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642.177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	857,318	645,090	825,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,199,695	1,322,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,808	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,300	139,761	153,571	165,107	188,442	186,489	152,515	102.995	1,786,647
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	161,496	177,085	201,648	178,169	155,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,886	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	299,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422.389	323,377	43a, 284	4.242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,678	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439.515	553,994	552,079	558,817	600,205	531,080	516,932	5,736,666
1872	439,780	431,949	460,648	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,091	5,944,570
1873	370,290	405,110	471,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,,709,183
1870	528,529	500 139	539,238	706,603	802,686	746,450	643.058	664.051	728,521	719,698	570.168	606,053	7,854,,94
1871	479,573	373,925	498,809	584,840	724,466	728,174	673,698	681,865	800,402	777,362	708,142	469,932	7,521,,8
1872	273,936	334,116	566,861	699 430	880,442	835,460	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST.

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000		63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000		155	2,856	657		100	100	....
Oct. 31,'71	7.25	12	...	Allentown.....Pa.	31,452	192,750			10,801	2,985		100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City.....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753		100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420		100	100	....
Sept. 30,'71	4.63			Boston and Chelsea.....Mass.	110,000	110,000			8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25			Boston & West Roxbury.Mass.	56,133	41,000			2,500	2,348		100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,916	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000		41,166	8,501		100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,739	400,000	200,000	8,829	164,787	34,200		100	100	....
Sept. 30,'71	19.83	....	...	B'klyn, City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685		100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518		100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092		100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass.	740,904	740,000	150,000		69,091	69,091	13.5	100	100	100
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000		19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153		100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750			313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)...N.Y.	647,363	500,000	215,000	49,593	160,178	14,667		100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000		608,241	179,551		100	100	....
Sept. 30,'71	11.75	37	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460		100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562			9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500		3,200	(Not in	opera.)		100	100	....
Oct. 31,'71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458		14,371	3,268		50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000		41,167	7,504		25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163		100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,064,679	748,000	215,000		362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	51
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700		13,924	2,226		100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000		363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000			217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n).N.Y.	304,532	170,000	90,000	20,000	94,496	7,771		100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)		100	100	....
Oct. 31,'71	7.25	198	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000		172,537	44,368	26.7	50	15	50
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567		25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br., Morr. & F'dham.N.Y.	254,295	123,540	137,000		85,554	27,669		100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100		310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000			22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500		95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830		4,500	32,185	2,182		100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218		100	100	....
Sept. 30,'71	3.60			Malden and Melrose (Btn).Mass.	60,246	200,000						100	100	....
Sept. 30,'71	1.07			Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326				100	100	....
Sept. 30,'71	3.46			Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000		2,400	1,923		100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000			32,262			100	100	....
Sept. 30,'71	43.10	958	325	Metropolitan (Boston).....Mass.	1,705,566	1,250,000		455,586	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	80
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000			7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City).N.Y.	1,000,000	797,320	167,000		117,331	5,786		100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000		5,059	7,887	293		100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600		15,350	41,951	5,981		100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006		1,920		100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708		50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874		100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,283	118,500	188,000		80,052	898		100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000			.....	.....		100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500			33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.).Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000		(Leased)		4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500		120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000		139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,600	57,254	84,896	3,636		50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300		600	45,007	12,809		100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.		100	100	....
Oct. 31,'71	8.00	56	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700		50	15	43
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000		67,140	17,102		100	100	....
Sept. 30,'71	7.86	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625		100	100	....
Oct. 31,'71	3.49			Schuylkill River (Phila.) ....Pa	47,465	50,000			(Leased)		10.0	50	5	....
Sept. 30,'71	16.60	693	101	Second Avenue (N.Y. City)N.Y.	2,059,623	688,100	1,163,500		565,954	137,404		50	50	95
Oct. 31,'71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300		484,034	151,593	15.0	50	30	59
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03			Somerville (Boston).....Mass.	98,000	98,000				4,500		100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000			264,811	44,375	10	100	100	60
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562		100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000		7,000	17,681	1,618		100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000			14,906	348		100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000		16,207	6,436	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000			14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750			313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000		1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700			173,479	48,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992		100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020		100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lansingb.)			100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000		566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012		100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000		19,345	4,467		100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750		17,507	7,404	756		100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000		111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000		415,796	105,301	10	50	50	90
Oct. 31,'71	4.63	14	8	Wilkesbarre and Kingston...Pa.	94,833	100,000			23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609		100	100	....
Oct. 31,'71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	6,000	22,213	10,436	2,734		25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650			3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate per cent.	Interest. Payable.	Principal Payable.	Market Price.
	$	p c			
Albany.					
1st Mortgage.....	40,000	7	J.& J	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M & N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	...
Broadway and 7th Avenue:					
1st Mortgage.....1.	600,000	7	J.& D.	1884	...
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	...
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
Bk'lyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	...
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M & N	1890	....
Citizens' (Phila):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J & J	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M&S.	'74'5	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M & N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	300,000	7	.....	.....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris's & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Farms.:					
1st Mortgage.....	125,000	7	J.& D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	1885	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston):					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage.....	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1885	....
Park Avenue (Bkly):					
1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1851	...
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1837	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s).	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J	1889	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Rea. estate.....	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A.&O	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.					
1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A.&O.	1890	....
Worcester:					
1st Mortgage.....		7	.....	.....	....
2d Mortgage.....		6	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref..100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '72 5
Washington Br.....100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire* 100	600,000	J. A. J. & O	Apl. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '723
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell..... 500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M. & N.	Nov. '72 5
Boston and Providence.....100	3,950,000	M. & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5s
" " pref.100	1,485,930	M. & S.	Mar. '73 5s
Camden and Amboy* ...100	5,847,800	J. A. J. O.	Apl. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 100	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,129,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '72 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,866,800	J. & J	Jan. '73 5
Central of New Jersey..100	20,000,000	J. A. J. & O.	Jan. '73 2½
Central Ohio* 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 5
Chemung* 100	380,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton..... 100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,652,410	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '73 4
Chicago & N Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & D.	Dec. '72 3½
Chicago, R I & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin, Ham. & Dayton*....100	3,500,000	A. & O.	Oct. '72 4
Cin., Pand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref. 50	429,046	M. & N	Nov. '723
Clev., Col., Cin. & Ind...100	13,914,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '72 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	Dec. '72 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug. '72 5
Concord 50	1,000,000	M. & N.	Nov. '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River..... 00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M. J. S. D.	Dec '71 4
Delaware* 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J. A. J. O.	July '72 2½
Detroit & Milwaukee* .. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy * 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J. & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan '73 4
Georgia 100	4,166,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,387,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N	Nov. '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*.100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	49 446,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence* 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J. A. J. O.	Apl. '73 2½
Little Miami* 50	5,871,450	J. A. J. O.	Jan. '73 2
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	Sept. '72 2
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '72 3
Lykens Valley 20	600,000	F. M. A N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J.	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,459	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,998,500	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '72 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12
N Haven & Northamp..100	605,000	J. A. J. O.	Sept '72 3
New Jersey* 100	7,295,200	J. A. J. O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Apl. '73 2½
Niag Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama 100	7,000,000	J. A. J. O.	Apl. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	Nov. '72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Mar. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*..... 100	1,259,100	J. A. J. O	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J. A. J. O.	Jan. '73 1½
" Special Imp..100	2,000 000	J. A. J. O.	Jan. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan '73 4
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502 250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,800	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,130	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	Nov. '72 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	600,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Jan. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	Feb. '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Feb. '73 2
Eighth Avenue (N.Y.)....100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	600,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J. A. J. O.	Apl. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	Feb. '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov. '72 3
South Boston 100	400,000	J. A. J. O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J. A. J. O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.). 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Feb. '73 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	Feb. '71 5
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F. M. A. N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Apl. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	110
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	117½
.. .. coupon	4,656,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,513,550	6	Jan. & July	1881	117½
.. .. coupon	63,807,800	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s).....registered	30,797,350	6	May & Nov.	1882	113½
.. .. .. (5-20s).....coupon	233,292,800	6	" "	1882	117½
Loan of March 3, 1863.....registered	53,496,450	6	Jan. & July.	1881	117½
.. .. coupon	21,504,550	6	" "	1881	120½
Loan of March 3, 1864 (5-20s).....registered	2,296,000	6	May & Nov.	1884	117½
Loan of June 30, 1864 (5-20s).....registered	32,707,750	6	May & Nov.	1884	117½
.. .. .. (5-20s).....coupon	34,415,000	6	" "	1884	117½
Loan of March 3, 1865 (5-20s).....registered	36.454,250	6	May & Nov.	1885	116
.. .. .. (5-20s).....coupon	119,199,600	6	" "	1885	119½
.. .. .. 2d series (5-20s).....registered	58,807,000	6	Jan. & July.	1885	116½
.. .. .. (5-20s).....coupon	148,784,150	6	" "	1885	117½
.. .. .. 3d series (5-20s).....registered	90,902,100	6	Jan. & July.	1887	116½
.. .. .. (5-20s).....coupon	224,776,100	6	" "	1887	119
.. .. .. 4th series (5-20s).....registered	14,155,500	6	Jan. & July.	1888	116½
.. .. .. (5-20s).....coupon	24,472,900	6	" "	1888	116½
Loan of March 3, 1864, (10-40s)....registered	140,026,300	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s).....coupon	54,541,000	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71.registered	128,809,750	5	F. M. A. & N.	1881	117½
.. .. coupon	71,190,250	5	" "	1881	116½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon		4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	650,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114
U. S. Notes and Fractional Currency.....	403,761,109	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,000):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($0,7 8,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	89
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,637,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1836...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1893	....
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1886	104
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,900	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,000 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	'72-'74	99½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'98	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'76	108
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	31½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'90-'98	13
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	105½
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	728,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1870	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct.	1888	27
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	20
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,166):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	79½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,866,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	91½
Special Mortgage to Penn.	3,500,000	6	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	97
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	95½
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	85
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	860,000	7	March & Sept.	Boston.	1884	40
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1890	50½
Mass. L. (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	220,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	10	" "	"	'80–'89	....
Cazenovia and Cannatota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	88½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	87
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	104
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	102½
Convertible 20 years bonds, gold	1,560,000	7*	" "	" "	1883	100
State Aid B'ds(1st by State)gold	1,600,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,600,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75–'80	85½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	94
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	2,500,000	7	Jan. & July.	Boston.	1896	92½
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Pec. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	98
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	692,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1888	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,785,000	7	Feb. & Aug.	" "	1882	102½
2d Mort. (Gal. & Chic. 248 m.).	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (").	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(").	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	91
Equipm't (Eng. & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	94
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,136,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	103½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec	New York.	1891	79
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div.) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	85
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	86
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	73½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	16½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1859	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	99½
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	61¼
Detroit and Milwaukee:						
1st Mortgage. (D & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96¼
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Boundywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98¼
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76–'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	...
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868–'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869–'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872–'82	1,500,000	7	.....	"	1882	101¼
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103¼
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99¼
3d Mortgage	6,000,000	7	" "	" "	1883	98¼
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) t.x.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S. F. 25,000 p. m.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102¼
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72–'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100¼
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 285.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72–'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73–'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77–'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81–'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81–'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	96¼
2d Mortgage	425,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71–'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87–'88	....
Six years Mortgage bonds (222m)	5 000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	"	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	88¼
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99¼
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y & O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102¼
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	87½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	104¼
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000 pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B's.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	98½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1889	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. Oct 31, 1857 "	2,603,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	....
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	98
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	....
1st Mort. Aug.1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	94½
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	96½
1st Mort. Oct 1, 1867(Sch& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68(Kal. Ali.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M. for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	92½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	360,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	85½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	50
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	116½
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort (Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	89
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	85½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowec & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	80
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 600,000	7	Jan. & July.	N. Y. & N. H.	1889	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	75
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1865	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	95
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	91½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	98
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	85½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92¾
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	74¾
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	90¾
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	67½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87¾
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80¼
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	79½
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	99¾
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,804,500	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1991	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee.	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	7,696,000 Dollar coupon	7	June & Dec.	Philadelphia.	1911	102
	3,414,000 Dollar registered	7	" "	"	1911	104
	7,000,000 Gold or stg coup.	6*	" "	Phil. or Lond.	1911	....
	624,000 Gold or stg reg.	6*	" "	"	1911	97½
	376,000 Dollar coupon	6	" "	Philadelphia.	1911	....
New deben. loan, conv.	2,305,630	7	Jan. & July.	"	1893	105
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	93
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	108½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	92½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100¾
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	75
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Rich mond.	1875	....
1st Mortgage	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	77½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	90
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	90
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,800,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar..	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1869	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	81
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	94
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89½
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	73½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	73½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	96
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	98½
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	24
2d Mortgage consolidated	1,500,000	7	" "	"	1891	9½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee('A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	6	" "	" "	1900	....
Income Mortgage	218,400	...	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	97
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	103½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	96½
Mortgage Loan reg	2,000,000	6	F. M A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,018,670	6	Jan. & July.	"	1882	74½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	80
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	398,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103.000	*	.....	.....	3,768,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700.000	7,893,000	2,500,000	—	298.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3.600.000	*	.....	.....	2,000.000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,580,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	283,874	1,069,996	267,487	7	100	94
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,034	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	.....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	—	—	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	95,000	20.5	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	*	.....	.....	246.018	150,000	.....	—	25.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765.000	.....	—	....	308,030	73.367	87,571	446,933	151,629	—	100	22
Sept. 30, 1871	30 4	—	0.7	—	.....	.....	.....	.....	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974.200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	—	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,560	*	.....	.....	15,600,000	9,196.500	.....	—	328.2	.....	86,699	.....	1,106,882	460,878	—	100	25
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	—	3,994,960	3,483.848	175,347	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	—	—	733,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	242.504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	(Leased to Pennsylvania.)					—	50	
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913.390	4,006,503	8	100	178½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	284,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	....
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	150,000	1,000	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Dec 31, 1871	21 2	1.5	3.4	—	5	2	—	55	Bellefonte and Snow Shoe..Pennsylvania.	442.059	*	coal &c.	.....	600.000	99.000	.....	—	33.5	(Leased to Maine Central.)					—	50	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784.387	*	.....	.....	995,800	2,244,500	1,212,625	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582.376	—	—	—	250,000	48,000	—	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,352	7,962,842	2,127,983	10	100	149½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,297	20,394	684,030	—	2,000	7,880	23.4	—	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,462	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800.000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770.008	*	21 373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760.942	294,177	691,862	155,334	—	100	3½
Sept. 30, 1871	26.7	13.8	38.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	287,000	1,331,500	303,210	70.2	667,699	1,767.952	548,763	1,203.108	252,264	8	100	135½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,825	292,913	4,921,274	—	646,893	1,012,570	14 .7	1,093,138	3,873,587	486,444	1,994,689	577,117	8	100	120½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	2,844.114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	151½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647.004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	—	—	4,898,000	5,980.000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	2 0.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869.500	—	—	—	2,286,000	583.500	.....	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	88	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,631	—	100	....
Sept 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	.....	—	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150,612	270,630	.....	750,208	500,000	228,882	—	.....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	2 9.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,764,526	10,118,290	734,145	433,681	349 6	1,609,941	249,398	320,574	2,406,840	1,111,381	10	100	110½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800.000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	90	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,284	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	386.818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	*	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	[94 m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,524	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	—	—	350,000	200,000	—	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	—	—	376.594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	—	—	24.0	64.600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,281	.....	487,452	654,328	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538.000	—	.....	.....	294,462	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)					—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,623,000	3,614,000	.....	—	—	(Leased to C. & N. W.)					—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)			1,379,540	493,449	2½	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,060,000	789,000	811,548	92,694	600.5	.....	.....	.....	3,689,654	1,454,867	10	100	....
Dec. 31, 1871	503.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	16,736,659	6,891,559	1,480,574	2,077,043	16,182,150	7,808,569	873,977	330,629	271.7	3,702 373	3,944,103	990,591	6,841,379	3,035,235	10	100	99
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,135	5½	100	41½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	130,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	286,804	65,182	2,578,000	2,100,000	250,800	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8	.....	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,284,966	.....	273.1	451 522	233,427	99,596	709,265	290,068	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	282,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,025,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	.....	—	100.0	200.052	100,980	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.6	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	—	—	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Eag.)			—	—	—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)			—	—	—	100	...
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,688	177,607	—	100	65
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	72,540	10,551	1,738,468	534,000	.....	—	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)			1,334,012	527,777	8	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)			—	—	—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)			—	—	—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,585,830	*	6,421,233	2,061,502	17,442,945	88,608,620	.....	—	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,766	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)			—	—	—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	8	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)			—	—	—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	150,000	.....	—	14.0	17,528	15,714	7,415	26,698	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	2	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)			—	—	—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)			—	—	—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)			—	—	—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)			—	—	—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,284	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	40
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123.300	50,000	.....	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	—	116.0	154 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased to Pennsylvania.)			—	—	7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N.H	aven and	Hartford	R. R.)			—	—	...
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill ¶..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)			—	—	—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)			—	—	—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	281,663	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)			—	—	—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33.610,185	*	.....	1,212.539	25,280,510	5,764,500	16,370	—	1,110.9	5.710,954	1.286,584	1,831,944	8,401,142	2,732,847	10	100	118
Dec. 31, 1871	65.5	—	8.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)			—	—	—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)			—	—	—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,260,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,073	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)			—	—	—	100	....
Dec. 31, 1871	72.0	—	8.0	—	—	—	—	—	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600.000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	57½
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)			—	—	—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28.882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400.000	100,000	.....	.....	11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,586	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	251,640	[8 months]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)			—	—	—	100	....
Dec. 31, 1871	156.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	459,198	—	100	....
Dec. 31, 1871	87.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)			—	—	7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	.....	—	—	(Leased to Michigan Central.)			—	—	8	103	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)			—	—	—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840.000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)			—	—	6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)			—	—	—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)			—	—	—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720.000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)			—	—	—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030.840	1,220,369	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2.020.000	6,730	—	....		(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,078	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969.043	297,828	1.628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000.000	1,300,000	.....	—	—	(Leased to Tol. Western.)			—	—	—	100	....
Dec. 31, 1871	36.0	—	1.8	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	.....	—	—	(Leased to Tol. Western.)			—	—	—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	.....	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,378,603	1,943,162	3,725,425	14,797,975	4,834,369	8	100	91½
Aug. 31, 1872	92.0	—	5.1	—	10	...	....	800	Lake Shore and Tuscarawas Valley .Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	.....	.....	—		(Recently opened.)					—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	All Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,260	1,968	4,889	1,191	—	100	.....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	*	.....	.....	135,300	—	74,700	—	7.0		(Recently	opened—	No returns.)		—	100	.....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	138
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	.....
Aug. 31, 1871	62.5	—	6.8	—	18	19	7	189	N. Y., Providence and Boston.	C. & R. I.	2,588,000	*	—	—	1,887,400	1,099,000	—	—	70.0	381,634	245,619	210,077	820,746	392,477	8	100	.....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	ork Cent. & H	ar. R.)	60,000	6	100	.....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	—	—	—	500,000	500,600	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	.....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	563,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	.....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	.....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.		(No accounts obtainable.)							72.0		(No accounts.)				—	100	.....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	92
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	.....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	76
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	110½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—			(Leased to | Erie Company.)			8	100	.....
Dec. 31, 1871	278.0	—	.....	1,700	0..	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)		.....	.....	100,000,000	50,000p.m	.....	—	278 0		(No accessible returns.)				—	100	.....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	128
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	—	—	(Government bonds and cash.)				145.0	336,349	234,305	211,003	314,257	34,384	—	100	.....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	—	—	122.0	634,939	163,412	388,837	1,027,699	347,867	6	100	55
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	—	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	.....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	.....
Oct. 31, 1871	95.0	8.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	45
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	—	—	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	64½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	278,002	381,036	282,550	542,200	66,000	—	9.6	.....	.....	2,640,258	195,356	37,874	—	100	.....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,600	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185.604	121.911	939,680	359,677	—	100	.....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	376,000	280,000	25,000	—	25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	.....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased to Rome, Watertown & Ogdensburg.)					—	100	.....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,369,324	*	—	—	1,141,400	183,000	—	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	.....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under construction.)				1,500,000	1,500,000	—	—	21.0		(Opened April 17, 1871.)				—	100	.....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	—	—	471.3	.....	869,200	.....	3,597,299	947,801	—	100	50½
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under construction.)				2,425,000	1,071,000	—	—	63.5		(No returns furnished.)				—	100	.....
Feb. 28, 1872	—	—	—	66.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	—	—	—		(Under construction.)				—	100	.....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	—	—	7,000,000	2,993,177	—	—	47.5		(No returns.)				—	100	.....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0		(Construction in progress.)		245,662	5	100	107½
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5		(Leased to Erie.)				—	100	.....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased | to Erie at 35 p. c.)			53,410	—	100	.....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	—	—	15.1		(Leased to Erie.)				—	100	.....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased | to Tol. Wab. and Western.)			29,758	6	100	.....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased | to United Companies.)				6	100	.....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased | to New Jersey Southern.)				—	100	.....
Dec. 31, 1871	118.0	—	10.0	87.0	6	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	—	—	1,995,000	2,779,000	—	—	118.0	(Recently opened —No returns.)					—	100	.....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	125	11988	Pennsylvania	Pennsylvania.	27,151,999	7,468,101	39,452,616	16,009,353	41,339,476	34,418,205	13,860,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	112½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	220
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098	—	—	—	132,412	700,000	100,000	—	—		(To be completed in 1872.)				—	50	.....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271.226	306,306	—	50	.....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	46.0	(Leased	to Chicago R. I. & Pacific.)		125,000	8	100	.....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	—	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	.....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	—	—	91.0		(Turned over to Co | Dec. 1, 1871.)			—	100	.....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.	N. Jersey.	214,581	—	—	—	57,200	100,000	57,381	—	6.5	(Oper. by Camden and Amboy.)					—	100	.....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	1,719,113	*	—	63,763	1,342,200	558,500	50,305	31,860	82.	168,592	84,963	52,345	263,432	85,236	5	100	.....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	.....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684.884	1,828,491	3,542,264	842,596	—	50	52½
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	18	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,282	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700.466	303,186	10	50	175
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	115
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	118
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,055,517	1,608,033	348,216	2,678,865	1,069,943	8	50	144
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	—	—	80,855	330,300	112,713	—	11.3	(Leased to Phila. and Reading.)					—	50	.....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	.....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8 639	.....	14,159	Loss.	—	50	.....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330.816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	.....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic.	P., C., I. & L.	33,394,515	¶	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	92½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leased to Boston and Albany.)					6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Dec. 31, 1871	60.0	—	3 0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	.....		(Not in running order.)				—	100	.....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	.....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,684,882	*	25,000	49,819	651,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	.....
May 31, 1871	51.3	—	0.7	19	—	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	13
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—	—	(Not in operation at date.)		—	—	—	100	.....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	.....	26.0	.....	.....	.....	97,204	33,511	—	100	95
Sept. 30, 1871	20.8	—	1.5	25.4	3	6	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	—	524,464	380,300	226,830	—	.....	40,208	53,052	6,110	34,021	5,673	—	100	.....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	.....

Sept. 30, 1871	43.4	—	38.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	462,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,006	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,600	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	65	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	623,731	467,484	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,248,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0		(No returns furnished.)					100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	215.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	—	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central.)					100	94
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0		(No returns furnished.)					100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	88
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	—	—	2,623,850	2,725,000	—	—	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	226.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 2d,	1871—No	returns.)			100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern..Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,266,000	155,259	16,000,000	8,820,000	338,427	—	...	(Completed in	January 1	872.)				100	....
Dec. 31, 1871	158.0	—	5.2	—	26	14	8	168	St. Louis, Vandalia & Terre Haute.....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	*	8,594,240	220,419	1,968,600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston and Lowell.)			17,711	14	100	....
Jun. 30, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,568	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna...N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	—	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke..Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	—	—	869,450	700,000	.....	—	28.0	206.545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,620,000	.....	—	157.0		(No report furnished.)					100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.5	808,409	197,382	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,065,371	*	.....	.....	1,000,000	2,250,000	170,326	—	60.0	338,420	611,784	67 077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,850	*	27,430	.....	1,714,782	1,640,000	10,529	—	89.9	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,08.	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	.....	(Recently opened	—No returns.)					100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,286,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	3	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,918	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,338	—	100	69½
Sept. 30, 1871	34.9	—	9.1	—	13	5	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,592,000	1,899,000	62,289	.....	55.3	177,890	251,437	169,613	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,328	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	119½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	151,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,81 ,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158.800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	—	—	2,500,000	—	—	—	—	(Leased	to Vermont Central.)				8	100	61
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11.500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,288	162,372	2	100	86
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland..... ...New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recently opened	—No returns.)					100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., Lacka. and	Western.)			7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	—	—	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	65,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	12	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,475	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,099	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,162	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	2.	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	—	—	306,088	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,365,000	*	.....	.....	680,000	2,675.000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,760.263	—	—	—	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)					100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.069	234,867	842,169	208,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6..	3	171	West Jersey.....New Jersey.	2,241,882	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,910	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	[20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading..Pennsylvania.	2,439,837	240,628	82,892	.....	757.729	1,973,600	118,704	—	63.6	199,868	126,040	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	61,230	150,968	181.0	502,792	109,174	88,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	207	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,638	—	143.5	247,360	70,848	128,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,617	45.7	814,457	356,264	328,372	569,704	181,067	10	100	134½
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,079	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,842	4	50	....
Dec. 31, 187.	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	39,087	60.(	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	93
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	114
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	—	—	5,847,400	—	—	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,978	50	77½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	—	—	1,003.800	110,000	8,179	—	85.0	—	—	—	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200.000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	—	—	4,457,150	2,805,000	460,000	—	360.0	—	—	—	1,029,287	669,598	58,886	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	—	—	4,453,048	8,617,099	86,694	—	108.3	(Leased	to Phila.&	Reading.)	661,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	—	—	2,002,710	2,636,310	270,506	—	84.0	—	—	501,674	144.099	87.303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	.....	—	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.6	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,725	—	—	—	1,100,000	748,000	100,728	—	123.6	(Leased	to Pennsylvania.)					50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	62	@ 64 —
Gartsherrie		—	@ — —
Glengarnock		54	@ 55 —
Eglinton		52	@ 53 —
Pig, American, No. 1		—	@ 50 —
Pig, American, No. 2		46	@ 48 —
Pig, American, Forge		40	@ 42 —
Bar, Refined, English and American		110	@ — —
Bar, Swedes, assorted sizes	(gold)	137 50	@142 50
	—STORE PRICES.—		
Bar, Swedes, 1½ x¾ & ¼ 1½x ¾ to ¼ & ¾ sq. 1¼ to 5x½ to ¾ & ¼ to 2sq. 6 to 12 x ¾ & ¼		150	@160 —
Bar, Refined, ¼ to 2 in. rd. & sq.—1 to 6 in. x ¾ to 1 in.		107 50	@ — —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.		112 50	@ — —
Bar, Refined, 1 & 1¼ by ¼ & 5-16		115	@ — —
Large Rounds, 2¼ to 2¾ to 3¾ to 4 in.		115	@127 50
Scroll		130	@160 —
Ovals and Half-round		132 50	@152 50
Band, 1 to 6 in. by 3-16 to No. 12		—	@125 —
Horse Shoe		—	@127 50
Rods, ¼@3-16 inch		112 50	@155 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		155	@180 —
Nail Rod	per lb.	—	@ — 9¼
Sheet, Russia, as to assortment	(gold)	16	—@ — 16½
Sheet, Single D. and T. Common		—	6½@ — 7¼
Sheet, Doubles and Trebles, Charcoal		—	7¼@ — 8¼
Sheet, Galvanized	List. 10 per ct. disc.		
Rails, English	(gold) per ton.	70	— @ 71 —
Rails, American, at Works in Penna. c'y.		80	80 @ 85 —
Anvils, (Eagle)	per lb currency.	—	9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	—	18 @ — 22
English Spring (2d and 1st quality)		—	9½@ — 10½
English Blister (2d and 1st quality)		—	11½@ — 16
English Machinery		—	11½@ — 14
English German (2d and 1st quality)		—	11½@ — 12
American Blister		—	— @ — 11½
American, Cast, Tool		—	— @ — 17
American, Cast Spring		—	— @ — 11
American Machinery		—	11½@ — 12
American German Spring		—	9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	—	— @ 5 25
8d. and 9d.	"	—	— @ 5 50
6d. and 7d.	"	—	— @ 5 75
4d. and 5d.	"	—	— @ 6 —
3d.	"	—	— @ 6 75
Cut, 2d and 3d. Fine		—	— @ 7 50
Cut Spikes, all sizes		—	— @ 5 50

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	—	— @ — 38
Straits	(gold)	—	33½@ — 33½
English	(gold)	—	32½@ — 32½
Plates—Fair to good brands. —Gold.		—Currency.	
I. C. Charcoal	per box.	12 25 @12 50	14 50 @ 14 75
I. C. Coke		10 50 @11 —	12 50 @ 13 —
Coke Terne		9 — @10 —	10 75 @ 11 87½
Charcoal Terne		10 75 @11 25	12 75 @ 13 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)		—	9½@ — 9½
Crude, 40 @ 47 gravity (in shipping order)		—	13½@ — 13½
Refined, Standard White (in ship'g order)		—	20 @ — —
Refined, S. W. (in jobbing lots)		—	20½@ — 21
Refined, S. W. (in tin)		—	26 @ — 27½
Naptha, Refined, (65 @ 73 gravity)		—	12 @ — 13
Residuum....(in shipping order)	per gall.	—	4½@ — —

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	—	— @ — 43
Copper, Bolts		—	— @ — 45
Copper, Braziers' (over 16 oz.)		—	— @ — 45
Copper, Nails		—	— @ — 45
Copper, Old Sheathing, &c., mixed lots		—	28 @ — 30
Copper, American Ingot		—	32½@ — 34
Copper, English Pig		—	31 @ — 30½
Yellow Metal, New Sheathing & Bronze		—	— @ — 27
Yellow Metal, Bolts		—	— @ — 32
Yellow Metal, Nails, Sheathing & Slating		—	27 @ — 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6	62½@ 6 75
German Ordinary	(gold)	—	@ 6 75
English	(gold)	6	75 @ 7 12½
Bar		—	@ 9 25
Pipe		—	@10 50
Sheet		—	@10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe		16½c. pr. lb.	
Tatham's improved Tin-Lined Lead Pipe		16½c.	

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16	— @18 —
Liverpool House Cannel		—	— @20 —
Anthracite (by cargo)	per ton of 2,000 lb.	—	— @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending April 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Boston, Hart. & Erie	4½	3½	3½	3½	3½	3½
Canton Co.	92½	....	....	91	90	90½
Central Pacific 6s	102½	102½	....	102½	102½	102½
Central of N. Jersey	102	101½	101½	103½	96	99
Chicago & Alton	111	110½	110½	112½	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	103½	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	111	....	....	....	109½	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	....	....	....
" pref.	87½	....	....	....	....	....
" 1st M.	100	....	100	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	113½	113½	113	113½	113½	113½
Chi., R. I. & Pa. 7s, 1896	....	....	103½	....	....	103½
Clev., Col., C. and Ind.	86½	87	86	....	86	85
Clev. & Pittsburg guar.	88½	88½	89	89	88½	88½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	100
" 4 M.	....	....	....	....	....	85
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	102	102	....	....	....
Col., Chi., & Ind. C.	38½	38½	38½	38½	39	39½
" 1 M.	86½	86	86	86	86	86
" 2 M.	73	....	73½	....	....	....
Del. & Hudson Canal	....	113xp	....	114	114	114
Del. Lack. & Western	99½	99½	99½	100	99	99½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	63½	63½	64	63½	64½	65½
" pref.	....	73½	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	100	....	....	99½	....
" 3 M. 7s, 1883	....	98½	....	....	....	....
" 4 M. 7s, 1880	97½	97½	....	97½	97½	97½
" 5 M. 7s, 1888	....	100	....	....	100	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	89½	....	....	....
Hannibal & St. Joseph	....	....	....	....	40	....
" pref.	....	....	....	....	....	....
" 8s, conv. 88	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	114	....	118
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92	91½	91½	91½	91½	91½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	104	104½	....	....	....	103½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	104½	....	....
" 2 M.	....	....	99½	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	1½	....	....	....
Milw. and St. Paul	59½	58½	59½	58½	58½	58½
" pref.	....	74½	....	74½	74	74½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	107	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	93½	....	....	....	93½	93½
" H. & St. J. iss.	....	....	....	....	....	91
Morris and Essex	90½	90	....	91	90½	90½
" 1st mort.	105	....	....	....	105½	....
" 2d mort.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	100½	101½	101½	100½	101½	101½
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s. S. F. 1883	....	....	....	....	....	....
" 6s, S. F. 1887	....	....	....	....	....	....
N. York and Harlem	131	131	129½	125½	123	126
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	103	....	....
N. York, N. Hav. & Hart.	....	....	....	....	138	138
N. Carolina 6s. old	....	....	....	....	....	....
" new	....	16½	....	....	....	....
Ohio and Miss.	45	44½	44½	44½	44½	45
" pref.	....	....	....	....	....	....
" 2d M.	....	85½	....	85½	....	85½
Pacific Mail S. S. Co.	58½	57½	57½	56½	56½	55½
Panama	110	109½	108½	105	106½	107½
Pitts., Ft. W. & Chi. gtd.	93½	....	93½	92½	91½	92½
" 1 M.	109½	....	108½	....	....	....
" 2 M.	....	99½	99	....	....	99
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	39	39½	....	39½	40
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	83
" Income bds.	....	81½	....	81	....	....
Tennessee 6s, old	80	....	80½	80½	79½	79½
" new	80½	....	....	....	....	79½
Tol., Wab. & Western	69½	70½	70½	69½	69	69½
" pref.	....	....	....	....	....	....
" 1 M.	95½	96	....	....	....	95½
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	89	....	....	89½	....	90
Union Pacific	34	34½	34½	33½	33½	34
" 1st mort.	86	....	86½	86½	....	86½
" L. Gt. 7s	74	74½	....	74	73½	73½
" Inc. 10s	....	73½	....	73½	....	73½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	52x	....	....	....	....	53
" def. cert.	13½	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	111½	112½	111½	....	111½	....
U. S. 5s, 10-40s, coup.	....	111½	....	112½	112½	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	115	....	115½
U. S. 6s, 1881, reg.	117½	....	117½	117½	117½	117½
U. S. 6s, 1881, coup.	....	....	....	120	120½	120½
U. S. 6s, 5-20s. reg. '62	112½	....	....	113½	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	117½	118	117½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	117½	117½	117½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118	....	119½	119½	119½	119½
U. S. 6s, 5-20s, r. n. '65	....	....	....	116½	116½	116½
U. S. 6s, 5-20s, c. n '65	116½	117½	116½	117½	117½	117½
U. S. 6s, 5-20s, reg. '67	....	116½	....	....	....	....
U. S. 6s, 5-20s, c. 1867	117½	118½	118½	118½	118½	119
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	116	....	117½	....	116½	....
U. S. 6s, Pac. RR. issue	113½	....	114½	....	114	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 8.

	W.2	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Catawissa preferred	....	....	....	....	44½	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	90	....	90½	....	....
" 6s, 1889	....	....	....	89	....	....
" mort. 6s, '89	96½	....	....	....	....	96½
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	95
Lehigh Navigation	38½	38½	39½	39½	....	38½
" 6s, 1884	....	86½	86½	86½	86½	....
" Gold L.	91	....	91½	91	91	....
" R. R. L.	....	....	....	93½	93½	....
" Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59½	59½	59	59½	59½	59½
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	98	....	98	98	....	....
Little Schuylkill R.R.	....	46½	....	46½	....	46½
" 7s	....	....	....	....	....	....
Minehill	51½	52	52	52	52½	52
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	46	....
" 6s, 1880	94½	....	95	....	....	....
" 7s	97	....	....	....	97	97½
" 10s, 1887	....	....	....	....	....	....
Northern Central	37½	37½	....	....	....	38
Oil Creek & Alleg. Riv.	32½	31½	32	32	32	32½
" 7s	....	74	....	74½	74½	....
Pennsylvania R. R.	56½xal	56½	56½	56½	56½	56½
" 1st M.	99½	99½	99½	....	....	....
" 2d M.	97x	....	....	97	....	97
" Gen. mort.	91	....	....	....	....	....
" reg.	....	....	....	93½	94½	94½
Penn State. 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	107½	107½	....	107½	....	....
" 6s, 3d series	....	....	....	....	....	109
Philadelphia City, 6s	97½	97½	97½	97½	....	97½
" new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor.	87½	....	87½	....	....	....
Phila. & Reading	57½	57½	57½	58	57½	57½
Philadelphia and Erie	26½	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	91	91	....	....	....	....
Phila., Wilm. & Balt.	....	57	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	....	....	74½	....	....	74½
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	79	....	79	80	....	....
United Co. of N. Jersey	119½	119½	119½	120	119½	119½
Hestonville, (Horse)	....	19	19½	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	50	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	58
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 8.

	W.2	Th.3.	F.4.	Sat.5.	M.7.	Tu.8
Baltimore City 6s, 1875	....	....	....	....	99½	....
" 1886	....	97½	....	....	....	....
" 1890	96½	96½	96½	96½	96½	97½
" 1884	....	....	....	98½	....	....
" 1900	....	....	....	....	....	97
Balt and Ohio	179	....	178	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	95½x	....	....	95½	....	....
Marietta & Cin. 1st M.	99	99	98½	....	99	99½
" 2d M.	90½	90½	91½	91½	....	91½
" 3d M. 8s	....	....	83½	83½	83½	....
Northern Central	37½	....	37½	....	....	38
" bonds, 1885	92½	....	....	92	92½	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	92½	92½	....	....	93	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	51½	51½	....	52	51½	....
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	....	21	21	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 9.

	Th.3.	F.4.	Sat.5.	M.7.	Tu.8.	W.9
Boston and Albany	....	....	149¼	149⅝	149¾	149¾
Boston and Lowell	....	....	....	....	....	135½
Boston and Maine	119¼	120	....	120½	120½	120½
Boston and Providence	151½	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	38¾	....	39½	39¾	40¼
Cheshire, pref	....	....	....	....	....	77½
Chi., Burl. & Quincy	110	....	110¼	110½	....	....
Concord	....	....	....	....	....	83
Connecticut River	....	138	....	....	....	....
Eastern	106¼	106¼	106¼	107	106¾	
Fitchburg	....	....	....	....	....	131½
Manchester & Lawr'ce	....	....	....	....	....	137
Michigan Central	104¼	104¼	103¾	103¼	103¾	
Northern, N. H	....	....	110¾	....	....	....
Ogdens. & Lake Champ	....	....	55	....	....	....
" pref	....	100	100	....	....	98
Old Colony	111¼	111¼	....	111¼	111¼	
Ph., Wil. & Baltimore	57	57¼	57¼	57¼	57¼	
Portl'd, Saco & Ports	....	....	....	....	....	130
Union Pacific	31	....	....	....	....	....
" 6s	....	....	84	84	84	
" Land Grant 7s	74	....	....	....	....	73½
" Income 10s	....	....	....	....	....	....
Vermont & Canada	61	61	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	57¾	57½	....	57¼	
Middlesex	....	80	....	....	....	....
Central Mining Co	....	....	30	30	....	
Copper Falls	....	....	....	26¾	27	
Franklin	6¼	6¼	7⅛	7¼	....	
National	....	....	....	....	....	....
Pewabic	....	11¾	13	....	12½	
Quincy	45	45¾	45½	45¼	45½	

London Stock Exchange.

	Closing Prices. Mar. 21.	Mar. 28.
Atlantic & Gt. W. 1st mort., $1,000	80 — 81	80 — 81
Do. 2d mort., $1,000	72 — 74	72 — 74
Do. Con. mort. B'nds Bisch's Cert.	54 — 55	56 — 57
Do. Reorg. Scrip	97 — 99	97 — 99
Do. Leas. Lines, Rental Bonds	92 — 93	92 — 93
Detroit & Milwaukee 1st mort. Bonds	73 — 75	70 — 75
Do. 2d do.	73 — 75	70 — 75
Erie shares 100 dol. all paid	51½ — 51¾	51½ — 52
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	95½ — 96¼	95½ — 96¼
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	94 — 96	93 — 95
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	101 —103	102 —104
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	90 — 95	90 — 95
Panama 2d mort	— — —	— — —
Panama General mort	95 — 97	95 — 97
Pennsylvania, 2d mort	100 —102	100 —102
Do. General mort	97½ — 98¼	97½ — 98¼
Do. $50 shares	46 — 48	45 — 47
Philadelphia and Erie 1st mort	97 — 99	98 —100
Do. with option to be paid in Phila.	97 — 99	98 —100

American Railroad Journal.

Saturday, April 12, 1873.

Stock Exchange and Money Market.

The Money market has been decidedly active all through the week, early in which very high rates were exacted for aid to speculative borrowers, though toward the close the tendency was toward an easier movement, and call loans were quoted at from 7 per cent currency and gold to $\frac{1}{16}$@$\frac{1}{8}$th of one per cent added for carrying stocks from day to day. The available supply was gaining on the more urgent requirements of the street firms. The city banks were receiving considerable amounts of currency from the interior, giving promise of a more encouraging showing on the next weekly statement of averages. The last was the most unfavorable exhibit of the season, which has been a memorable one for the protracted closeness of the market. The discount business has been somewhat brisker within the range of 8@12 per cent per annum on the best grades of mercantile credits. The city banks, last week, lost about 1⅛ million of their specie reserve and 3¾ millions of their legal tender board. Their deposits were further cut down nearly 5⅞ millions, and their loan and discount averages reduced nearly ⅞ths of a million. The banks are once more deficient in their obligatory reserve, the last statement showing that they had $3,245,800 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of nearly 1⅝ths of a million to its coin balance, while losing about 1⅛th millions of currency. Its currency reserves at the close of the week were $15,739,987; and its coin hoard, $40,767,765.

The cash balances of the Treasury Department on Monday were as follows; Currency, $2,-305,003; Coin, $70,423,591; Certificates, $23,-420,500.

The city banks, in their latest return, show a falling off of $3,789,300 in legal tender notes, with a decrease of $514,700 in their specie, and a reduction of $5,821,700 in their deposits, also a contraction of $814,700 in their loan and discount averages, and an addition of $80,100 to their item of circulation. The city bank exchanges, last week, averaged 130 millions.

The clearances of the banks averaged through the week 130 millions a day, and amounted in the aggregate, for the whole week, to $780,498,464 as against $640,361,782 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance $1,166,933 and enlarged its coin reserve $583,426 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $15,664,400, against $19,764,100 same time last year. The city bank deposits are now $187,687,000 against $201,065,100, week ending April 6, 1872. The legal tender reserve amounts to $34,940,500, against $38,695,200 same time last year. The circulation now stands at $27,715,800 against $28,014,700 same time last year. The loans are now $273,198,800 against $278,483,400 at this date last year.

The coin reserve of the city banks is now about 15⅝ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is about 34⅞ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 187⅝ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $3,869,599 of currency, and $4,515,112 of gold, the latter including $2,247,000 from customs; and disbursed $5,036,532 of currency and $2,931,687 of gold, the latter embracing $198,-590 of coin interest.

Government revenues have been yielding moderately since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year beginning with July 1, 1872, $87,578,923. The customs at the port of New York, for the week, were $2,187,672, and at the outports, about $750,000 more, in coin or coin certificates.

Gold has been active and buoyant in price. The speculative movement has been quite spirited and the export drain has been heavier, with a fair average customs demand noted. The highest price of the year has been reached during the week, 119⅛ having been realized on Saturday. The later dealings, have shown a less confident movement. The range of the price during the week has been from 117¼@119⅛ and the closing quotation on Wednesday was 118⅛ against 117½ on Wednesday of the preceding week. The specie outflow last week, was $1,246,188. The Gold Exchange Bank clearances have averaged about 85 millions per day during the week.

The customs demand for Gold last week, averaged $374 500 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $367,654, and thus far in 1873 have been $1,030,506 against $575,216 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $105,906,333 against $123,776,090 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $61,318,804, against $62,274,942 during the same time in 1871-2.

The export drain of specie was $1,246,187 last week, against $916,474 same week preceding year. The shipments since July 1, 1872, have been $50,774,360 against $27,831,380 during the same portion of 1871.

Foreign exchange has been very irregular; and at the close weak in price on a restricted business. Bankers' sixty day bills on London closed at 107⅛@107⅜; sight bills on London, at 107⅞@108⅛. The week's exports of Domestic Produce have been to the currency value of $5,-010,645.

Government securities have been quite active, with very free purchases noted for investment, largely on foreign account, at buoyant prices. Government proposes, under the April programme of the Treasury Department, to sell during the month Gold as follows: Thursday, April 17, $1,500,000; Thursday, April 24, $1,500,000. And to buy in Five-Twenty bonds, as follows; Wednesday, April 23, $500,000.

U. S. sixes of 1881 closed on Wednesday of this week at 120¾@121; U. S. Five-Twenties of 1862, 117¾@118; U. S. Five-Twenties of 1864 at 117¾@118; U. S. Five-Twenties of 1865, 119⅝@119⅞; U. S. Five-Twenties of 1865 consolidated, 117¼@117½; U. S. Five-Twenties of 1867, 118⅞@119⅛; U. S. Five-Twenties of 1868, 117½@118; U. S. Ten-forties at 112¼@112¾; U. S. Fives of 1881 (Funding Loan) 115½@116; Six per cent. currency Sixes from 113⅞@114.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 26.	April 2.	April 9.
Consols	92¾	92⅞	93¼
U. S. 5-20s, 1865	94⅛	94⅛	94¼
" 1867	93⅞	93⅝	93⅝
" 10-40s	89¼	89¼	89
New Fives of 1881	91¼	91	90¾
Erie	51¾	51¼	51⅛

State bonds have been in fair demand but at irregular prices.

Railway Mortgages have been quoted quite firm in view of the Money pressure, and have been in good request. Central Pacific Sixes have been in fair demand closing firmly at from 102¾@103. Chesapeake and Ohio Sixes have been selling to a fair extent at 87½ and interest. Western Pacific Sixes have been in demand at 94¾@95. The Northern Pacific 7-30 Loan also in request at par and interest.

There has been an active business noted in Railway and Miscellaneous share property, but prices have been fluctuating widely, mainly influenced by the condition of the call loan market.

The Metal trade has been very quite, as a rule. A limited movement has been noted in Ingot Copper at rather lower figures; 50,000 lbs. sold at 34c.: 5 tons English at 31c. Iron has been generally dull, with prices of Scotch Pig favoring buyers. Sales, 175 tons Scotch Pig, in lots, including Eglinton at $54, Glengarnock at $55@$56, and Gartsherrie at $60, and 400 tons No. 2 American Pig at $45@$48. We quote: Glengarnock Pig at $55@$56; Eglinton do. at $54; Gartsherrie at at $60: No. 1 American Pig at $50; No. 2 do. at $45@$48; Wrought Scrap at $57 50@$60; English rails at $70@$71, gold. American Rails at Works, $80@$85; Russia Sheet, 17c. Pig lead inactive at 6⅝c.@6¾c. gold, for ordinary foreign. Silesian Spelter quiet at 7⅛c., gold. Pig-tin in slack demand with Straits quoted at 33c., and English at 32¾c. gold. Tin Plates have been in less request, but at steady rates, with sales reported of 500 boxes Charcoal Plates at $12; 500 boxes Charcoal Terne, and 1,000 boxes Coke on private terms. Charcoal Plates quoted here at $12@$12 37½; Charcoal Terne, $10 50@$11 25; Coke, $10@$10 62½; Coke Terne, $8 75@10, gold, per box. Zinc dull and unchanged. Of Regulus Antimony, 10 casks sold at 14½c. gold.

General business has been on a moderate scale, since our last, with prices of Cotton, and Breadstuffs quoted weaker, and Provisions and Petroleum steadier. Middling upland cotton, closed on Wednesday at 19⅝@19¾ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,078,119 bales, against 2,463,428 bales same time in the preceding year; exports 1,909,900 bales against 1,608,796 bales in the previous year; stock at the ports at latest dates, 535,745 bales against 388,140 bales same date 1871.

Foreign goods have been in quite moderate request as a rule, on the previous basis as to values. The week's imports amounted to $7,576,073, including $2,104,060 of dry goods.

Ocean freights have been more active, and rates have shown more steadiness.

At the Live Stock Markets, Beeves have been in moderate request at from 9¼@14¼ cts. Veals at 7@11 cts.; Sheep at from 5⅝@8⅝ cts.; Swine at 6⅛@6½ cts. per lb., all live weight. The week's receipts were 6,419 Beeves, 1,685 Veal Calves, 14,538 Sheep and Lambs, and 39,986 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R., of Mo., 50½; St. Louis and Iron Mt. R. R., 88; do. 1st, mort., 95; New Jersey Southern R. R., 31½; do. 1st mort., 75; St. Louis, Kansas City and Northern pref., 55; New Jersey R. R., 120; Atlantic and Pacific pref., 25; Albany and Susq. R. R., 94; Detroit, Monroe and Toledo 1st mort., 96½; Toledo, Peoria and Warsaw 1st mort., E. D., 89½; do. W. D., 88; North Missouri 1st, mort., 90; St. Louis, Jacksonville and Chicago 1st mort. 90; Burlington, Cedar Rapids and Minnesota 1st mort., 89⅞; Chicago and Milwaukee 1st mort., 94; Mil. and St. Paul 1st mort., La C. div., 89; do. Iowa div., 85½; Ohio and Miss. 7s, consol., 92¾; Galena and Chicago 1st mort., 102½; East Tenn., Va. and Ga. 1st mort., 90; Morris and Essex Construction bonds, 89½; Boston, Hartford and Erie 1st mort., 40; Lake Shore and Michigan Southern 7s, consol., reg., 98½; Louisville and Nashville 7s, 1898, consol., 92½; Clev., Paines. and Ash. 7s, new, 93½; Clev., Col., Cin. and Ind. 1st mort., 103; Gt. Western 1st mort.1888, 94; Nashville and Decatur 1st mort., 89; Buffalo and Erie 7s, new, 94½; Western Union Tel., 86; Quicksilver pref., 50; Consol. Coal of Md., 55¾; Maryland Coal, 25¼; American Coal, 60; Pennsylvania Coal, 225; Cumberland Coal and Iron., 98; Spring Mt. Coal, 60½; Am. Mer. Union Exp., 67; U. S. Exp., 74⅝; Wells-Fargo Exp., 81½; Adams Exp., 94½; Mariposa L. and M., 14; do. pref., 30; N. Y. State 7s, B. L., reg., 106½; North Carolina 6s, special tax, 13; South Carolina 6s, new, Apl. and Oct., 27; do. Jan. and July, 20; Louisiana 6s, new, 43; Brooklyn 6s, W. L., 93½.

Philadelphia.—Catawisa new pref., 38⅝; do. 7s, new, 100; Pennsylvania allotment, 53⅞; Philadelphia and Trenton R. R., 118; Philadelphia and Reading Gen'l mort. 7s, coupon, 102; do. reg., 104; do. 7s, new conv., 105; Pittsburg, Cincinnati and St. Louis 7s, 75; Lehigh Valley 7s, new, 104; Westchester and Philadelphia 7s, 101; Allegheny Valley 7 3-10s, 91¾; Wilmington and Reading 7s, 97; Huntingdon and Broad Top Mt. 1st mort., 102¼; Lehigh Nav. conv. gold loan, 93; West Jersey 7s, 101; Morris Canal 1st mort., 94; Schuylkill Nav. 7s, Boat Loan, 85; Pennsylvania Canal 6s, 69; Ithaca and Athens 7s, 99; Warren and Franklin 7s, 82.½ The latest quotations are: City 6s, 97¼@97½; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series 100@102; do. 2d series, 107½@107⅝; do. 3d series, 108¾@109½; Philadelphia and Reading 57⅝@57⅝; do. Gen'l mort. 7s, coup., 102@102½; do. reg., 103⅞@104⅛; do. mort. 6s, 1880, 94@—; do. 7s, new, conv., 104¾@105¼; United New Jersey R. R. and Canal Co., 119¼@119¾; Camden and Amboy mort. 6s, 1889, 96@96½; do. 1883, 90½@90¾; do. 1889, 89@89½; Pennsylvania R. R., 56⅛@56¼; do. allotment, 53⅞@53⅞; do. 1st mort., 99¾@100; do. 2d mort., 96⅝@97⅛; do. General mort. coupon, 90@92; do. reg., 94¼@94⅛; Little Schuylkill R. R., 46½@46¾; Morris Canal, 48¼@50; do. pref., 122½@123; do. 6s, 93½@94; Susquehanna Canal, 7@8; do. 6s, 73@76; Schuylkill Nav., 7@7½; do. pref., 18¾@14; do. 6s, 1882, 74¾@75; do. 1872, 80@—; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 95@—; do. 5s, 59@61¼; Lehigh Coal and Navigation, 38¾@38⅞; do. 6s, 1884, 86⅜@86⅛; do. R. R. Loan, 93⅝@93⅞; do. Gold Loan, 90⅞@91; North Pennsylvania, 46@46½; do. 6s, 94½@96; do., 7s, 97@97½; do. Chattle 10s, 106@—; Philadelphia and Erie, 25@26; do. 6s, 91@91; Minehill, 52@52⅛; Catawissa, 20@21; do. pref. 44½@45; do. new pref., 32@33⅛; do. 7s, 1900, 100@101; Lehigh Valley, 59⅝@59¾; do. 6s, new coupon, 97@98¼; do. reg., 97½@98¼; do. 7s, 103½@104; Fifth and Sixth streets, (horse,) 50@52; Second and Third, 57⅞@58½; Thirteenth and Fifteenth, 20@23; Spruce and Pine, 31½@32; Green and Coates, 49@50; Chestnut and Walnut, 59@62; Hestonville, 19@19¼; Union, —@73; Germantown, 30@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 17; Norwich and Worcester R. R., 128; Eastern (N. H.) R. R., 101¼; Connecticut and Passumpsic Rivers R. R., pref., 89; Portsmouth, Gt. Falls and Conway R. R., 95; Rutland R. R., 9¼; do. pref., 50; do. scrip No. 1, 99; No. 2, 87⅛; No. 3, 84; do. 8s, 1880, 77½; Old Colony 6s, 1876, 96⅜; Maine Central R. R., 57 i Atchison, Topeka and Santa Fe R. R., 22; Michigan Central R. R. scrip, 103½; Burlington and Missouri R. R. 7s, L. G., 95; do. 8s, in Nebraska, old, 100; Chicago, Burlington and Quincy R. R. 7s, new, 92⅝; do. rights, 5 57½; Agricultural Branch 6s, 1884, 77; Cedar Rapids and Missouri R. R. 7s, 1916, 87; Eastern R. R. 7s, 1882, 101¼; Vermont Central 1st mort., 7s, 34; Ogdensburg and Lake Champlain Equipment 8s, 98; Michigan Air Line 8s, 101; Boston and Lowell 7s, 1892, 105½; Keokuk and St. Paul R. R. 8s, 96; Illinois Grand Trunk R. R., 8s, 99; Boston, Clinton and Fitchburg 7s, 85; Boston Water Power, 31; do. scrip, 70; Cary Imp., 13¼; Waverly Land, 4½; Maine 6s, 1889, 99; New Hampshire 6s, 1902, 97½; Massachusetts 5s, 1894, gold, 99¾; Boston 5s, 1884, gold, 89¼; Bath 6s, 1888, 89¾; Portland 6s, 1877, 96; Bangor 6s, 1874, 96; Augusta 6s, 89¾; Allouez Mining Co., 21; Calumet and Hecla, 153; Dawson Silver, 50c.; Dana, 1¼; Hanover, 1⅛; International Silver, 1¼; Mesnard, 2½; Petherick, 3⅞; Pontiac, 1½; Phœnix, 22; Rockland, 3¼; Ridge, 11; Star, 1⅞; St. Clair, 3½; Shuniah Silver, 1½; Superior, 70c.; Toltec, 76c.

Baltimore.—Orange, Alex. and Manasses 7s, 80½; Central Ohio 1st mort., 86; Northern Central 6s, 190C, gold, 91¾; Virginia and Tennessee 8s, 88; Memphis City 6s, 57½; Maryland Defense 6s, 104; Virginia Consol., 6s, new, 51; do. coupons, 79. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80@81¼; Pittsburg and Connellsville 7s, 1898, 93@93¼; Baltimore and Ohio, 175@180; do., 6s, 1875, 98¼@98; do., 1880, 96@96; do., 1885, 94@95⅛; Parkersburg Branch, 11@13; Northern Central, 88@40; do. 6s, 1885, 92@93; do., 1900, 86@86; do., 6s, 1900 gold, 91½@92¼; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 98¾@99; do., 2d mort., 7s, 91¼@92; do., 3d mort., 8s, 83¼@83⅝; Central Ohio, 41½@43½; do. pref., 42@43; do. 1st mort., 85¾@86⅝; Western Md. 1st mort. 6s 1890, 87@90; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 96@97; do. 2d mort pref., 75@90; do., 2d mort. guar. by Washington Co., 72@84; Richmond and Danville 1st mort., 77½@78½; Orange and Alexandria 1st mort. 6s, 96@99; do., 2d mort. 6s, 86@90; do., 3d mort. 8s, 90@96; do., 4th mort. 8s, 80¼@80½; Orange, Alex. and Manassas 7s, 80¼@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@78; do. 8s, 3d mort., 87¾@88¼; Baltimore 6s, 1875, 99⅞@100; do., 1884, 96⅝@—; do. 1886, 98@98½; do., 1890, 97½@98; do., 1893, 97@97; do. 1893, exempt, 99¾@100; do., 1900, exempt, 96¾@97¼; do. 1900, new, 98@98⅝; do. 1902, 98@99¼; Memphis City 6s, 57@59⅛; Maryland Defense Loan, 1883, 104@104¼; Virginia 6s, old, 37@40; do. coupons old, 37@40; do. consol. 6s, 52½@53; do. reg. 51@53; do. coupons, 80¼@—; West Virginia, 13¾@14; City Passenger R. R., 21@22; George's Creek Coal, 118@124.

☞ Ground was broken on the 31st of March at Maysville, Ky., for the branch of the Kentucky and Great Eastern Railroad, between Maysville and Newport.

New York Central and Hudson River R. R.

For the purpose of consolidating its funded and mortgage debts, and providing the necessary means for laying the additional two tracks, procuring terminal facilities, and to make other improvements as its business may require, the New York Central and Hudson River Railroad Company have determined to issue bonds to the amount of thirty millions of dollars, payable on the 1st of January, 1903, with interest at the rate of seven per cent per annum, payable semi-annually, and two million of pounds sterling, payable at the same time, with interest at the rate of six per cent, payable semi-annually, in the City of London, and to secure the payment of such bonds, have mortgaged all the right, title and interest of the company in the New York Central and Hudson River Railroad, together with all the rolling stock, shops, etc. (excepting the Athens Branch) to Cornelius Vanderbilt, Jr., and William K. Vanderbilt. The instrument is to be recorded in all the counties in which the company owns property.

New Jersey Railway.

The New Jersey Railway Company was organized at Trenton, N. J., on the 7th inst., under the General Railroad Law, to construct a railroad from some point on the Delaware river, four miles above Trenton, to Bound Brook, and thence to Waverly station, in the city of Newark. The following gentlemen were elected directors: Delos E. Culver, Benjamin Fish, John G. Stevens, Isaac W. Scudder, G. Morris Dorrance, William I. Sewell, Charles E. Green, William Bettle, Sr., Benjamin Williamson, William G. Cook, Robert F. Stockton, Edward T. Green, Isaac B. Culver, Richard F. Stevens, Barker Gummere and Ira M. Harrison. The directors appointed the following officers: President Edward T. Green; Secretary, William J. Sewell; Treasurer, R. D. Barclay. The surveys of the route are filed together with an affidavit that the requisite number of shares have been subscribed and the amounts paid in, and that it is intended to construct the road in good faith.

☞ A special meeting of the stockholders of the Atlantic and St. Lawrence Railroad Co. was held on the 2d inst. at the office of the company in Portland, Me., to see: First, if they would accept an act of the Legislature additional to the act establishing the company, authorizing the company to increase its capital stock to one million dollars; and second, to see if the stockholders would ratify and confirm the action of the directors in authorizing and instructing the treasurer to indorse in the name of the company the bonds of the Grand Trunk Railway of Canada, issued in renewal of the bonds of the St. Lawrence and Atlantic Railroad Company. Both these propositions were accepted by the stockholders.

☞ The directors of the Second Avenue Railroad Company, recently elected, are: Thomas Crane, Edward Haight, Waldo Hutchins, Julius Wadsworth, Legrand Lockwood, George Bell, Joseph Richardson, John J. Donaldson, Augustus E. Masters, Solomon Mehrbach, Wm. S. Thorn, Frederick De Billier, James D. Fisk.

☞ It is stated that the Fort Wayne, Muncie and Cincinnati Railroad Company will soon consolidate with the Detroit, Ft. Wayne and Logansport Railroad.

Northern Pacific Railroad.

A dispatch, dated San Francisco, April 7, says: The Northern Pacific Railroad committee, consisting of Vice President Rice, of Maine; Messrs. Moorhead of Philadelphia, Frederick Billings of Vermont, and W. Milner Roberts, Engineer-in-Chief, will return East this morning, having completed on favorable terms, and below the estimated cost, an arrangement for the extension of the road northward during the present year to a practical connection between the road already completed, and the waters of Puget Sound. The contractors on Saturday, by telegraph, put men at work on the line.

With this railroad connection effected, the entire railroad system of Oregon, as well as the navigable waters of the Columbia are put in connection by rail with the waters of Puget Sound.

The committee deemed it inexpedient to press an immediate prosecution of the work on that part of the line between the upper navigable waters of the Columbia and Lake Pend d'Orielle, among other reasons, because on that portion of the route it is necessary to make arrangements in the fall for getting out crossties and bridge timbers, which can only be obtained on the mountains in the winter, and must be floated down during the spring rise of the streams.

Absecom and Great Bay Railroad.

The incorporators and stockholders of the proposed railroad from Absecom to Great Bay or Leeds' Point, a charter for which has recently been obtained, met in Camden, N. J., on the 29th ult., for the purpose of organizing. The following gentlemen were elected directors of the new company: Jonathan Sovy, Peter Boice, Wm. Moore, Jr., B. W. Higbee, J. L. Warner, Theodore J. Shuster, Horace J. Subers, Wm. M. Burke, Jonathan G. Sterrett, E. Stanley Perkins, Charles E. Henry. Subsequently the directors elected H. J. Subers President, Theodore J. Shuster Secretary and Treasurer, and Wm. Moore Jr., Solicitor. Stock amounting to $300,000 was subscribed. Work on the road is to be commenced immediately. The following executive committee was also appointed: E. S. Perkins, J. L. Warner and J. G. Sterrett. The distance from Absecom to Great Bay is about seven miles. From its terminus at Leeds' Point a steamboat will be run across the bay to Salt Island, Tucker's Beach, and also to Tuckerton, where connection will be made with the Tuckerton and New Jersey Southern Railroad.

☞ The export of rails from Great Britain to the United States for the month of Februry was 21,063 tons, against 53,131 tons in February 1872, a decrease of 32,068 tons. The total shipments from Great Britain to all countries during the month were 41,318 tons, against 71,361 tons in corresponding time last year.

☞ At the annual election for directors of the Pennsylvania Railroad, held at the office of the company in Philadelphia, on the 25th ult., the following board was chosen for the ensuing year: J. Edgar Thomson, Josiah Bacon, Wistar Morris, Edward C. Knight, Samuel T. Bodine, John M. Kennedy, John Rice, John Scott, Pittsburg, Alexander J. Derbyshire and Samuel M. Felton.

☞ The construction of the Lexington and Big Sandy Railroad has been let to contract, and the following gentlemen from Staunton are among the contractors: Capt. C. R. Mason, Major E. McMahon, T. R. Menifee and Charles Hoge.

OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, April 10, 1873.

The SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, being secured by a First Mortgage on a COMPLETED road—which is one of the GREAT EAST AND WEST TRUNK LINES, commanding a large through business, and which, from the immense Mineral, Agricultural, and other valuable resources of the country it traverses, is assured of a very remunerative local traffic—are among the most substantial and satisfactory investment securities in the market; and, at the present price, 87½ and accrued interest, yield a liberal rate of interest on their cost.

They are in denominations of $100, $500, and $1,000, coupon and registered; principal and interest payable in gold coin in New York; interest May and November.

We also buy and sell at current market rates, the WESTERN PACIFIC SIX PER CENT. GOLD BONDS originally negotiated by us, and now quoted at the Stock Exchange, and widely known as favorite securities in the principal money market. Coupon bonds of $1,000; principal and interest payable in gold coin in New York; interest January and July. Price to-day is 94¾@95.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, receive deposits, on which we allow interest, make collections, and do a general banking business.

FISK & HATCH.

☞ The Chesapeake and Ohio Railroad Company, which will secure a continuous line from Richmond to Louisville, Ky., by the completion of the Lexington and Big Sandy Railroad have subscribed $200,000 towards the construction of a new bridge across the Ohio river at Louisville, and will form a western connection at that point with the St. Louis air-line.

☞ The earnings of the Central Pacific Railroad for March 1873, were $974,460, and for March, 1872, $875,763, an increase of $98,697. For the first three months of 1873 the earnings were $2,521,335, against $2,039,822 for the corresponding period of 1872—an increase of $481,513. Compared with the first three months of 1871, the increase is $884,900.

☞ The Levant *Herald* says that M. Roussin, one of the chief engineers of the Enterprise Generale of railways and public works, left Constantinople on the 26th ult. for Athens, in connection, it is understood, with the projected line of railway from Athens to Lamia, of which the concession was recently granted by the Greek Government to Mr. Syngros, the well known Galata banker.

☞ The earnings of the Ohio and Mississippi Railroad Company for the month of March, 1873, were $332,849—an increase of $43,997 over the corresponding month of last year.

☞ The earnings of the Chicago and Northwestern Railway Company for the month of March, 1873, were $959,911 36, an increase, compared with March, 1872, of $113,517 40.

☞ The Burlington and Missouri River Railroad Company, it is said, has thus far sold its land in Nebraska at the average rate of $8 42 per acre.

Journal of Railroad Law.

RAILROAD COMPANIES—PASSENGERS ON FREIGHT TRAINS WITHOUT TICKETS MUST BE PUT OFF AT A STATION—MEASURE OF DAMAGES.

The facts in the recent case of The Illinois Central Railroad Company *vs.* Sutton, (53 Ill. 397), are fully and clearly stated in the following opinion by—

BREESE, CH. J.—This was an action on the case, tried in the Ford Circuit Court, on a change of venue, brought by Joseph J. Sutton against the Illinois Central R. R. Co., for damages resulting to the plaintiff, by reason of his being put off a freight train on which he had taken passage without first procuring a ticket.

The jury found in favor of the plaintiff, and assessed his damages at eleven hundred and fifty dollars, on which the court rendered judgment.

To reverse this judgment the defendants appeal to this court.

Appellants make the point that it was not proven that the train on which plaintiff was embarked, was employed in carrying passengers. It may be true no proof was offered that this particular freight train was so employed, but it is proven by the appellants' witness, Oliver, that notices were posted up around the window of the ticket office, that passengers on freight trains must first obtain a ticket, and it was proved by Mr. Ayers that appellants were, at the time of this occurrence, accustomed to carry passengers on freight trains. This train is not shown to have been an exception, besides it is proved there were several passengers upon this train who had procured tickets. This is sufficient to show that this train was *pro hac vice*, a train for the conveyance of passengers.

They make the further point, that the averment in the declaration of the defendants undertaking to convey the plaintiff from West Urbana to Tolono, is not sustained by proof of an undertaking to convey from Champaign City to Tolono.

It would appear, from the testimony, that West Trbana and Champaign City are one and the same place, consequently there was no variance.

The principle objection of appellants is made upon the instructions given for the plaintiff, the first, especially.

There is one objection to that instruction, in that part of which it directs the jury to consider, in estimating the damages, any mental sufferings the plaintiff may have undergone, consequent upon the injury. The law is well settled, where the injury is not willful, mental suffering forms no part of the inquiry by a jury. 2 Greenleaf Evidence, § 267.

The plaintiff had entered the caboose car of a freight train without a ticket, and though he offered to pay his passage, he was told by the conductor the rules of the company forbid him taking fare, and as he had no ticket he must leave the car, which the plaintiff did, and this not at a regular station of the company. Here is an absence of anything like willfulness or malice on the part of the conductor, and being so, mental suffering, by which we understand such as is produced by an injury to one's reputation, by circumstances of indignity and contumely, under which the injury was done, and the consequent public disgrace to the plaintiff. This case is robbed of everything of this nature, and the only inquiry for the jury was, the bodily injury and such consequential damages as were the necessary result of the injury. It appears there had been a previous trial of this cause, in which the plaintiff recovered four hundred and fifty dollars damages. How much this instruction may have contributed to swell the verdict, under the same facts, to more than eleven hundred dollars, if it contributed in any degree to that result, can not be known, but in looking into the evidence, it is very apparent the plaintiff was a great sufferer by the act of appellants, in his body and business, and the amount found by the jury is no more than just compensation therefor, if they really reach the measure to which he was entitled. The conductor, when the money was offered for the fare, was informed by the plaintiff he was sick and unable to walk back one mile and a half to the station, through the mud, and if the doctor is to be believed, the consequences of this effort were of the most serious character, he, at the time, having a distressing disease.

The disease was aggravated, confined him to his bed, compelling him when partially restored to leave his business and resort to a water cure establishment, disabling him from giving that attention to his affairs their importance required, and resulting in great pecuniary losses to him.

This being so we would not, for the error pointed out in this instruction, reverse the judgment, for the evidence shows a clear violation of the law in causing the plaintiff to leave the train not at a regular station, and under circumstances of considerable aggravation.

The objections to the third and fourth instructions are not tenable, as the evidence that appellants' freight trains carried passengers, included the particular train in question.

Cases of this nature have been frequently before us, and it seems strange, when the law is so plain, that a passenger shall not be put off a train except at a regular station, it should be so often violated, and when there appears no necessity for such violation. In this case, the train had not advanced more than a mile and a half from the station. How much more in consonance with the dictates of humanity would it have been for this conductor to back the train a few hundred rods, so that a sick man should be subjected to as slight inconvenience as possible. But even this would never be necessary, if the order was given conductors of freight trains, before leaving a station, to visit a caboose car and demand a sight of the tickets, and if any passenger is there without a ticket, peremtorily decline to take him, and if he persists in remaining, then forcibly, if necessary expel him from the car. Either this rule must be adopted, or the conductors of such trains must be authorized to receive fares, or, and to that the public will not submit, decline to receive passengers on freight trains. If they will leave a station without first seeing that the passengers are provided with tickets, and then in violation of law, require them to leave the car, not at a regular station, it must be expected that juries will not be slow to visit them with the most exemplary damages, by way of punishment for such conduct. Courts will interpose in vain in setting their findings aside as excessive, for a second verdict, as in this case, will usually be greater than in the first.

Upon a review of the whole case, we do not perceive any grounds on which to reverse this judgment, and must affirm it.

Judgment affirmed.

Alabama and Chattanooga Bonds.

A proposition having been made by the State of Alabama, and approved of by the Council of Foreign Bondholders, that the bondholders should accept for the overdue coupons eight per cent currency bonds, repayable in 20 years, at 82 per cent, and join in the advance to the State of $250,000 to enable the State to complete the purchase of the railway, at a meeting of the bondholders, held on the 17th inst., the proposition submitted was unanimously agreed to. From the report of the committee read at the meeting by the secretary to the council (Mr. Hyde Clarke) we learn that the committee was appointed at the general meeting held last January, and having communicated with the financial firms connected with the issue of the previous railway loans, the following facts as to the financial transactions and position of the company were obtained. The total issue of bonds in connection with the Alabama and Chattanooga Railway by the State is $6,800,000. Of this $4,800,000 are 8 per cent first mortgage bonds, secured by the first mortgage on the entire property of the company, including 1,900,000 acres of land and guarantee of the State. There was a further additional issue of $2,000,000 eight per cent gold bonds, secured upon the entire revenue of the State. Thus as long as the railway remains unproductive both classes of bonds must be exclusively a charge upon the revenue and taxes of the State. Up to the present the railway was unable to lighten the charge involved in the State guarantee, and the State of Alabama has not yet recovered from the effects of the late American war, and was consequently unable to meet its engagements to foreign creditors. The railway has become involved in litigation and embarrassment to such an extent that it had been forced into Chancery, andthe railway being offered for sale the State bought it for $314,000 over and above the first mortgage. The State has paid $100,000 of the purchase money, and is bound to pay the balance, with costs, interest, &c., before the 15th inst.—amount $250,000, and if unable to find the amount the railway will be resold. Under these circumstances the State legislature has authorized the issue of $1,500,000 8 per cent cerrency bonds at 82, to cover the unpaid coupons, and meet other liabilities, and the State has voted the necessary increased taxes to meet its future obligations. The committee urge the advantages offered by the investment, quite irrespective of the fact that by assisting the State in this way they are improving the position of their holding, inasmuch as they are adding to the solvency of their debtor.

Mr. Gerstenberg, in supporting the resolution, showed that the holder of $1,000 having 8 per cent overdue to receive, would be entitled to receive in payment for them $92, an equivalent sum in the new 8 per cent at the rate of 82 discount. The committee, on behalf of the bondholders, had expressed themselves ready to tend on the following securities. The Government would give an equivalent sum in these bonds at the rate of 50 per cent, while they secured the option of purchase at 82. If Government did not repay the advance, the bondholders would be at liberty to sell the bonds in the market. A financial house of this country had offered to purchase the railway, which was worth from one to two millions of dollars. The Alabama Government had also made arrangements with a Mr. Ingram to buy the property and repay the advance of $250,000 within 90 days.

The bondholders have acted wisely in accepting the proposition, and rescuing the property from the hopeless condition in which it at present stood.—*Herapath, March* 22.

☞ Hereafter trains on the Cairo and Fulton Railroad will run no further north than Moark, the station on the State line, at which point there will be a change of cars. Prior to this date they have run to Poplar Bluff, about twenty-five miles north of the line.

☞ A bill has passed both branches of the Pennsylvania Legislature, incorporating the Turtle Creek Valley Railroad, which is to run from Wall's Station, on the Pennsylvania Railroad, to connect with the West Pennsylvania Railroad in Westmoreland, Indiana, or Armstrong Counties. The bill is drawn in the interest of the Pennsylvania Railroad Company, and will open and develop a rich coal field.

☞ The Pennsylvania Railroad Company proposes to spend $19,000,000 during the present year. A great portion of this vast amount will be expended in laying the additional double tracks between Pittsburg and Philadelphia. The work of grading for the new tracks has already been commenc d.

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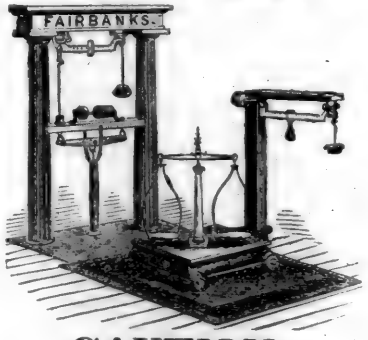


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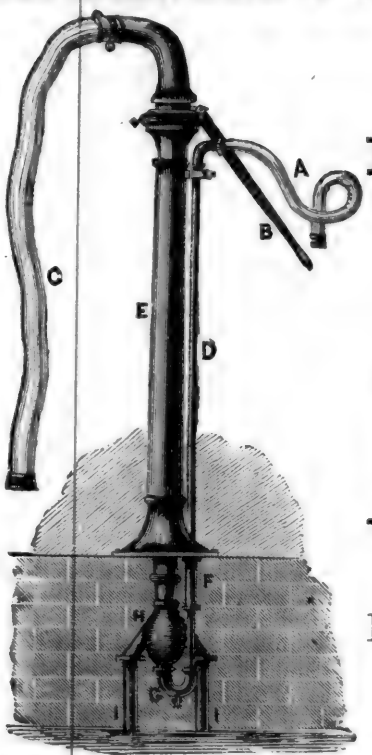
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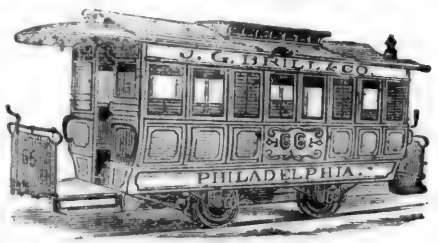
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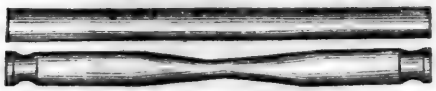
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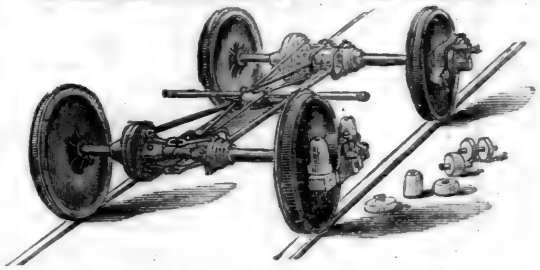
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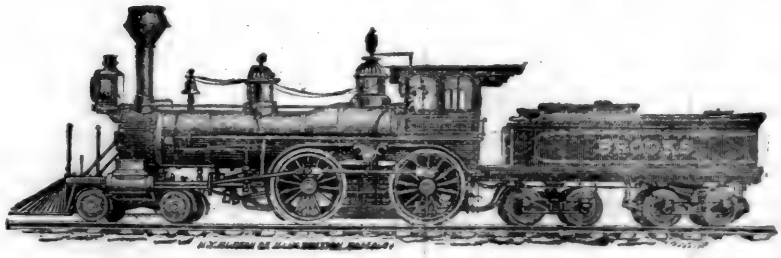
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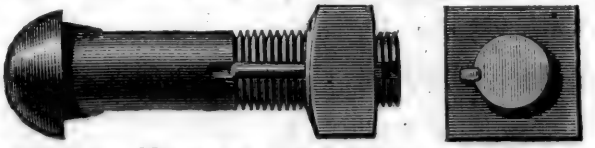
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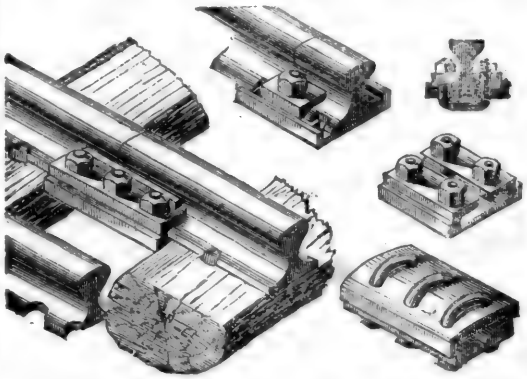
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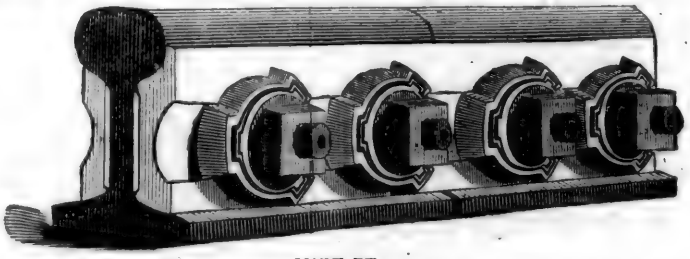
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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SECOND QUARTO SERIES, VOL. XXIX., No. 16.] SATURDAY, APRIL 19, 1873. [WHOLE No. 1,930 VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, April 19, 1873.

BALDWIN LOCOMOTIVE WORKS.

NOTICE OF DISSOLUTION.

The partnership heretofore existing between the undersigned, under the firm name of M. BAIRD & Co., having expired by limitation, is this day dissolved. Matthew Baird having disposed of his interest in the Baldwin Locomotive Works to his late partners, and having retired from the business, they are authorized to liquidate the affairs of the late firm.

MATTHEW BAIRD,
GEORGE BURNHAM,
CHARLES T. PARRY,
EDWARD H. WILLIAMS,
WM. P. HENSZEY,
EDWARD LONGSTRETH.

April 8th, 1873.

The Baldwin Locomotive Works have been purchased from the late firm of M. Baird & Co. by the undersigned, who will carry on the business under the firm name of BURNHAM, PARRY, WILLIAMS & Co.

GEORGE BURNHAM,
CHARLES T. PARRY,
EDWARD H. WILLIAMS,
WM. P. HENSZEY,
EDWARD LONGSTRETH.

April 8th, 1873.

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THE NORTHERN PACIFIC 7-30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 3-10 per cent. gold interest, and have the following elements of security, viz:

1. They are the obligation of a strong corporation.
2. They are a First Mortgage on the Road, its Equipments, Rights and Franchises.
3. They are a first lien on its Net Earnings.
4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized $5 60 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

FOR SALE BY BANKS AND BANKERS GENERALLY.

☞ The Pennsylvania and Delaware and the Delaware and Pennsylvania Railroad Companies have been consolidated under the name of the "Pennsylvania and Delaware Railway Company." The road of the former company extends from Pomeroy, on the line of the Pennsylvania Railroads, to Landenberg; and of the latter company from Landenburg to Delaware city. The consolidation places the whole line from Pomeroy to Delaware city under one management. It is expected that the new road will commence operations about the 17th of this month.

☞ The Baltimore and Ohio Railroad Company has declared a dividend of 5 per cent on the stock of the Main Stem for the half-year ended 31st March, payable on and after the 1st proximo. Also, a dividend of 5 per cent on the stock of the Washington Branch for the half-year ended 31st March, payable on and after the 17th instant.

JAY COOKE & CO.,

No. 20 Wall Street,
NEW YORK.

EXCHANGE
—ON—
LONDON,
PARIS,
BERLIN,
FRANKFORT,
BREMEN,
VIENNA.
CABLE TRANSFERS,
Circular Letters,
COMMERCIAL CREDITS,
—ON—

Jay Cooke, M'Culloch & Co.,

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CABLE TRANSFERS UPON VIENNA DIRECT

The Beach Pneumatic Railroad.

The Beach Pneumatic Railroad bill has been signed by the Governor. This act originally provided for the transmission of letters, packages and merchandise in the cities of New York and Brooklyn, and across the North and East Rivers, by means of pneumatic tubes, to be constructed beneath the surface of the streets, squares, avenues and public places in said cities, and under the waters of said rivers. Another act was subsequently introduced for an underground railway for the transportation of passengers and property in the city of New York, extending from the Battery or Bowling-green, under Broadway to Madison-square; thence under Broadway to its junction with Central park and Eighth avenue with a branch railway from and under Madison-square, under Madison-avenue to Harlem River, and across and under the bed of said river to the northerly shore thereof, by means of tubes of enlarged interior diameter sufficient for the construction of a railway or railways therein.

In answer to inquiries as to what action would be taken now that the bill had become a law, Mr. A. E. Beach, the President of the company, stated that it would be premature to give a definite reply, as the first thing to be done was the appointment of a board of commissioners by the Governor for the purpose of arranging and directing the execution of the necessary works. The appointment will be made within thirty days, and until

then no idea could be formed of the character or nature of the works. The company think that the road should be on the pneumatic principle which is generally considered best for underground traffic. The works will be pushed forward with all possible dispatch as soon as a decision shall have been arrived at.

Central Railroad of New Jersey.

The Directors of the Central Railroad Company of New Jersey, present to the stockholders their report for the year 1872, including the general balance sheet at the close of the year.

The comparisons made of the receipts, expenses, &c., of the past year with those of the one that preceded it, include those of the Lehigh and Susquehanna Railroad and its branches, run under lease, the whole 180 miles of main line and 111 miles of branches, having been operated as one concern.

The Lehigh equipment is included in the general statement of equipment, which also includes that of all the branches; and the repairs of the same are included in the general expense accounts.

SERVICE OF THE ROAD AND FERRY.

The service of the whole road, as compared with that of the previous year, has been as follows:

	1872.	1871.
Miles run by passenger trains.	1,388,147	1,164,823
" merchandise "	1,060,742	808,795
" coal trains	2,142,348	1,556,905
Total by transportation trains.	4,601,237	3,530,523
Miles run by wood, gravel and construction trains	288,654	171,850
Total miles run by trains.	4,889,891	3,702,373

The ferry boats have made 40,828 trips between New York and Jersey City, against 39,993 trips the previous year. The ferry between New York and Elizabethport has been regularly kept up.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1872 with the previous year gives the following results:

	1872.	1871.
Number of passengers	4,478,513	3,944,103
Miles traveled by passeng'rs.	49,272,020	44,808,654

A similar comparison of merchandise business gives as follows:

	1872.	1871.
Number of tons carried	1,490,689	990,591
Tons carried one mile.	88,560,282	59,557,173

A similar comparison of the coal business gives the following results:

	1872.	1871.
Number of tons carried	3,619,349	2,958,046
Tons carried one mile.	294,376,287	229,342,245

The coal tonnage over the Central Division, since the transportation of coal was commenced, has been as follows:

	Lehigh Tons.	Lackawanna Tons.	Total Tons.
1856	33,325	98,670	131,995
1857	84,841	209,950	294,791
1858	122,923	417,726	540,649
1859	183,277	455,681	638,958
1860	263,906	590,863	854,769
1861	254,345	568,869	823,214
1862	314,195	502,375	816,570
1863	435,927	613,954	1,049,881
1864	474,221	675,743	1,149,964
1865	509,819	494,687	1,004,506
1866	511,076	778,173	1,289,249
1867	513,425	855,620	1,369,045
1868	765,657	853,188	1,618 845
1869	733,485	822,567	1,556,052
1870	997,504	1,054,680	2 052,184
1871	1,244,998	632,066	1,877,064
1872	1,538 591	689,626	2,228,217
Total	8,981,515	10,314,438	19,295,953

There was an increase in Lehigh Coal of 293,593 tons, and in Lackawanna Coal, of 57,560 tons, on the Central Division.

EQUIPMENT.

The company now own 227 engines, of which 219 burn hard coal and 8 wood. The condition of these engines is reported as follows: 156 in first-class order; 30 in good working order; 14 require general repairs, and 25 are now in shops repairing. During the year 9 new passenger engines, 10 new freight and 2 new shifting, and 5 new work engines have been added to the equipment. One engine has been condemned and cut up.

The equipment of cars is as follows: 115 first-class and 13 second-class passenger, 34 baggage and smoking, 10 baggage and mail, 3 express, 351 8-wheel and 7 4-wheel house freight, 32 8-wheel stock, 9 8-wheel and 78 4-wheel caboose, 414 8-wheel platform, 311 8 wheel gondola, 1 8-wheel pavillon, 10 8-wheel, 136 6-wheel and 14 4 wheel iron and lime, 740 8-wheel, 14,034 4-wheel and 367 4-wheel coal, 19 6 wheel and 4 4-wheel wood rack, 4 8-wheel derrick, 4 8-wheel tool and 36 8-wheel work (flat) cars.

During the year the following additions have been made to the car equipment. There have been purchased 16 passengers cars, 1,730 4-wheel coal cars and 80 4-wheel gravel cars. There have been built in the company's shops, 2 baggage and smoking cars, 25 box cars, 4 stock cars, 17 flat cars, 36 work train flat cars, 1 pavilion car and 2 tool cars, all 8-wheeled; and 130 4-wheel coal cars, 8 4 wheel caboose cars, and 2 4-wheel gravel cars. The following changes were made: 3 first-class passenger cars were changed to combination cars; 1 baggage car to baggage and mail car; 1 second class passenger car sold, and 1 changed to a combination car; 1 second-class passenger car, 5 4-wheel box cars, 13 6-wheel iron and lime cars, 90 8-wheel coal cars, and 3 4-wheel caboose cars, have been broken up or destroyed.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses of both roads for the year 1872, compared with those of 1871.

Receipts:	1872.	1871.
Passengers	$1,391,209 29	$1,275,091 82
Merchandise	1,894,640 84	1,562,947 54
Coal	3,718,236 90	3,900,571 71
Mail	19,499 95	15,809 90
Express	26,417 16	28,429 55
Rents	19,618 90	25 516 49
Miscellaneous	17,771 70	17,424 59
Car service	33,323 25	15,587 59
Total receipts	$7,120,717 99	$6,841,379 19
Expenses:		
Running expenses	$1,594,236 09	$1,266,095 94
Fuel consumed	346,360 21	328,436 98
Repairs of road	884,084 11	896,395 97
Repairs of engines	324,317 17	250,388 82
Repairs pass'ger cars.	72,978 98	68,717 29
Repairs of fr'ight cars	80,618 98	51,605 52
Repairs of coal cars.	306,909 30	235,240 84
Repairs of buildings, bridges, docks, &c.	164,186 34	188,551 71
Repairs of tools and machinery	41,440 67	34,639 47
Exp. Ashley Plains	73,711 57	68 878 04
Expense account	132,240 62	121,323 14
Miscellaneous exp.	96,027 92	71 979 59
Ferry running exp.	90,032 00	88,995 50
Ferry boat repairs	29,662 35	34,895 67
	$4,236,806 31	$3,706,144 48
Balance net earnings.	$2,883,911 68	$3,135,234 71

The gross receipts per mile run have been as follows: From passenger trains, $1.00 against $1.09 in 1871; from merchandise trains, $1.79 against $1.93; from coal trains, $1.74 against $2.55. The average receipts per mile run, from all trains, have been $1.46 against $1.85 the previous year.

The gross expenses per mile run have been 87 cents, against $1.00 the previous year.

The following table shows the receipts, expenses and net earnings, from the beginning of 1853, to the present time, including since 1870 those of the Lehigh and Susquehanna Division.

	Receipts.	Expenses.	Net Earnings.
1853.	$349,018	$197,629	$151,389 or 43 p.c.
1854.	378,145	197,849	180,796 or 48 "
1855.	393,729	208,856	184,873 or 47 "
1856.	553,479	258,308	295,171 or 53 "
1857.	682,314	340,502	341,812 or 51 "
1858.	836,934	345,614	491,320 or 58 "
1859.	971,702	385,716	585,986 or 61 "
1860.	1,185 818	475,457	710,391 or 60 "
1861.	1,201,895	522,452	679,443 or 57 "
1862.	1,397,686	623,245	774,341 or 56 "
1863.	1,941 976	814,732	1,127,244 or 58 "
1864.	2 537,185	1,231,554	1,305,631 or 51 "
1865.	3,036,390	1,748,434	1,287,956 or 43 "
1866.	3,581,234	1,963,976	1,617,268 or 45 "
1867.	3,350 398	1,878,022	1,472 376 or 44 "
1868.	3,729,412	2,379,192	1,350,220 or 36 "
1869.	4,010,121	2,642,163	1,367,958 or 34 "
1870.	4 393,514	2,512,217	1,881,297 or 43 "
1871.	6,841,379	3,706,144	3 135,235 or 46 "
1872.	7,120,718	4,236,806	2,883,912 or 41 "
Tot.	$48,492,987	$26,668,368	$21,824,619 or 45 "

FINANCIAL CONDITION.

The balance sheet will be found at the end of the report. The following is a statement of the financial operations during the year.

Credits:	
Balance Cash January 1	$96,512 09
Gross earnings Central Division	4,626 488 65
" L. & S. Division	2 494,229 34
Scrip stock, balance paid	3,817,850 00
Mortgage bonds of 1890, issued	176 000 00
Convertible bonds of 1902, issued	1,725 000 00
Accounts payable	1,788,216 37
	$14,719,326 45
Debits:	
Ordinary expenses, both roads	$4,236,806 31
First mortgage bonds, paid balance	2,000 00
Railroad Car Trust of Phila. paid	51,729 88
Grading	185,228 41
Masonry	65,651 39
Railway superstructure	183,750 98
Bridge superstructure	72,855 71
Land damage	42.372 50
Engineering	13,949 52
Station houses	28,614 27
Engines	313,428 73
Passenger cars	81,470 07
Freight cars	91,730 67
Coal cars	504,046 50
Coal and iron stocks	2,991,343 73
Lands, material, &c. increase	267,748 94
Interest account for year, balance	453,041 78
State taxes for year	65,918 14
Rent of Lehigh and Susquehanna Railroad	810,455 50
Dividends for year, 10 per cent	1,755,569 63
Accounts receivable	2,287,928 98
Balance cash, December 31	218,685 71
	$14,719,326 45

The profit and loss account stands as follows:

Gross earnings during the year	$7,120,717 99
Balance of former profits to credit of account	166,155 62
	$7,286,873 61
It has been debited as follows:	
Ordinary expenses	$4,236,806 31
Rent of Lehigh and Susquehanna R.R.	810 455 50
Interest account	453,041 78
State taxes	65,918 14
Dividend account	1,755,569 63
	7,321,791 36
Balance to debit of account	$34,917 75

This may be regarded as a favorable result to the business of a year in which the company increased its coal transportation 851,153 tons, and received for the larger amount, $182,334 81 less

than for the smaller transportation of the previous year.

The cost of the Central Railroad, double tracked, with its ferry houses, ferry boats, coal wharves, station houses, shops, and other appendages, stands at $12,447,741 43, and that of the equipment of both roads at $7,882,235 45.

BUSINESS OF THE YEAR.

The passenger and general merchandise business continues to show a healthy growth and steady improvement, but without any marked feature calling for comment.

The coal business continued during most of the year, to be a severe struggle by producers and transporters to get the largest possible tonnage forward to a market, which though capable, as shown, of taking all the coal offered, became utterly demoralized in prices by the idea of over production. The prices for coal fell steadily, transportation rates being correspondingly reduced, until they had reached a point at which little was made by any one in the trade. No corresponding benefit accrued to the public, as consumers knew they could not rely upon these low prices as permanent, and consequently made no reduction in the prices of manufactured articles. In the autumn, however, a change for the better took place, and there is every reason to believe that during the year 1873, without any reaction to high prices, coal will realize, to all concerned in the trade, a very different result from what it did the past year, while the supply called for will be even greater than the amount produced in 1872, large as it was. It is the opinion of those best informed in the trade, that we are not likely to suffer again soon from the same causes that cut down profits so severely in 1872.

The business of the Lehigh and Susquehanna Division has steadily increased. The division of business between the two roads has been as follows:

	Central.	Lehigh & Sus.
Passengers	$1,191,965 38	$199,243 91
Merchandise	1,463,635 37	431,005 47
Coal	1,856,681 81	1,861,555 09
Other receipts	114,206 09	2,424 87
Total	$4,626,488 65	$2,494,229 34

CONSTRUCTION.

Many works of construction for facilitating business or improving and enlarging the roadway and its adjuncts, are reported in the Consulting Engineer's Annual Report, but few of these need to be here specified.

The tangent line between Westfield and Plainfield, through Fanwood, is so far advanced that it is expected to transfer the trains from the old to the new route during the summer. The elevation of the roadway through Plainfield proper, is left for subsequent decision; and, dependant on this, is the location and erection there of a new and handsome station house.

The work on the widening of the roadway for third and fourth tracks has been continued as required. Much has also been done in correcting and straightening the original tracks; all such work being included in the expense accounts.

A handsome stone arch bridge of the proper width for four tracks has been erected over the creek at Elizabeth. Extensive grading and filling has been done at Westfield, on the station grounds both sides of the track, with surplus material from the new line through Fanwood. At Evona, the centre of a new and rapidly increasing neighborhood, a neat and commodious station has been built, the grounds neatly graded and planted, and a new stone and iron railway bridge built over the public road. Many public roads have been carried over or under the roadway by permanent structures, with great increase of safety thereby to the public and to the company's trains.

NEWARK AND NEW YORK RAILROAD.

This branch has been further perfected this year by filling in the trestling across the salt meadows between the Hackensack and Passaic Rivers. The reduction of grade through Bergen Hill has not been pushed, and is therefore still incomplete.

The branch across the meadows, via Elizabethport and Brill, has been regularly run all the year as a local line between Elizabeth and Newark, and has had a satisfactory business. By this route a close connection is furnished the inhabitants of Newark, from and to nearly all the trains on the Central road, which has proved a great public convenience.

PERTH AMBOY AND LONG BRANCH.

The road from Elizabethport to Perth Amboy has been mainly graded, bridged and prepared for the track. The work is light except in a few spots. Track laying has begun from the eastern end, and can be pushed as fast as desired. It is expected to open the road to Perth Amboy this summer.

The bridge over the Raritan river or bay is considerably advanced. The pile bridging, of about 3,000 feet in length, is nearly completed. All of the standing piles are driven, most of the spur-shores are in and fitted, and the superstructure is done, with the exception of laying the floor planks and putting on a few braces. About seven tenths in value of the masonry for the draw and the Howe Truss Bridging to rest upon, is completed. The pivot pier, and north abutment to the draw, together with the three Truss Bridge piers north of the draw, are finished, except the coping and a couple of courses of masonry on the extreme northerly pier. The pile foundation for the extreme southerly pier is in, and all of the platforms and caissons for the piers not built are ready to be put in place. The iron superstructure of the draw is mostly made, and is ready to be delivered. About five-sixths of the timber for the Howe Truss Bridging is delivered.

The right of way on the road through to Long Branch has been secured and mostly paid for, and extensive station grounds purchased in the most eligible part of Long Branch.

LEHIGH AND SUSQUEHANNA DIVISION.

It proved, upon trial, to be inconvenient and, in fact, impracticable to do by contract the graduation and masonry for the second track, except at a limited number of points, from the impossibility of procuring materials for the embankments and masonry, without hauling them in the cars of the company for considerable distances and with their locomotives and train-men. Consequently, much of the work has been done by the day and under the direction of the road masters.

During the year, 7¼ miles of second track have been laid. There are now 20 miles additional ready, or nearly ready, for the rails. All permanent work on this division is charged against the lessors as a loan at seven per cent.

STEEL RAILS.

The relaying of the main tracks of the Central Division with steel rails has been continued, though more slowly than intended, owing to the failure of the makers to deliver the rails. There were 34½ miles laid and brought into use, being 80 miles in all, or more than half of the main tracks. They continue to give perfect satisfaction.

On the L. and S. Division, 16 miles of steel were laid.

COMMUNIPAW.

Work on the bulkheads, filling and dredging, has been continued at Jersey City, in Communipaw Cove, by this company, by the American Dock and Improvement Company, and by their several grantees, and much progress has been made. Everything is being carried on systematically, economically, and with the best results.

COAL SUPPLY.

The efforts of the company have been steadily directed to securing a steady, reliable supply of coal from sources within their own control, independent entirely of other companies; and also to securing proper markets for the coal transported. In both, their success has been very gratifying, and every year is likely to place this their most important business on a firmer basis. It is easy to see also that the substitution of a smaller tonnage over the entire length of the roads will give a better return and at less expense than a larger tonnage over a part only of one road.

STOCK AND BONDS.

During the year the remaining instalments on the $5,000,000 scrip stock were paid in, and after the close of the year the amount was added to the capital stock, making the whole amount $20,000,000.

In order to supply funds for the purchases of coal interests, and for the other general purposes of the company, an issue of $5,000,000 of seven per cent bonds was decided on, making the bonded debt ten millions. These bonds are due in 1902, but are convertible between November 1st, 1875, and November 1st, 1877, into stock at par. Of these bonds $1,725,000 were issued at par; the remainder will be disposed of as required.

CONTRACT WITH DEL., LACK. AND WESTERN R. R. CO.

In the postscript to the last annual report, it was announced that an agreement had been entered into on the 16th of March, for consolidating and uniting the interests of this company and those of the Delaware, Lackawanna and Western R. R. Co., and the agreement was set out in full. Subsequently it was submitted to the stockholders for approval, and with the greatest difficulty the assent of three quarters in interest was obtained. From the first it was extremely unpopular, owing mainly to distrust of the motives and management of the Delaware, Lackawanna and Western Railroad Company. Unfortunately, this distrust was justified by experience.

At the very outset of the meetings of the joint committee dissensions began. The financial condition of the Delaware, Lackawanna and Western Railroad Company was unexpectedly found to be such that an immediate issue of $3,000,000 convertible bonds by their company was demanded, and had to be acceded to. After the bonds were all sold, and proceeds expended by them, that company still showed a very large amount of liabilities. Without charging deception, it is safe to say that no such state of urgent indebtedness had been exhibited to our committee.

Nor was this all. In addition to the formal terms of the contract for merger, it is natural to suppose that the representatives of two such large interests would have some definite understanding, in advance, about the organization and general policy of the united companies. To suppose anything different is an insult to the common sense of all concerned. It was soon found, however, that the understanding on the subject of permanent organization either did not exist or was not to be recognized. A committee on organization was appointed with a prominent Lackawanna Director as Chairman. Finding the committee to be in favor of the organization proposed by the Central, he refused, for six weeks, to call a formal meeting, and only then consented with the understanding that they should disagree and be discharged—which was done. In matters of policy there was the same lack of accord. Auction sales of coal were obnoxious to the trade generally and objected to by the Central. It was understood that this was to be an open question; on the contrary the sales went on without consultation, and accelerated the fall in prices. Instant steps were to have been taken to secure the removal of the broad guage rails from the two roads. Instead, the only anxiety shown was to extend the broad guage over the Central from Elizabeth to Jersey City; and though resolutions were passed in the committee looking to the substitution of the narrow guage, the change was practically deferred to some unknown period. Annual reports to stockholders and quarterly dividends were tolerated for the present, not adopted. In fact it was soon evident to the Central Directors that it was expected that Lackawanna principles should supersede those on which the Central had been so successfully managed. Having gone into the union

however, they were most earnestly desirous to carry it out. Repeated and persistent efforts were made to reconcile matters, but without any result. The only reply to warnings that the union would be dissolved was: "You can't get out of it; you are fast." After exhausting every effort for harmony, the Central Directors decided to avail themselves of organic lack of power, and other good grounds, for annulling the contract, (which had never really gone into operation, with the exception of meetings of the Joint Committee), and the final rupture took place on the refusal of the committee to allow the regular quarterly dividend to be made in October. Then it was that, for the first time, it was discovered by our counsel that, owing to a failure to record the agreement, it was, by statute, invalid and of no effect. Though a technical ground, yet, as one from which there was no escape and which gave immediate relief, it was used in the litigation which followed, with the result of a prompt decision in the company's favor on the above ground, though on a collateral issue. The question of a re execution of the contract was then submitted to the stockholders, when 112,610 shares voted against it, while only 5,917 voted in its favor. Notice of the result was given to the Delaware, Lackawanna and Western Railroad Company, and the union finally ended so far as this company, was concerned. Litigation however, continued, and the whole matter has been taken up to the Court of Final Appeals, where it will be heard and decided at as early a day as possible. After the Central had withdrawn from the agreement by the above decisive vote, and while the matter was pending in the highest court, an attempt was made by Act of the Legislature to validate the agreement, "any law to the contrary notwithstanding." The Act was forced through, without debate and without a hearing. In the opinion of our counsel, "the Legislature can pass no law that will stand; the very law must show the contract to have been void, and the stockholders at liberty to reject or adopt it; and, if three-quarters did not agree to it, the Legislature cannot make a valid contract for the company." In this opinion any lawyer will concur.

During this unpleasant controversy the board have been united on every point. No variation of opinion has occurred, and each step taken has been fully sanctioned by the judgment of every director; and if they were unanimous in recommending the union, they were much more heartily so in their action for annulling it. It is just also to add, that it was the earnest desire of the chief executive officer of this company to retire, hoping thus to end a part of the difficulties, but the board objected unanimously to entertaining the proposal.

The damage to both companies from this controversy and litigation has been considerable. The market prices of the stocks have been materially affected, and money negotiations interfered with. Had matters gone on as originally expected, it is still thought that, even with the large floating debt of the Lackawanna, the consolidation would have been a good thing for this company. As matters turned out, however, there was no course open to, or desirable for this company, but the one pursued.

Thus ended in six months a contract meant to be perpetual. In December the contract of 1854, also meant at the time to be perpetual, but which had been openly and persistently violated by the D., L. and W. R. R. Co., was formally annulled by this company, and a final suit for heavy damages begun. The attempt at union has ended in a total division.

DIVIDENDS.

Quarterly dividends of two and a half per cent have been made, amounting in the whole to ten per cent for the year.

CONCLUSION.

The prospects for results from the business are much more favorable the present year than the past, and a handsome return on the capital is expected. All that can reasonably be expected from the general management in the superintendent department is that it should be kept up to the excellent standard of the past. No passenger injured out of the millions carried, and no serious accident of any sort, is again the report. The company are proud of their employees.

BALANCE SHEET, JANUARY 1, 1873.

Railroad		$8,794,880 65
New York station and ferry houses		344,556 21
Jersey City station		965,805 50
Port Johnston coal station		848,276 41
Elizabethport station		300,146 10
Station houses, shops and water stations		597,224 53
Ferry interests and boats		574,046 10
Engines		2,527,491 93
Passenger and baggage cars		711,042 07
Freight cars		869,730 98
Coal cars		3,773,970 47
Land accounts	$448,102 59	
Coal properties—interest	3,748,943 73	
Machinery and miscellaneous property	336,372 33	
Telegraph	12,297 32	
		4,545,715 97
American Dock and Improvement Co. stock		1,500,000 00
Newark and New York Railroad Company stock		883,100 00
Chairs, spikes, steel and iron rails and ties on hand		345,468 39
Materials and fuel on hand		297,450 65
Cash and accounts receivable		4,310,442 57
Renewal fund, debit		34,917 75
		$32,267,104 28
Capital stock		$20,000,000 00
Convertible bonds due 1902		1,725,000 00
Mortgage bonds due 1890		5,000,000 00
Bonds due 1875 (balance out)		174,000 00
Lehigh Coal and Navigation Co. loan due 1897 (assumed)		2,810,000 00
Railroad Car Trust of Philadelphia (assumed)		416,838 88
Interest on bonds, accrued, not yet due		192 834 16
Accounts payable		2,418,431 24
		$32,267,104 28

President.—JOHN TAYLOR JOHNSTON.

Directors.—John Taylor Johnston, John C. Green, Adam Norrie, Sidney Dillion, James Boorman Johnston, New York; Benjamin Williamson, Elizabeth; F. T. Frelinghuysen, Newark; Henry D. Maxwell, Easton, Pa.

Secretary and Treasurer—SAMUEL KNOX.
Superintendent and Engineer.—R. E. RICKER.
Consulting Engineer.—JAMES MOORE.

Alabama and Chattanooga Railroad.

The London *Times* says that at a meeting on the 17th of March of holders of Alabama and Chattanooga Railroad Bonds and of Alabama Gold Bonds, Lord William Hay in the chair, it was resolved to accept, in satisfaction of the coupons respectively overdue since the 1st of July, 1872, and the 1st of January, 1873, a new issue of 8 per cent currency bonds, at the rate of 82 per cent, the overdue coupons being calculated at the rate of exchange of the day. It was also decided:

"That should it be necessary to advance to the State of Alabama the sum of $250,000 currency, to enable it to complete the purchase of the railroad sold in bankruptcy, and thus to secure the said railroad for the benefit of the bondholders, the Council of Foreign Bondholders and Committee of Alabama and Chattanooga Bondholders should be authorized to make such advance on such terms and conditions and on such security as they may deem fit, and to invite the Alabama and Chattanooga bondholders to participate in such advance in proportion to their holding. At the same time the council and committee were empowered to pay all expenses and commission which may be necessary for raising the moneys to make the advance to the Government and other outlay, and to make a reduction *pro rata* on the bonds to be received for coupons in repayment of the same."

Allegheny Valley Railroad.

The annual meeting of the stockholders of this company was held in Pittsburgh on the 10th inst. The meeting was organized by calling Henry Wheeler, Esq., of Philadelphia, to the chair, and appointing N. P. Sawyer Secretary. The minutes of the last annual meeting, held February 20, 1872, were then read and approved.

The report of the President was read and approved, and ordered to be printed together with the report of the Superintendent, Chief Engineer and Treasurer.

On motion it was resolved to go into an election for a Board of Managers for the ensuing year. Messrs. Edward Greeg, D. Lands, and P. F. Howley, being duly qualified, were selected to hold the election. The election resulted in the choice of the following gentlemen as Managers: Wm. Phillips, Wm. M. Lyon, Wm. K. Nimick, J. Patton Lyon, B. F. Jones, F. E. Brunot, and James Park, Jr.

The following is the report of the President:

To the Stockholders of the Allegheny Valley Railroad Company:

GENTLEMEN—Your managers respectfully submit to you the following statements and report of the business of your railroad during 1872:

The earnings and expenses for the fiscal year ending December 31, 1872, were as follows:

The receipts were:

From freights	$1,584,317 20
From passengers	582,739 14
From express	12,000 00
From mails	22,505 20
From rents	4,353 67
From miscellaneous	33 244 12
Total	$2,239,159 33

The expenses were:

For conducting transportation	$330,846 48
For motive power	352,604 84
For maintenance of way	341,622 59
For maintenance of cars	118,971 18
For general expenses	134,430 73
Total	$1,278,475 82

It will be perceived from the above statements that the gross earnings for the year ending December 31, 1872, were $2,239,159 33.

The operating expenses for the same period were $1,278,475 82. Leaving the net earnings of your road for 1872, $960,683 51. Showing an increase over the previous year of $127,681 03.

It will be perceived that the net earnings for the year 1872 (amounting to $960,683 51) are amply sufficient to pay the annual interest on the entire bonded debt of the Allegheny Valley and Low Grade Roads, without having as yet received any income from the latter road.

The expense of working the road have been 57 1-10 per cent of the gross earnings, being an increase on last year caused principally by the unusually severity of the winter.

It will be observed that the company have been called upon to make large expenditures during the past year for the equipment and operating of your road, and for construction and maintenance of way, for the details of which you are referred to the full and satisfactory report of the General Superintendent and Chief Engineer.

The bonded debt of your company remains without material change, as set forth in the last report published by your board; for full details thereof you are referred to the reports of the

Treasurer and Auditor, which are herewith submitted. A large amount of construction work has been done along the line of the road during the past year. The work done embraces the completion of a double track, wrought-iron Linville trues bridge over the Kiskiminitis, 726 feet in length, being a substantial structure, highly creditable to the Keystone Bridge Company, which erected the bridge and superstructure; the building of a double track boiler plate bridge, of two spans, over Plum creek; important repairs upon the bridge crossing the Allegheny river at Brady's Bend; masonry, consisting of arched culverts and box culverts; grading for depots, sidings, &c.; the building and extension of passenger, freight and water stations; the replacing of trestle work with solid embankments; the erection of turn tables at Clarion bridge and South Oil City; almost the entire rebuilding of the important bridge spanning the Allegheny river at Oil City; the laying down of about eleven miles by siding connected with the main line; the distribution and laying of a large quantity of new rails, together with various other minor improvements, found to be necessary in order to add to the safety of your road.

The increasing tonnage upon your road demanding greater facilities than it is possible to provide over a single track, your manager thought proper that another track should be constructed from Pittsburg to the mouth of Red Bank, there connecting with the Low Grade road.

The additional track thus authorized has already been completed from Pittsburg to Hulton, a distance of twelve miles, and that portion of the second track extending from Hulton to Red Bank has been put under contract, and will be built as rapidly as the means of your company will permit.

The location of the Plum Creek Branch was commenced late in the summer of 1871, and completed in December of that year.

Leaving the main line of the Allegheny Valley Railroad at Verona, the route of this branch passes up the valley of Plum Creek through valuable coal fields in Penn township. The main track was completed to the first coal works and sidings laid, so that coal was regularly shipped therefrom on and after the 1st of October, 1872. The total length of the line and sidings finished is 9 3-10 miles. Located and built, in order to reach and develop valuable coal mines, this branch gives satisfactory promise of fair profits in the future upon the cost of its construction.

During the summer of 1872, it became known to your board that the Philadelphia and Erie Railroad Company were willing to dispose of a controlling interest which it held in the stock of the Oil Creek and Allegheny River Railroad Company, and had already commenced negotiations for the sale of the same to a rival company.

Impressed with the great importance of preventing this stock from passing into the possession of parties whose interests might be adverse to your company, the President immediately opened negotiations for its purchase, and on the 8th day of August, 1872, a contract was closed by which the Allegheny Valley Railroad Company became owner of a sufficient amount of this stock to give your company control of the Oil Creek and Allegheny River Railway, and it is now operated by your company.

By the purchase thus made your company is effectually protected from all prejudicial interference by rival interests in the future management of the Oil Creek and Allegheny River Railroad.

The route selected for the Low Grade starts from the Philadelphia and Erie Railroad at Driftwood, crosses the Sinnamahoning and Bennett's branch and follows along the hills on the south side of the valley, passing through Caledonia Point twenty two and one-half miles from Driftwood by a tunnel four hundred and twenty-five feet long, crosses Bennett's branch twice on Section 25, and continues along the South side of the valley to the Summit on Section 39, where it passes through the hill which forms the dividing ridge between the Susquehanna and Allegheny rivers by a tunnel 1,950 feet long. The elevation of the road bed at this point is 1,440 feet above tide level. The line connects with the Allegheny Valley at the junction of the Red Bank Creek with the Allegheny river, a distance of one hundred and ten miles from Dritwood.

There is a tunnel five hundred and five feet long at Anthony's Neck on Section 92 and over six hundred feet through Long Point on Section 101. In June, 1871, contracts were made for the graduation and masonry of the heavier sections of the work, which were commenced at once, and the remaining sections were placed under contract from time to time as the progress upon the heavier work made it available. The Summer and Fall of 1871 were very favorable for putting in the foundations of bridges.

The large amount of railroad construction going on throughout the country during the past two years made labor scarce and high priced, and much difficulty has been experienced in keeping a sufficient force upon the work. A portion of the line is also deficient of access, making it necessary to haul food, provisions, tools, &c., a distance of forty miles from the railroad stations at Mahoning, Clearfield and St. Mary's. But notwithstanding the difficulties of the position in which our contractors were placed, they have generally made good progress with their work.

On December 31st, 1872, all the masonry between the Summit and Allegheny river was completed, except at one bridge east of Brookville, which would require about three weeks to finish when the weather should be favorable. East of the Summit all foundations are in, and two months in the spring will complete the masonry. The bridges on this portion of the road are mostly framed and raised, and the material for the balance is being delivered and framed for raising as the track advances.

The track laying is now in progress, about thirty miles being already laid from the main line of the Allegheny Valley Railroad eastward. Satisfactory progress has been made upon the Summit tunnel, it being nearly ready for arching. No good building stone being found in the neighborhood of this tunnel, it became necessary to procure stone at a point some distance west of the Summit.

The prospective advantages and value of the line known as the Low Grade Road is spoken of in high terms. Your managers think that they will be ready to open that portion of your road extending from the mouth of Red Bank to New Bethlehem, a distance of twenty one miles, by the middle of April. They expect to reach Brookville, a further distance of about twenty miles, by the first of June, and the Summit tunnel, a further distance of twenty-four miles by the 1st of July, and they hope to complete the line through to Driftwood, where it connects with the Philadelphia and Erie Railroad, by the middle of September or the 1st of October, 1873.

Your managers cannot close their report without expressing satisfaction at the earnest endeavors, made by each head of department in your company's organization to discharge, to the fullest extent, the duties which they severally owe to your company. By order of the board.

W. PHILLIPS, President.

☞ Mr. George Westinghouse, Jr., of Pittsburg, inventor of the Westinghouse air brake, has just received a patent on an improved brake coupling, which is thus described: Each half of the coupling has a nozzle and socket at its inner end on and in a corresponding socket and nozzle of the next coupling, so that the half-coupling on either end of either car will couple on to any other half-coupling on the train. Spring hooks and hand levers are used on the coupling to hold the two halves together, and are duplicated in each half and arranged opposite to each other in each half of the coupling.

Washington City, Virginia Midland and Gt. Southern Railroad.

At a meeting of the stockholders of the Orange and Alexandria and the Lynchburg and Danville Railroads, in Lynchburg, on the 8th inst., Col. John S. Barbour presented a special report, setting forth that the object of the meeting was to consolidate the two roads, in accordance with the act of the Virginia Legislature, under the corporate name and style of the Virginia and North Carolina Railroad Company. In order to do this the several acts of Assembly had to be accepted. The acts referred to are four in number, and relate, respectively, to a proposed change of the corporate name of the consolidated company, to provide for a new issue of bonds by the company, and the execution of a mortgage on the road and its property to secure the same, to authorize the company to extend its road from the present northern terminus at Alexandria to a point opposite to or above the cities of Washington and Georgetown, on the Potomac river, and to allow the lands purchased by the company to be free from the liens of all other indebtedness, and to be held primarily as security for the purchase money due on same, and the proceeds of sales to be applied only to payment of the land bonds of the company.

Mr. Barbour offered a resolution to the effect that bonds of the company not exceeding $8,000,000, with a mortgage on the road, be issued for the purpose of discharging existing liens on the road and completing it, which was adopted. A resolution accepting the new name of the company, the "Washington City, Virginia Midland and Great Southern Railroad," as provided by act of Assembly, was unanimously adopted. A resolution was also passed that the company accept the act of the General Assembly of Virginia, approved February 15, 1873, entitled an act to authorize the Washington City, Virginia Midland and Great Southern Railroad Company to issue bonds to provide for the payment of the bonds and debts of the Orange, Alexandria and Manassas and Lynchburg and Danville Railroads and for other purposes.

Col. John S. Barbour was elected president of the road, with a salary of $6,000. A resolution was passed favoring the extension of the road into North Carolina by the most eligible route after the completion of the road to Danville. The following directors were elected: W. G. Cosenove, C. F. Settle, Alexandria; S. A. Coffman, Rockingham; E. C. Marshall, Fauquier; D. F. Slaughter, Culpeper; W. D. Hart, Albemarle; R. A. Cogbill, Amherst; C. M. Blackford, T. C. S. Ferguson, Lynchburg; G. T. Pace, W. T. Clark, Danville; W. E. Sims, Pittsylvania.

☞ Mr. Thomas R. Sharp, who has been since the 1st of September, 1872, the Assistant Master of Transportation of the Baltimore and Ohio Railroad, and who has been acting since the death of the late Mr. Wm. Prescott Smith as the chief officer of that department, has been elected, by the unanimous vote of the Board of Directors, Master of Transportation of the Baltimore and Ohio Railroad Company.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending March 31 are: freight, $60,498 76; passengers, $33,518 02—total, $94,011 8.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,389	467,659	5,670,882
1870	413,164	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,696,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	348,152	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340.851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,360	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,987	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,004	5,156 326
1873	352,568	402,477	424,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	261,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	669,805	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	948,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574.664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,100	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,934	787,641	1,094,101	952,899	851,846	1,099,937	1,281,574	1,047,318	1,008,255	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,793	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,697	244,182	246,046	260,169	274,021	249,355	319,012	317,587	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	345.149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,345
1872	327,538	318.627	354,766	366,960	378,493	326,434	330,970	404,286	419,439	428,598	356,914	337,404	4,380.129
1873	358,612	408,849	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,564,554	1,794,397	1,694,651	1,483,454	1,417 211	17,596,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,951	1,560,023	1,525 243	1,643,484	1,743 752	1,704,374	1,392,615	18,694,098
1873	1,316,831	1 329,422	1,515,382	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,129	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.932
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,580	685,401	681,041	7,817,629
1869	659,139	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	741,782	881,693	696 475	694,063	8,026,754
1873	580,499	582,949	651,962	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,600	191,738	300,783	322,875	341,843	322,359	329,838	357,302	349,468	449,418	314,513	253,240	3,693,183
1873	150,667	194,786	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295.369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,276,150	1,251,511	1,470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,587,869	1,824,882	1,525,812	1,433,931	17,322,614
1873	1,412,368	1,549,285	1,735,736	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,085
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,569	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	138,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029 927
1873	170,023	162,585	180,467	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1859	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	505,586	454,022	558,533	607,678	593,611	505,314	506,808	580,908	667,849	785,338	616,024	576,783	6,988,479
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801.195	406,565	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	731,014	529,768	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,739
1873	334,715	423,716	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	266,406	316,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,368	903,974	864,637	693,104	873,153	956,658	837,351	586,770	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,908	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,601	688,578	1,063,002	1,610,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,522,847	1,127,033	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172 347	156,081	150,719	129,587	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,989	154,641	147,540	149,832	130,145	167,496	177,085	201,648	178,169	155,480	1,926,674
1873	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,286
1871	126,218	122,373	144,583	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	288,833	484,209	450,203	429,898	323,270	399,439	4,018,398
1869	284,193	240,395	242,705	311,833	312.530	348,891	310.800	450,246	470,720	422.369	323,877	434,284	4,242,343
1870	267,664	293,645	295,279	318,499	340,892	348,633	322,756	466,431	508,043	451,294	425,887	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439.515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,358	716,829	5,709,183
1870	526,529	500 139	539,288	706,603	802,686	746,450	643,058	664 061	728,521	719,698	570 163	505,053	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,696	681,805	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	354,116	566,861	699 490	890,442	835,469	743,282	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,763	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	....	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.53	....	....	Avenue C (N. Y. City....N. Y.*	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass'.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.35	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	128,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.63	....	....	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,929,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31,'71	7.25	362	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	8.85	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ...N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	37	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	....	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,288	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	630,364	491,750	227,000	80,000	335,399	92,869	6	50	50	51½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	380	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.6	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	65,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	50
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	48.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	80
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	....	North Woburn (Boston)..Mass.	32,600	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	19
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Sept. 30,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	38,700	—	50	15	45
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	80,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,730	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,225	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	69
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,488	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,460,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	67	21	Troy and Lansingburg.....N.Y.	289,815	250,000	75,000	33,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lan	singb.)	—	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	895,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	90
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,784	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	61	28	Worcester .....Mass.	81,419	40,000	38,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc	.....	.....	.....
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M.& N	1890	....
Bleecker st. & Fulton Ferry: 1st Mortgage.....	894,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1891	...
Broadway and 7th Avenue: 1st Mortgage.....1,	000,000	7	J.&D.	1894	....
Brooklyn City: 1st Mortgage.....	800,000	7	J.& J.	1872	...
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1891	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1891	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F.& A	1882	....
2d Mortgage.....	200,000	7	M.& N	1890	....
Citizens' (Pug): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M.&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A.&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M.& N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A.&O.	1884	....
Grand st. F. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1890	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage.....	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1878	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1895	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1867	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1886	...
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M.& N	1885	...
Second and Third st. (Ph.) 1st Mortgage.....	63,700	7	J.& J.	1876	....
2d Mortgage.....	15,900	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M.& N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1890	....
Watervliet: 1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A.&O.	1890	...
Worcester: 1st Mortgage.....		7	.....	.....	....
2d Mortgage.....		6	.....	.....	...

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,226 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	888 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J.&O	Apl. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633 200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M & N.	Nov. '72 5
Boston and Providence.100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5s
" " pref.100	1 486,900	M & S.	Mar. '73 5s
Camden and Amboy* ...100	5,847,300	J.A J.O.	Apl. '73 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '72 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,860,400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J & J	Jan. '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	Jan. '73 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '72 3
" pref.....50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,652,410	M. & S.	Mar. '73 6s
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '72 3½
Cleveland & Pittsburg*. 50	11,236,150	F.M.A.N	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '72 2
Columb. & Hocking Val.100	2,500,000	F. & A	Aug. '72 5
Concord 50	1,000,000	M. & N.	Nov. '72 5
Concord and Porta.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River.....00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Oct. '72 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....100	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,568,850	J.A J.O.	July '72 2½
Detroit & Milwaukee *... 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy * 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 4½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,534,910	J & J.	Mar. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg.....100	4,000 000	J. & J.	Jan '73 4
Georgia 100	4,168,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,387,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,025,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	49 446,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Apl. '73 2½
Little Miami.*.....100	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	Sept.'72 2
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,388	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989.548	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323.375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,456	J. & J.	Jan. '73 4
Morris and Essex*..... 50	13,008,100	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'72 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov.'72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	865.000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2 823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama.....100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*..100	636,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramap.*..100	244,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb.'73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '73 3
Philadelphia & Reading 50	32,884,375	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Apl. '73 3
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4½
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '73 1½
" Special Imp..100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '73 3
Port'and and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan '73 4
Roch. & Genesse Val.*..110	557,600	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	676,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287300	M. & N.	May '72 3
Summit Branch*..... 50	2,502 250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept '72 4
Taunton Branch 100	500,000	J & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	Nov.'72 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800.000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl.'73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	232,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry. 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	Feb. '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 35c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sept. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Apl. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	113
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	116¼
.. .. coupon	4,656,000	6	" "	1880	120⅛
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109⅜
Loan of July 17, and Aug. 5, 1861 .... registered	125,513,550	6	Jan. & July	1881	116¼
.. .. coupon	63,807,800	6	" "	1881	120⅛
Loan of Feb. 25, 1862 (5-20s) .... registered	30,797,360	6	May & Nov.	1882	113⅛
.. .. .. (5-20s) ..... coupon	233,292,800	6	" "	1882	117⅛
Loan of March 3, 1863 ..... registered	53,496,450	6	Jan. & July.	1881	116⅛
.. .. coupon	21,504,550	6	" "	1881	120⅛
Loan of March 3, 1864 (5-20s) .... registered	2,296,000	6	May & Nov.	1884	117⅛
Loan of June 30, 1864 (5-20s) .... registered	32,707,750	6	May & Nov.	1884	117⅛
.. .. .. (5-20s) ..... coupon	34,413,000	6	" "	1884	116
Loan of March 3, 1865 (5-20s) .... registered	36,454,250	6	May & Nov.	1885	116
.. .. .. (5-20s) ..... coupon	119,199,600	6	" "	1885	119
.. .. 2d series (5-20s) .... registered	58,807,000	6	Jan. & July.	1885	116⅛
.. .. .. (5-20s) ..... coupon	148,784,150	6	" "	1885	116
.. .. 3d series (5-20s) .... registered	90,902,100	6	Jan. & July.	1887	115⅛
.. .. .. (5-20s) ..... coupon	224,776,100	6	" "	1887	117⅛
.. .. 4th series (5-20s) .... registered	14,155,500	6	Jan. & July.	1888	116⅛
.. .. .. (5-20s) ..... coupon	24,472,900	6	" "	1888	117⅛
Loan of March 3, 1864, (10-40s) .... registered	140,026,300	5	Mar. & Sept.	1904	111
.. .. .. (10-40s) ..... coupon	54,541,000	5	" "	1904	112⅛
Consols of July 14, '70 & Jan. 20, '71. registered	128,809,750	5	F. M. A. & N.	1881	117⅛
.. .. coupon	71,190,250	5	" "	1881	115⅛
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	650,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	113⅜
U. S. Notes and Fractional Currency	403,761,109	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ..	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0.0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	...
.. Bounty and Relief Bonds, 1863 and '64 ..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($3,728,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,386,675):					
.. State Bonds (various) 1863 to 1864	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)	300,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64 ...	3,832,500	6	"	'83-'89	98⅛
.. Municipal Equalization Bonds	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838	5,985,544	6	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39	590,040	6	" "	1890	96⅛
.. Bonds to Ches. & Ohio Canal 1870	3,630,545	6	Jan. & July.	1883	....
.. Bounty War Bonds, 1868	511,355	6	J. A. J. & O.	1885	104
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Vario	'72-'80	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	99⅛
.. Bounty Loan, 1864	4,379,580	5	May & Nov.	1894	99⅛
.. Bounty Loan, 1864, £826,600 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar ...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1868	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1876	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1888	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93⅛
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,498,000	7	" "	'74-'90	97
.. State Bonds, funding, 1867-68	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98⅛
.. War Loan Bonds, Oct. 1, 1866	750,000	6	April & Oct.	'72-'74	99⅜
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free	584,400	6	" "	'97-'02	...
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1876	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock	1,108,420	5	" "	1874	....
.. Canal Stock	7,408,000	6	" "	'72-'73	105⅛
.. Canal Stock	2,572,000	6	" "	'74-'76	106
.. Canal Stock	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered ...	20,675,000	7	Jan. & July.	1877	106⅛
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860	4,738,000	6	Jan. & July.	'72-'92	81⅛
.. State (old) Bonds 1848 to 1860	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16⅛
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	16⅛
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd	1,495,309	6	" "	1881	105⅛
.. Loan of 1856 Bonds, skg f'd	2,400,000	6	" "	1886	100
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	...
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s)	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)	3,786,550	6	" "	'72-'77	102⅛
.. Loan of Feb. 1867 (5-10s)	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107⅛
.. Loan of Feb. 1867 (15-25s)	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s)	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849	400,000	6	April & Oct.	1879	....
.. State Stocks (old)	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)	.....	5	" "	'77-'78	....
.. .. (old)	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862	1,049,000	6	Mar. & Sept.	1882	99⅛
.. .. of Jan. 1863	200,000	6	April & Oct.	1893	....
.. .. of June 1863	602,000	6	Jan. & July.	1893	....
.. .. of May 1864	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66 ...	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68	1,750,000	6	April & Oct.	1888	27
.. .. .. '66-'69	2,262,714	6	Jan. & July.	'87-'97	19
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869	7,371,700	6	" "	1888	....
.. .. .. 1870	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds	31,300,417	6	Jan. & July.	long.	79
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	78⅛
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870 ...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	Mar. & Sept.	1870	77
Vermont—($822,000):					
.. War Loan Bonds, coupons	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38⅛
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39⅛
.. State Bonds, sterling coupon	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	6*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	96½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	868,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1850-'80	579,500	6	" "	"	1880	97
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	96
2d Mortgage (guar by C. & A. Co. and	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	85
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	38½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	*	" "	New York.	1899	59½
Mass. Loan (secured by $4,000,000 Bor.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	95
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,360,000	7	" "	"	1900	101
Chattel Mortgage	158,350	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000 pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	87
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	102½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	102½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Oakl & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	90½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	88½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	165,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	94
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	156,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1860	....
Loan of 1872	2,500,000	7	Jan. & July.	Boston.	1896	92½
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Kook. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicgago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1888	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	101½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	90½
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	--
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	94
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,136,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	104
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis June.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	79
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A. & Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1878	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	85
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	86½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	73½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500.000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	104
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal)						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733.000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140.000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1861	96½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	81
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,934	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,847	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	98½
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	...
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	14
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	926,300	7	June & Dec.	" "	1888	99
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,300	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,300	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) ex.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	800,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1870	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	"	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	Now York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	98½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	87½
1st Mort. (Q. & Palm.R.R. 15 m.)	200,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K.City & Cam.RR 55m.)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	88½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	60
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	101
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	10,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000m)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	230,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	8,699,000	7	J. A. J. & O.	" "	1890	96½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1890	96
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	92½
1st Mort. (Junc.R.R.)Dec.1, 1862	116,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1896	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1896	94½
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	96½
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867(Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ad.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1868(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1885	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1878	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	93
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1888	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	97½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,800	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Lebr. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	92½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1882	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	280,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Manafield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1900	94
1st Mort. (Scioto & H. Val. R.R.)	800,000	7	May & Nov.	"	1890	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	50
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000 pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	353,000	8	April & Oct.	New York	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	116½
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t.f guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	88½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	54¾
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P.du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $19,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	...
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8*	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1909	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	85
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* / 6*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,500	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90¾
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1869	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Company's						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	76½
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern:(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NO to T 227 m)skg fd.	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. St'k.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,764,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	" "	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	95
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97¾
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	92¾
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	95
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	554,000	7	" "	" "	1874	85½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (.) C. R. R.	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)	550,000	7	April & Oct.	"	1882	82½
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	74½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	96
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York	1888	....
Oshkosh & Miss. (M.& S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guarantced	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	79½
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,835,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,232,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C.& A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	90
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	98,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	3,414,000	7	June & Dec.	Philadelphia.	1911	102
	Dollar registered	7,000,000	7	" "	"	1911	104½
	Gold or stg coup.	624,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	376,000	6	" "	" "	1911	97½
	Dollar coupon	2,305,630	7	Jan. & July.	Philadelphia.	1911	....
New deben. loan, conv.		345,900	6	Jan. & July.	"	1893	106
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		400,000	6	April & Oct.	Philadelphia.	1884	111½
Loan of 1866		1,000,000	6	" "	"	1876	95
Loan of 1867					"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	93½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	92½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold.		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	92½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1894	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	75
Rich., Fredericksburg & Potomac:							
Sterling Loan		87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		180,500	7	June & Dec.	Rich mond.	'8'5	....
1st Mortgage		175,000	8	April & Oct.	....	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdenab.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	77½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	81
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C&A.):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	90
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	90
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.						
1st Mortgage for $460,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	280,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	800,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	660,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	842,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	891,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1896	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1896	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	89½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	67½
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	83
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,466,000	7	May & Nov.	" "	1910	75
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	...
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds	648,000	7	" "	" "	1882	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.100m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	73½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	73
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	96
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	98½
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	24½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	9½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	78
Equipment Mortgage	1,000,000	8	" "	"	1880	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee('A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82½
Warwick Valley (Erie):						
1st Mortgage	86,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	97
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.O. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	86½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	92
Boat Loan, sinking fund	236,966	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1875	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1898	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad.				Rolling Stock.			Companies.	Abstract of General Balance Sheet.							Railroad Operated.	Operations.			Earnings.		Dividends.	Value of Shares.	
					Cars.				Property and Assets.				Liabilities.											
	Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Engines.	Pass.	B. M. E.		Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.		Trains Moved.	Passengers.	Freight.	Gross.	Net		Par.	Market.
	M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	2	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(For	closed an	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	86.6	—	31	24	12	749	Albany and Susq. (D. & H.)....New York.	8,580,668	*	.....	.....	3,280,000	4,390,000	83,440	—	164.0	587,211	367,061	263,874	1,069,996	267,487	7	100	94
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	.....	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,550	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	.....	.....	(Under	construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	—	20.5	.....	(No retur | ns furnish | ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	95,000	.....	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	.....	(Leased to | Cheshire | .)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	22
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—	.....	(Unfinish | ed—No o | perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point .....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	463,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	88.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	—	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	406.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re | turns obta | ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	15	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	25
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)		4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to | Pennsylv | ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	78½
Sept. 30, 1871	80.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset.)			103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased | to Maine | Central.)		36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,978	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	149½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	378	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	3½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	321,575	2,679,900	287,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,208,108	252,264	8	100	135½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	147.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	120
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	687,069	2,642,903	562,565	1,415,481	430,461	10	100	150½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,127	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha | nds of Re | ceiver.)			—	100	....
Dec. 31, 1871	25.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0	.....	(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased | and oper. | by Erie.)			—	100	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila..N.Y. & Penn.	983.932	150,612	270,030	.....	750.208	500,000	228,882	—	7	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,764,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	107½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi | c guarante | e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased | to Pennsy | lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28 5	[9½ m.	28,540	.....	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	—	—	350,000	200,000	—	—	17.5	(Opened | January | 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	—	—	376,594	150,000	—	—	—	(Compl	eted 18 m	iles Jan. 1	, 1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	24.0	64,000	22,430	321,661	128,032	55,521	6	25	....
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	42
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Recently | opened— | No report.)			—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased | to Illinois | Central.)		113,552	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(Leased | to C. & N. | W.)	1,379,540	493,449	2½	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	(No re | turns obta | ined.)			—	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	—	—	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,786,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	787	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	97
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California*¶..California.	120,432,717	5,784,303	.....	.....	64,283,190	82,208,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	48
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,611,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	1,009.6	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	22.8	.....	(Leased to | Pennsyl | vania.)		—	50	....
																	273.1	451 522	133,427	99,596	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,458	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	275,000	90,000	—	1,650,000	1,871,666	—	—	100.0	230,152	180,080	50,511	—	—	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)			—	—	—	100	....
Dec. 31, 1871	26.0	—	1.0	—	—	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)			—	—	—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)			—	—	—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	—	—	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)			—	—	—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	94.0	(Leased to Michigan Central.)			—	—	—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,600	992,889	4,395,765	1,788,413	5¾	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)			—	—	—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)			—	—	—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,000	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)			—	—	—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)			—	—	—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)			—	—	—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)			—	—	—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	39½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	—	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased to Pennsylvania.)			7	50	—	100	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven...Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N.H	aven and	Hartford	R. R.)				.....	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,056,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	33,892	45,628	15,000	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)			—	—	—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)			—	—	—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)			—	—	—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,358	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	117½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)			—	—	—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)			—	—	—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,280,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)			—	—	—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	57½
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)			—	—	—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	—	11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)			—	—	—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)			7	100	92	100	....
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)			8	100	....	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21,489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)			—	—	—	100	....
Dec. 31, 1871	68.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)			6	100	....	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)			—	—	—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)			—	—	—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)			—	—	—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	861,097	2,020,000	6,730	—	....	(Recently opened.)			—	—	—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	100	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Mis...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased to Tol. Western.)			—	—	—	50	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased to Tol. Western.)			—	—	—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)			—	—	—	100	....
Dec. 31, 1871	540.0	538.9	363.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	89½
Aug. 31, 1872	92.0	—	5.1	—	10	...	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000 000	—	.....	—	(Recently opened.)			—	—	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Property and Assets. Rolling Stock. $	Property and Assets. Assets. $	Property and Assets. Account and Cash. $	Liabilities. Stocks. $	Liabilities. Bonds. $	Liabilities. Accounts. $	Liabilities. Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Operations. Carried one mile. Passengers. Number.	Operations. Carried one mile. Freight. Tons.	Earnings. Gross. $	Earnings. Net $	Dividends. pc.	Value of Shares. Par. $	Value of Shares. Market. p.c
Sept. 30, 1871	5.4	—	—	24.3	11	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,116	.....	.....	.....	135,300	.....	74,700		7.0	.....	(Recently	opened—	No returns.)	.....	—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	139
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,068,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y.	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,600	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	.....	(No accounts obtainable.)							72.0		(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	329,651	666,476	1,179,200	530,541	—	50	94
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶	Md. and Penn.	11,484,745	3,949,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	78
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	3	100	111
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....				(Leased to	Erie Com	pany.)		3	100	....
Dec. 31, 1871	278.0	—	....	1,700	0..	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)		.....	.....	100,000,000	50,000p.m	.....		278 0		(No accessible returns.)				—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1,448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	128
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Government bonds and cash.)				145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....		122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	53¾
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	.....	450,000	.....	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	34,259	26,030,000	6,534,850	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	41¼
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	63
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	112¼
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808'022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,800	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	.....	.....	.....	375,000	280,000	25,000		25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	.....	.....	.....	268,000	612,100	27		28.6	(Leased to Rome, Watertown & Ogdensburg.)					—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under construction.)				1,500,000	1,500,000	.....		21.0		(Opened April 17, 1871.)				—	100	....
Feb. 29, 1872	263.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	50
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under construction.)				2,425,000	1,071,000	.....		63.5		(No returns furnished.)				—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	.....	.....		.....		(Under construction.)				—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No returns.)				—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	.....		34.0		(Construction in progress.)		245,662	5	100	105
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—		14.5		(Leased to Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	—		12.0	(Leased	to Erie at 35 p. c.)				—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	—		15.1		(Leased to Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	—		67.3	(Leased	to Tol. Wab. and Western.)				—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,150	160,000	36,542		22.0	(Leased	to United Companies.)			6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	—		18.0	(Leased	to New Jersey Southern.)				100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recently opened —No returns.)					—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	112¼
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	220
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098	.....	.....	.....	132,412	700,000	100,000				(To be completed in 1872.)				—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—		46.0	(Leased	to Chicago R. I. & Pacific.)		125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned over to Co		Dec. 1, 1871.)		—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.	N. Jersey.	214,581	.....	.....	.....	67,200	100,000	57,381		6.5	(Oper. by Camden	and Amboy.)				—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	1,719,113	*	.....	63,753	1,342,200	558,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	55,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,617	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	51
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	.....	.....		83.0	405,605	2,806,120	572,728	700,465	303,186	10	50	176
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	115
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—		30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	118
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore.	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	113
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	.....	.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. and Reading.)				—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pitg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....		369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	.....	.....	.....	450,000	.....	.....				(Leased to Boston and Albany.)				6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in running order.)				—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....		.....						—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		27.5	.....	2,880	6,376	14,221	.....	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	.....	.....		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1872	50.0	—	....	60.0	2	—	—	....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....		51.3	331,257	389,322	.....	628,430	180,561	10	100	131
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....		26.0	.....	(Not in operation at date.)				—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830		.....	.....	.....	.....	97,204	33,511	—	100	95
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611		.....	40,208	53,052	6,110	34,021	5,673	—	100	....
																			13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	329,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,006	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	87	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,464	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	768,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,243,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,985	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	.....	.....	.....	557,560	.....	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,900,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0	.....	(No return	ns furnished	ed.)	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	289,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	.)	.....	—	100	94
Apr. 30, 1872	192.0	—	....	89.0	..	..	..	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	—	112.0	.....	(No retur	ns furnish	ed.)	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	509	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	88½
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	.....	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26,	1871—No	returns.)	.....	—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,419	1,968,800	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	.....	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	1½	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,628	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	256,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	...	...	...	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,289,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	15	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	.....	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,813	34,321	79,481	23,624	—	100	...
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,600	*	.....	.....	2,667,600	1,629,000	.....	—	157.0	.....	(No report	furnished	ed.)	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,354	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Dec. 31, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	.....	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,088	*	.....	.....	1,250,000	222,000	432,088	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	286	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	50.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	18	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	506,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,918	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,338	—	100	64½
Sept. 30, 1871	34.9	—	9.1	—	13	15	6	222	Troy and Boston.....New York.	2,812,098	*	.....	.....	1,599,000	1,899,000	62,289	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,394	.....	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	119½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	—	89.3	168,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.8	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central	.)	.....	8	100	61
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	16	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	284,674	26,488	2,800,000	750 000	213,767	96,128	88.1	217,089	244,819	150,376	562,238	162,372	2	100	85
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,406	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	.....	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., L	acka. and	Western.)	.....	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	.....	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	65,500	126,092	14,904	1,467,870	100,000	202,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	10	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	53	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	6	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e of Georgi a.)	.....	.....	.....	306,088	.....	—	138.0	966,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	64.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	.....	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,622,284	*	190,611	72,330	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	[20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading.....Pennsylvania.	2,439,837	240,628	82,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	5	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,621	125,598	1,456,200	1,580,100	51,230	153,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	134½
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	.....	.....	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	93
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	.....	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	.....	.....	1,428,755	113,361	lose.	10	100	113½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	.....	.....	.....	5,847,400	.....	.....	—	65.5	.....	.....	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	19,323,506	.....	8,739,850	15,038,856	.....	—	108.0	.....	.....	982,188	578,462	31,078	—	50	75½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	.....	.....	.....	1,003,800	110.000	8,179	.....	85.0	.....	.....	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	.....	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64.6	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	.....	.....	.....	4,457,150	2,805,000	460,000	—	360.0	.....	.....	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	.....	.....	.....	4,483,048	8,617,000	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	461,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	.....	.....	.....	2,002,710	2,636,310	270,505	—	54.0	—	—	501,674	144.093	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	4,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	54.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123..	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,729	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	62 — @	62 50
Gartsherrie.....	— — @	— —
Glengarnock.....	53 — @	54 —
Eglinton.....	— — @	52 —
Pig, American, No. 1.....	— — @	50 —
Pig, American, No. 2.....	46 — @	48 —
Pig, American, Forge.....	40 — @	42 —
Bar, Refined, English and American.....	110 — @	— —
Bar, Swedes, assorted sizes.....(gold).	137 50 @142	50
—STORE PRICES.—		
Bar, Swedes, 1¼ x⅜ & ¼ 1¼ x ½ to ¼ & ½ sq. 1¼ to 5x½ to ¾ & ⅞ to 2sq. 6 to 12 x ¾ & ¼.....	150 — @160	—
Bar, Refined, ⅞ to 2 in. rd. & sq.—1 to 6 in. x ⅞ to 1 in.....	107 50 @	— —
Bar, Refined, 1¼ to 6 by ¼ & 5-16 in.....	112 50 @	— —
Bar, Refined, 1 & 1¼ by ¼ & 5-16.....	115 — @	— —
Large Rounds, 2¼ to 2¾ to 3¾ to 4 in.....	115 — @127	50
Scroll.....	130 — @160	—
Ovals and Half-round.....	132 50 @152	50
Band, 1 to 6 in. by 3-16 to No. 12.....	— — @125	—
Horse Shoe.....	— — @127	50
Rods, ⅜@3-16 inch.....	112 50 @155	—
Hoop, ⅞ by No. 22 to 1 & 1¼ by 13 & 14.....	155 — @180	—
Nail Rod.....per lb.	— — @ —	9¼
Sheet, Russia, as to assortment.....(gold)	16 — @ —	17
Sheet, Single D. and T. Common.....	— 6¼@ —	7¼
Sheet, Doubles and Trebles, Charcoal.....	— 7½@ —	8¼
Sheet, Galvanized.....List. 10 per ct. disc.		
Rails, English.....(gold).....per ton.	70 — @ 71	—
Rails, American, at Works in Penna. c'y.	82 50 @ 85	—
Anvils, (Eagle).....per lb currency.	— 9 @ —	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..per lb.	18½@ —	23
English Spring (2d and 1st quality).....	9½@ —	10½
English Blister (2d and 1st quality).....	11 @ —	18½
English Machinery.....	— — @ —	14½
English German (2d and 1st quality).....	11½@ —	14½
American Blister.....	— — @ —	11½
American, Cast, Tool.....	— — @ —	17
American, Cast Spring.....	— — @ —	11
American Machinery	11½@ —	12
American German Spring	9 @ —	—

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	5 — @	5 25
8d. and 9d. "	5 25 @	5 50
6d. and 7d. "	5 50 @	5 75
4d. and 5d. "	5 75 @	6 —
3d. "	6 50 @	6 75
Cut, 2d and 3d. Fine.....	7 25 @	7 50
Cut Spikes, all sizes.....	5 25 @	5 50

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca.....(gold). per lb.	— — @	38
Straits .....(gold).	— 33 @	33½
English.....(gold).	— — @	32½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	12 25 @12 50	14 50 @ 14 75
I. C. Coke.....	10 50 @11 —	12 50 @ 13 —
Coke Terne.....	9 — @10 —	10 75 @ 11 87½
Charcoal Terne.....	10 75 @11 25	12 75 @ 13 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....	— 10 @ —	10½
Crude, 40 @ 47 gravity (in shipping order)	— 14 @ —	14½
Refined, Standard White (in ship'g order).	— 20½@ —	20½
Refined, S. W. (in jobbing lots).....	— 21 @ —	—
Refined, S. W. (in tin)	— 26 @ —	27½
Naptha, Refined, (65 @ 73 gravity).....	— 11 @ —	12
Residuum....(in shipping order). per gall.	— 11 @ —	11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— — @ —	43
Copper, Bolts.....	— — @ —	45
Copper, Braziers' (over 16 oz.)	— — @ —	45
Copper, Nails	— — @ —	45
Copper, Old Sheathing, &c., mixed lots....	— 28 @ —	30
Copper, American Ingot.....	— 34½ @ —	34
Copper, English Pig.....	— — @ —	30½
Yellow Metal, New Sheathing & Bronze..	— — @ —	27
Yellow Metal, Bolts.....	— — @ —	32
Yellow Metal, Nails, Sheathing & Slating ..	— 27 @ —	30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6 62½@	6 75
German Ordinary.....(gold)	— — @	6 75
English .....(gold)	6 75 @	7 12½
Bar	— — @	9 25
Pipe.....	— — @	10 50
Sheet.....	— — @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.
Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	16 — @	18 —
Liverpool House Cannel.....	— — @	20 —
Anthracite (by cargo) ... per ton of 2,000 lb.	5 — @	6 —

New York Stock Exchange.

Actual Sale Prices for the week ending April 16.

	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15.	W. 16
Boston, Hart. & Erie...	3½	....	3¾	4¼	3¾	3¾
Canton Co.....	....	....	....	....	....	....
Central Pacific 6s.....	....	102	102¼	....	102¼	
Central of N. Jersey....	98¾	....	98½	98	99½	97
Chicago & Alton.....111	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....109¾	....	....	109	109¼	....	
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	....	76	
" pref..... 87¾	....	86¾	86	87	85¾	
" 1st M.....	....	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Consol.....	....	90¾	90¾	90¾	....	
Chic., Rock Isl. & Pac..109¾x	....	108¾	108¾	107	105¾	
Chi., R. I. & Pa. 7s, 1896.103¼	....	....	103¾	104	104	
Clev., Col., C. and Ind.. 84¼	....	....	83	83	84	
Clev. & Pittsburg guar.. 89	....	89	88¾	89	89	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	....	....	....	....	....	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	....	102	....	....	....	
Col., Chi., & Ind. C..... 40¼	....	39	39¼	38¾	38¾	
" 1 M.....	....	86¼	86¼	86¾	86¼	
" 2 M..... 73¼	....	....	73¼	....	....	
Del. & Hudson Canal ..113¼	....	113¼	....	....	....	
Del. Lack. & Western.. 99¼	....	99	99	98¾	98	
" 1 M. 7s.....	....	....	....	....	....	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 65¾	....	65¼	65¼	64¼	63¾	
" pref..... 73	....	73	74	74¼	74¾	
" 1 M. 7s, 1897.....	....	....	103	103	....	
" 2 M. 7s, 1879.....	....	....	99½	....	....	
" 3 M. 7s, 1883 98¾	....	97½	....	....	98	
" 4 M. 7s, 1880.....	....	....	97	....	....	
" 5 M. 7s, 1888.....	....	99	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	....	....	....	....	....	
Hannibal & St. Joseph.....	....	....	39¾	40¼	39¾	
" pref.....	....	....	....	....	....	
" 8s, conv.....	....	88	....	....	87¾	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	104¾	104¾	....	....	
" 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central	....	....	....	....	117¾	
" 7s	....	101a	....	....	....	
Lake Shore & Mich. S'th. 92¼	....	91¾	92¼	90¼	89¾	
Lake Shore Div. bonds.....	....	....	....	....	....	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central.....103¼	....	104¼	104	104¾	104	
" S. F. 8s, 1882.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.105	....	....	....	....	....	
" 2 M.....	....	....	99¼	....	....	
Mariposa Mining Co.....	....	....	....	....	....	
" pref..... 1	....	....	....	....	....	
Milw. and St. Paul..... 59	....	59¼	58¼	55¼	54¾	
" pref..... 74¼	....	....	73	73	71	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	....	....	....	
" 7 3-10s con.....	....	....	....	....	....	
" 7s, gold.....	....	....	....	....	....	
Missouri 6s..... 91	....	93¼	93¾	93¼	93¾	
" H. & St. J. 1st. 90¾	....	....	....	91	....	
Morris and Essex..... 90¾	....	....	91	90¾	....	
" 1st mort.....	....	106	....	105	....	
" 2d mort.....	....	....	....	....	....	
N. Y. Cen. & Hud. Riv.102¼	....	101	101¼	101¼	98¾	
" 7s, S. F. 1876.....	....	....	....	....	....	
" 6s, S. F. 1883.....	....	95	....	94¼	....	
" 6s, S. F. 1887.....	....	....	....	....	....	
N. York and Harlem...125¼	....	124	125	123	121	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873.....	....	....	....	102¾	....	
N. York, N. Hav. & Hart.....	....	....	138	139	....	
N. Carolina 6s. old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 45¼	....	44¾	44¼	43¼	41¾	
" pref.....	....	....	....	....	....	
" 2d M.....	....	....	....	....	....	
Pacific Mail S. S. Co.... 57¼	....	56¾	57¼	56¼	54¾	
Panama 106¾	....	105¾	109	107¾	105	
Pitts., Ft. W. & Chi. gtd. 92¼	....	93¼	92¾	93	....	
" 1 M.....	....	106	....	....	....	
" 2 M..... 99	....	99¼	....	....	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.. 39	....	....	....	....	....	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 1 M.....	....	....	....	....	....	
" 2 M. pref.....	....	88	....	....	....	
" Income bds. 81	....	....	....	....	....	
Tennessee 6s, old.....	....	....	79	79	79	
" new..... 79¼	....	....	78¾	78¾	78¾	
Tol., Wab. & Western.. 70	....	69¾	69¾	67¾	64¼	
" pref.....	....	....	....	....	....	
" 1 M..... 95¼	....	....	....	....	....	
" 2 M.....	....	....	....	....	....	
" Equipment.....	....	....	....	85	....	
" St. Lou. Div.....	....	....	....	80	....	
Union Pacific..... 34	....	33¾	33¼	32¾	29	
" 1st mort... 86¾	....	86¾	86¾	86¾	86¼	
" L. Gt. 7s.... 73¾	....	74	74¼	73¼	73¾	
" Inc. 10s.... 73¾	....	72¾	73	....	....	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	....	54	....	....	53¼	
" def. cert.....	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending April 16.

	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15.	W. 16
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.....	....	....	113	....	....	
U. S. 5s, 1874, coup.....	....	....	....	....	....	
U. S. 5s, 10-40s, reg...111	....	....	....	....	....	
U. S. 5s, 10-40s, coup...113	....	....	112¾	....	112¾	
U. S. 5s, 1881, reg.....	....	....	....	....	....	
U. S. 5s, 1881, coup.....	....	115¼	....	....	....	
U. S. 6s, 1881, reg.....	....	....	117¾	116¾	....	
U. S. 6s, 1881, coup....120¼	....	....	120¾	120¼	....	
U. S. 6s, 5-20s, reg. '62.113¼	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862.....	....	....	117	117¼	....	
U. S. 6s, 5-20s, reg. '64....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864.....	....	117¾	117¾	....	116	
U. S. 6s, 5-20s, reg. '65.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865.119¼	....	119¾	119¾	....	119	
U. S. 6s, 5-20s, r. n. '65.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. n '65.117¼	....	117¼	117	116¾	116	
U. S. 6s, 5-20s, reg. '67.116¼	....	....	116¾	116¾	115¾	
U. S. 6s, 5-20s, c. 1867.119¾	....	119¼	119¼	118¾	117¾	
U. S. 6s, 5-20s, reg. '68.....	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68...117¼	....	....	....	117¼	....	
U. S. 6s, Pac. RR Issue.....	....	....	113¾	113¾	113¾	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 15.

	W. 9.	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy.....	....	....	....	....	....	....
" 6s, 1875	....	....	96	....	....	
" 6s, 1883	....	....	....	....	....	
" 6s, 1889	....	....	....	....	....	
" mort. 6s, '89 96¼	96¼	....	96¼	....	96¾	
Elmira & Williamsport.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Lehigh Navigation..... 38¾	....	....	....	38¾	38¼	
" 6s, 1884 .... 86¾	....	....	....	86¼	....	
" Gold L..... 91	91	....	91¼	....	91¼	
" R. R. L.....	....	....	....	....	93¾	
" Conv. L.....	....	....	....	86	86	
Lehigh Valley R. R..... 59¾	59¾	....	59¾	59¾	59¼	
" 6s new coup.....	....	....	98	....	98	
" 6s new reg.....	98	....	....	98	....	
Little Schuylkill R.R... 46¾	....	....	....	....	....	
" 7s.....	....	....	....	....	....	
Minehill	....	....	52¼	....	52	
Morris Canal.....	....	....	....	....	....	
" pref.....	....	....	....	....	124	
North Pennsylvania	47	....	....	....	....	
" 6s, 1880	....	....	....	....	....	
" 7s.....	....	....	97¾	....	....	
" 10s, 1887	....	....	....	....	....	
Northern Central 38	38¼	....	....	....	39	
Oil Creek & Alleg. Riv. 32¼	....	....	....	....	32	
" 7s.....	....	....	....	74¾	....	
Pennsylvania R. R..... 56¼	56¼	....	56¾	56¼	56¼	
" 1st M.....	....	....	100	100	100	
" 2d M..... 97¼	....	....	97¼	97	....	
" Gen. mort.. 91¾	....	....	....	....	....	
" " reg.....	93¼	....	94¼	94¼	94¼	
Penn. State 6s. 1st series.....	....	....	....	....	....	
" 6s, 2d series.....	107¼	....	107¼	....	....	
" 6s, 3d series.....	108¾	....	108¾	....	109	
Philadelphia City, 6s... 97½	....	....	97¼	....	....	
" new 101¼	101¼	....	101¼	101¼	101¼	
Philad., Germ. & Nor.....	....	....	88	....	....	
Phila. & Reading 58	57¾	....	57¾	57¾	57¾	
Philadelphia and Erie.....	....	....	....	25¾	....	
" 6s.....	....	....	....	....	....	
" 7s.....	....	....	....	....	91¾	
Phila., Wilm. & Balt.....	....	....	....	....	....	
Schuylkill Navigation.....	....	....	....	....	....	
" pref..... 14	....	....	....	....	14	
" 6s, 1882 75	....	....	....	....	76	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872 80	....	....	....	....	80¼	
United Co. of N. Jersey.119¼	....	....	119¾	119¼	119¼	
Hestonville, (Horse).. 19	19	....	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	50	....	
2d and 3d streets	....	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	20½	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 15.

	W. 9.	Th. 10.	F. 11.	Sat. 12.	M. 14.	Tu. 15
Baltimore City 6s, 1875.100	100	....	....	....	97	
" 1886	....	....	....	....	....	
" 1890 ..... 97¾	98	....	98	98¼	98¼	
" 1884	....	....	....	....	....	
" 1900 ..... 96¾	....	....	97¼	....	95	
Balt and Ohio.....	....	178	....	178	....	
" bonds, 1875. 98¾	....	....	....	....	....	
" " 1880.....	....	....	....	....	....	
" " 1885.....	95	....	....	94¼	94¼	
Marietta & Cin. 1st M.. 98¾	99¼	....	99¼	99¼	99¾	
" 2d M.....	92	91	....	....	92¾	
" 3d M. 8s.....	83¾	....	83¼	84	84	
Northern Central.....	39	....	....	....	39	
" bonds, 1885. 92¼	....	....	92¼	92	....	
" " 1900.....	....	....	....	....	....	
Pittsb. & Connellsv. 7s. 93¼	....	....	93¼	93¼	....	
N. W. Va. 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 3d mort.....	....	....	....	....	....	
Virginia 6s, Consol..... 52¾	53¾	....	53¾	....	....	
" Defer. Certif.. 13¾	....	....	....	....	....	
City Passenger R R.....	....	....	21	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending April 16.

	Th.10.	F 11.	Sat.12.	M.14.	Tu.15.	W.16
Boston and Albany	150	....	149¼	....	149¼	149¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	120¼	....	120¾	120¾	120¼	120
Boston and Providence	....	....	150	151	....	150½
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	41¼	..	41	39¾	39	37¾
Cheshire, pref	....	....	....	76¾	....	77½
Chi., Burl. & Quincy	110	....	109¾	....	109¼	109½
Concord	....	....	....	....	....	....
Connecticut River	....	....	138	....	....	....
Eastern	106¼	....	106¾	106½	106¼	106½
Fitchburg	....	....	132	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	103½	....	103¾	104¼	105	105
Northern, N. H	....	....	....	111	....	....
Ogdens. & Lake Champ 5s	..	..	53¾	....	....	....
" pref	....	....	98½	....	....	98
Old Colony	....	....	112¾	112½	112¾	112¾
Ph., Wil. & Baltimore	....	....	57	57	57	56½
Portl'd, Saco & Ports	....	....	....	....	131	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	84¾	84½
" Land Grant 7s 74	....	..	..	....	....	....
" Income 10s	....	....	....	....	72	72
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	101	....	....	102
Metropolitan	....	....	57	....	....	57½
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	26½
Franklin	....	....	....	7¾	7¼	7¼
National	....	....	....	....	....	....
Pewabic	....	13½	....	13½	12¾	....	....
Quincy	....	....	45¾	....	45¾	....

London Stock Exchange.

	—Closing Prices.— April 4.	Mar. 28.
Atlantic & Gt. W. 1st mort., $1,000	80½ — 81¼	80 — 81
Do. 2d mort., $1,000	71½ — 72¼	72 — 74
Do. Con. mort. B'nds Bisch's Cert.	54 — 55	56 — 57
Do. Reorg. Scrip	96 — 98	97 — 99
Do. Leas. Lines, Rental Bonds	92 — 93	92 — 93
Detroit & Milwaukee 1st mort. Bonds	73 — 75	70 — 75
Do. 2d do.	70 — 75	70 — 75
Erie shares 100 dol. all paid	50½ — 51	51½ — 52
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	95½ — 96¼	95½ — 96¼
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	89 — 91	93 — 95
Do. Redemption mort. bonds 6 p.c.	98 —100	100 —102
Illinois & St. Louis Bridge 1st mort.	98 —100	102 —104
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	90 — 95
Panama 2d mort	— —	— —
Panama General mort	95 — 97	95 — 97
Pennsylvania, 2d mort	97 — 99	100 —102
Do. General mort	98 — 99	97½ — 98½
Do. $50 shares	45 — 47	45 — 47
Philadelphia and Erie 1st mort	95 — 97	98 —100
Do. with option to be paid in Phila.	95 — 97	98 —100

American Railroad Journal.

Saturday, April 19, 1873.

Stock Exchange and Money Market.

The complaint in the Money line, through the week, has been of extreme stringency, especially in the way of call loans, which have been generally quoted at from ⅛@¼ of one per cent commission, added to the regular legal rate, for the use of funds from day to day, in speculative channels, with exceptional negotiations on one or two days, as high as ⅛@¾ths of one per cent, added to the regular figure, for prompt accommodation, the demand for which has been very urgent, as a rule, chiefly for Stock Exchange purposes. The discussions, relative to the rigid enforcement, or conditional repeal of the usury laws of the State, have tended to augment the difficulties in the way of borrowers. The discount market has been very close for other than the best class of business paper, which has been quoted as rather more salable from 9@12, with undoubted railway acceptances rated from 11@15 per cent per annum. The city banks, last week, added about half a million to their specie reserve and a trifle over half a million to their legal tender hoard. Their deposits were further cut down ¾ths of a million, and their loan and discount averages reduced more than two millions. The banks are still deficient in their obligatory reserve, the last statement showing that they had $3,025,300 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of about half a million to its coin balance, and about ⅛th of a million to its currency reserve. Its currency reserves at the close of the week were $15,970,663; and its coin hoard, $41,275,280. The later call loan negotiations indicated renewed pressure, and a recurrence to extreme rates, for prompt aid.

The city banks, in their latest return, show an increase of $553,300 in legal tender notes, and an increase of $469,900 in their specie, with a reduction of $787,800 in their deposits, also a contraction of $2,017,100 in their loan and discount averages, and of $1,400, in their item of circulation. The city bank exchanges, last week, averaged 109¾ millions.

The clearances of the banks averaged through the week 109¾ millions a day, and amounted in the aggregate, for the whole week, to $659,075,392 as against $780,498,464 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $130,676 and its coin reserve $507,513 as the result of the week's business.

The Treasury Department reported its cash balances on Tuesday morning as follows; Currency, $2,137,238; special deposit of legal tenders for the redemption of certificates of deposit, $25,240,000; coin, $70,746,790 00. Coin certificates outstanding, $23,306,100. Legal tenders outstanding, $358,400,308.

The specie reserve of the city banks according to the latest return is $16,134,300, against $19,382,400 same time last year. The city bank deposits are now $186,899,200 against $193,287,100, week ending April 13, 1872. The legal tender reserve amounts to $35,493,800, against $36,828,800 same time last year. The circulation now stands at $27,714,400 against $27,987,000 same time last year. The loans are now $271,516,900 against $274,354,300 at this date last year.

The coin reserve of the city banks is now about 16⅛ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is about 35½ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 186⅞ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $3,413,479 of currency, and $3,623,475 of gold, the latter including $2,482,000 from customs; and disbursed $3,182,823 of currency and $3,115,961 of gold, the latter embracing $323,760 of coin interest.

Government revenues yielded moderately last week. The excises yielded within the week nearly two millions, and thus far in the current fiscal year beginning with July 1, 1872, $90,314,682. The customs at the port of New York, for the week, were $2,362,159, and at the outports, about $800,000 more, in coin or coin certificates.

Gold has fluctuated widely, having, sold up to 119¼, and down to 117½, on an active movement, mainly speculative. The later dealings indicated much less confidence on the part of speculators for a rise. The export drain was lighter, and the customs call quite moderate. The range of the price during the week has been from 117⅛@119¼ and the closing quotation on Wednesday was 117⅛ against 118⅛ on Wednesday of the preceding week. The specie outflow last week, was $912,314. The Gold Exchange Bank clearances have averaged about 95 millions per day during the week.

The customs demand for Gold last week, averaged $405 000 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $25,125, and thus far in 1873 have been $1,055,631 against $575,316 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $108,340,301 against $127,322,799 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $61,642,564, against $62,480,515 during the same time in 1871-2.

The export drain of specie was $912,314 last week, against $471,023 same week preceding year. The shipments since July 1, 1872, have been $51,686,674 against $28,302,403 during the same portion of 1871.

Foreign exchange has shown more animation and, toward the close, more firmness. Prime bills have been offered with less urgency. Bankers' sixty day bills on London closed at 107⅛@107¾; sight bills on London, at 108¼@108⅛. The week's exports of Domestic Produce have been to the currency value of $5,421,753.

Notwithstanding the extreme severity of the Money pressure, Government securities have been generally quite firm as to values, on a fairly active business, though toward the close there was considerable depression apparent, due, in part, to the decline in Gold, and the panicky temper of the general Stock market.

Government proposes, under the April programme of the Treasury Department, to sell during the month Gold as follows: Thursday, April 24, $1,500,000. And to buy in Five-Twenty bonds, as follows; Wednesday, April 23, $500,000.

Messrs. Jay Cooke & Co. are now drawing exchange on all leading European cities—including cable transfers on Vienna direct.

U. S. sixes of 1881 closed on Wednesday of this week at 118⅞@119⅛; U. S. Five-Twenties of 1862, 116½@116¾; U. S. Five-Twenties of 1864 at 116½@116¾; U. S. Five-Twenties of 1865, 118⅛@119; U. S. Five-Twenties of 1865 consolidated 115¾@116¼; U. S. Five Twenties of 1867, 117¾@117⅞; U. S. Five-Twenties of 1868, 115½@116; U. S. Ten-forties at 112¼@112¾; U. S. Fives of 1881 (Funding Loan) 114@115; Six per cent. currency Sixes from 113½@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 2.	April 9.	April 16.
Consols	92⅞	93¼	93⅛
U. S. 5-20s, 1865	94⅛	94¼	94¼
" 1867	93⅝	93⅝	93⅝
" 10-40s	89¼	89	89¼
New Fives of 1881	91	90¾	90⅞
Erie	51¾	51⅛	51¼

State bonds have been moderately sought after at variable prices, closing rather more steadily.

Railway Mortgages have been in fair investment demand, and quite steady, as a rule. Central Pa-

cific Sixes have been in request closing firmly at from 102½@103. Chesapeake and Ohio Sixes have been selling moderately at 87½ and interest. Western Pacific Sixes have been in demand at 94¾@95. The Northern Pacific 7-30 Loan has been inquired for at par and interest.

A brisk movement has been noted in Railway and Miscellaneous share property, but at very irregular rates, closing heavily, influenced by the extreme Money pressure.

The Metal business has been devoid of animation. A light trade has been noted in Copper at about former figures; sales, 50,000 lbs. Lake at 34c.: 59 tons English at 30½c. for best selected. Iron has been generally very quiet, with Scotch Pig quoted much depressed; sales, 300 tons Eglinton Pig, at $52; 150 tons Glengarnock at $53 50@$54. We quote: Glengarnock Pig at $53 50@$54; Eglinton do. at $52; Coltness at $61 50@$62 50; No. 1 American Pig at $50; No. 2 do. at $45@$48; Wrought Scrap at $55@$56; English rails at $70@$71, gold. American Rails at Works, $80@$85; Russia Sheet, 17c. Pig lead dull at 6⅝c.@6¾c. gold, for ordinary foreign; 100 tons Soft Spanish sold on private terms. Silesian Spelter quiet at 7c., gold. Pig-tin quite dull with Straits quoted at 33c., and English at 32½c. gold. Tin Plates have been in slack request, and rather weak in price, influenced, in part, by the stringency in the money line, though stocks are comparatively limited; 500 boxes Charcoal sold at $12. Charcoal Plates quoted here at $12@$12 25; Charcoal Terne, $10 50@$11; Coke, $10@$10 50; Coke Terne, $8 75@9 75, gold, per box. Zinc dull at 10¾c.@11¼c. per lb.

The general markets have shown less activity, with considerable irregularity as to values. Cotton, Flour, Wheat, Wool, and Petroleum closed in favor of buyers. Corn, Oats, Pork, Lard, Whisky, and Naval Stores, firmer. Middling upland cotton, closed on Wednesday at 19½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,253,153 bales, against 2,502,436 bales same time in the preceding year; exports 1,993,133 bales against 1,650,888 bales in the previous year; stock at the ports at latest dates, 503,306 bales against 355,272 bales same date 1871.

Foreign goods have attracted less attention, though buyers have had any existing advantages as to values. The week's imports amounted to $6,271,358, including $1,483,656 of dry goods.

Ocean freights have been moderately active, but rates have shown less firmness.

At the Live Stock Markets, Beeves have been in more request at from 10@14½ cts. Veals at 8@11½ cts.; Sheep at from 5⅞@8¼ cts.; Swine at 5¾@6¼ cts. per lb., all live weight. The week's receipts were 7,167 Beeves, 1,720 Veal Calves, 14,623 Sheep and Lambs, and 43,851 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. 7s, consol., 92; do. consol. s. f., 93¾; Boston, Hartford and Erie 1st mort., 88½; Mil. and St. Paul 1st mort., La C. div., 88½; do. Iowa div., 84¾; Galena and Chicago 1st mort., 101½; New Jersey Southern R. R., 34½; do. 1st mort., 76½; Gt. Western 1st mort. 1888, 95; Western Pacific bonds, 94¾; St. Louis and Iron Mt. R. R., 88¼; do. 1st, mort., 96; Lake Shore and Michigan Southern 7s, consol., reg., 98½; Clev., Paines. and Ash. 7s, new, 93¼; Toledo, Peoria and Warsaw 7s, consol., 75; do. 7s, Bur. div., 86½; do. 1st mort., W. D., 87½; do. E. D., 89½; Central of New Jersey 1st mort. new, 102¾; Long Dock bonds, 97¼; St. Louis, Jacksonville and Chicago 1st mort. 90; Buffalo New York and Erie 1st mort. 95; Delaware and Hudson Canal 7s, reg., 1891, 108; Burlington, Cedar Rapids and Minnesota 1st mort., 90½; Missouri, Kansas and Texas R. R. 36; Pacific R. R., of Mo., 50; New Jersey R. R., 120; Western Union Tel., 79⅞; Consol. Coal of Md., 54; Maryland Coal, 24½; American Coal, 61; Mariposa L. and M., 14¼; Am. Mer. Union Exp., 66; U. S. Exp., 73; Wells-Fargo Exp., 80¾; Adams Exp., 93½; South Carolina 6s, new, Jan. and July, 19; N. Y. State 7s, B. L., reg., 106½; North Carolina 6s, special; tax, 16⅞; Georgia 7s, 90; Brooklyn 6s, W. L., 94¼; do. P. L., 93.

Philadelphia.—Pennsylvania R. R. allotments, 54; Camden and Atlantic R. R., 33; do., pref., 38; Nesquehoning R. R., 54; West Jersey R. R. 7s, 101; Wilmington and Reading 7s, 97; Allegheny Valley 7 3-10s, 92½; Philadelphia and Reading Gen'l mort. 7s, reg., 104½; do. 7s, new conv., 106; do. 7s, 1893, 102; Warren and Franklin 1st mort. 7s, 82¾; Catawissa R.R., 21; do., new pref., 32; do. 7s, new, 101; Morris Canal 2d mort., 92; Lehigh Nav. conv. gold loan, 92¾; Lehigh Valley 7s, new, 104; Sunbury and Erie 7s, 100½; Huntingdon and Broad Top Mt. 2d mort., 88½; Susq. Canal 6s, 74; Belvidere Delaware 2d mort., 85; Harrisburg and Lancaster 6s, 92; Pittsburg, Cincinnati and St. Louis 7s, 75½; Ridge Avenue R. R., 45; 5th and 6th streets R. R., 51⅝; Pittsburg 5s, 78½; Allegheny County 5s, 79¼. The latest quotations are: City 6s, 97¼@97½; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 101@102; do. 2d series, 107@107; do. 3d series, 108@109; Philadelphia and Reading 57⅜@57⅝; do. Gen'l mort. 7s, coup., 102⅛@102½; do. reg., 104½@104½; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 105½@106; United New Jersey R.R. and Canal Co., 119@119⅛; Camden and Amboy mort. 6s, 1889, 96¼@96½; do. 1883, 90½@90¾; do. 1889, 89@89½; Pennsylvania R.R., 56¼@56⅜; do. allotment, 53⅞@54; do. 1st mort., 99¾@100⅛; do. 2d mort., 97@97⅛; do. General mort. coupon, 91@92; do. reg., 94@94½; Little Schuylkill R. R., 46½@46¾; Morris Canal, 48½@50; do. pref., 124@125; do. 6s, 92@96; Susquehanna Canal, 7@8; do. 6s, 73¾@74¼; Schuylkill Nav., 7@8; do. pref., 14@14; do. 6s, 1882, 76@76⅞; do. 1872, 80⅛@—; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 94@—; do. 5s, 57@—; Lehigh Coal and Navigation, 37⅝@37¾; do. 6s, 1884, 86½@87; do. R. R. Loan, 93¾@94½; do. Gold Loan, 91¾@92; North Pennsylvania, 47@47½; do. 6s, 95½@96½; do., 7s, 98@99½; do. Chattle 10s, 105@—; Philadelphia and Erie, 25@26; do. 6s, 90@91; Minehill, 52@52½; Catawissa, 20¾@22; do. pref. 44½@45; do. new pref., 32@33; do. 7s, 1900, 100@100½; Lehigh Valley, 59⅜@59½; do. 6s, new coupon, 97@98¼; do. reg., 97¾@98; do. 7s, 104@104; Fifth and Sixth streets, (horse,)51½@52; Second and Third, 57⅞@58½; Thirteenth and Fifteenth, 19¾@23; Spruce and Pine, 31½@32; Green and Coates, 49@50; Chestnut and Walnut, 59@62; Hestonville, 18¾@19; Union, —@73; Germantown, 32@—.

Boston.—Maine Central R. R., 55 i Taunton Branch, 120¾; Rutland pref., 50; do. scrip No. 3, 85¼; Connecticut and Passumpsic Rivers R. R., 89½; Burlington and Missouri R. R. in Iowa, 107¾; do. 7s, 1893, L. G., 96; Cincinnati, Sandusky and Cleveland R. R., 18; Norwich and Worcester R. R., 128; Portsmouth, Gt. Falls and Conway R. R., 95; Old Colony 7s, 101¾; Vt. and Canada Equip. 8s, 78; Chicago, Burlington and Quincy R.R. 7s, 92¾; do. rights, 5 45; Michigan Air Line 8s, 1890, 101; Eastern R. R. 7s, 1882, 100⅞; Ogdensburg and Lake Champlain Equipment 8s, 95; Detroit, Hillsdale and Indiana 8s, 84½; Cedar Rapids and Missouri 7s, 1916, 87; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 74⅛; Chicago and Iowa 8s, 1901, 96⅜; Western R. R. 6s, 1875, 97¾; Boston and Maine 7s, 105; Burlington and Missouri R. R. in Nebraska, 60½; do. 8s, 1894, 100⅛; do. new, 95; Vermont Central 1st mort., 7s, 84¼; Boston and Albany 7s, 1892, 105¼; Detroit, Lansing and Lake Michigan 8s, 81; Michigan Central scrip, 105; Boston Water Power, 34½; Brookline Land, 5¾; Cary Imp., 18¼; Waverly Land, 4¾; Boston Land, 7⅛; New Hampshire 6s, 1902, 97⅜; do. 1875, 97; Maine 6s, 98⅛; Missouri 6s, 1886, gold, 93; Portland 6s, 1890, 94; Cleveland 7s, 1875, 99; do. 1890, 100⅞: Boston 5s, 1885, gold, 99¼; do. 6s, currency, 1880, 99⅛; Cambridge 6s, 97; Cincinnati 6s, 1896, 90; St. Louis 6s, 1887, 88¼; Allouez Mining Co. 20⅝; Calumet and Hecla, 158; Hanover, 1; International, 1; Petherick, 4; Rockland, 3½; Ridge, 11½; St. Clair, 3½; Star, 1¾; Shuniah Silver, 1½; Superior, 50c.

Baltimore.—Maryland 6s, exempt, 104¼; Virginia consols, coupons, 78¼; Memphis City 6s, 57½; Orange and Alexandria 3d mort. 8s, 96; do. 4th mort. 8s, 81; Virginia Central 6s, 82; Orange, Alex. and Manasses 7s, 81; Northern Central 6s, 190C, gold, 92⅜; Western Maryland 3d mort. guar., 96½; Virginia and Tennessee 8s, 88; Central Ohio R. R., 43; do. 1st mort., 86½; Parkersburg R. R., 11; Santa Clara Mining Co., 3.50; Atlantic Coal, 2.45. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80@81⅛; Pittsburg and Connellsville 7s, 1898, 93¼@94; Baltimore and Ohio, 177@178½; do., 6s, 1875, 98@98; do., 1880, 95@96; do., 1885, 94@94¾; Parkersburg Branch, 11@13; Northern Central, 88¾@89; do. 6s, 1885, 92@93½; do., 1900, 84½@85; do., 6s, 1900 gold, 92¼@92½; N.W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 89@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99½@99¾; do., 2d mort., 7s, 92⅛@93; do., 3d mort., 8s, 83⅞@84; Central Ohio, 42@44; do. pref., 42@42½; do. 1st mort., 86@86½; Western Md. 1st mort. 6s 1890, 85@90; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 96@98; do. 2d mort pref., 75@85; do., 2d mort. guar. by Washington Co., 80@81⅞; Richmond and Danville 1st mort., 78½@80; Orange and Alexandria 1st mort. 6s, 96½@99; do., 2d mort. 6s, 89@90; do., 3d mort. 8s, 95@98; do., 4th mort. 8s, 80½@80½; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@78½; do. 8s, 3d mort., 87½@88¼; Baltimore 6s, 1875, 97@—; do., 1884, 96¾@—; do. 1886, 98@98½; do., 1890, 98⅜@98½; do., 1893, 97@97; do. 1893, exempt, 101@101½; do., 1900, exempt, 97¾@—; do. 1900, new, 98@98⅜; do. 1902, 98⅛

@99; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 104@104¼; Virginia 6s, old, 37@40; do. coupons old, 37@40; do. consol. 6s, 53⅜@53¾; do. reg. 51@53; do. coupons, 78@78½; West Virginia, 13¾@13⅞; City Passenger R. R., 20@21; George's Creek Coal, 118@125.

Illinois Central Railroad.

The statement of this Company for the month of January, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,190.72 for	$9,757 44
Acres Free Lands Sold	108.50 for	1,387 50
Total sales during the m'th of January, 1873	1,299.22 for	$11,144 94
To which add Town Lot Sales	for	200 00
Total of all	1,299.22 for	$11,344 94
Cash collected in January, 1873		$47,409 23

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$348,083 00	$50,616 00	$398,699 00
Passengers	85,298 35	20,201 90	105,500 25
Mails	6,375 00	3,059 33	9,434 33
Other sources	64,625 00	2,640 67	66,865 67
Tot'l Jan. '73.	$504,381 35	$76,117 90	$580,499 25
Total actual earn'gs, Jan., 1872	$560,904 03	$76,525 64	$637,429 67

Chesapeake and Ohio Railroad.

THE CHESAPEAKE AND OHIO RAILROAD COMPANY control and operate the GRAND CENTRAL TRUNK LINE OF RAILROAD, now built and in running order between Richmond, a tidewater port on the James River indentation of the Chesapeake Bay, and Huntington on the Ohio River—a distance of 427 miles.

It possesses peculiar advantages for through transportation of Western products for consumption and shipment along the Eastern seaboard States.

It has also special advantages as a very direct, attractive and speedy Passenger Line between a large portion of the West and Southwestern cities and Washington, Baltimore, Philadelphia and New York.

It is admirably situated, also, to become a cheap and favored route for both emigrants and merchandize between Europe and the Western States direct. Vessels of the largest class will be able to land alongside the wharves at its deep-water terminus and transfer their passengers and cargoes directly from shipboard to the cars, thus avoiding the annoyance, expenses and delays incident to other routes.

The present terminus and wharves at Richmond afford abundant accommodation for the large general freight and mineral traffic of the Road, which can be transferred to all but the largest class of ocean-going vessels. Ships drawing from 14 to 18 feet of water can always reach the company's docks and proceed to sea without the aid of a pilot. The coal and coastwise freight transfer will be done at this point.

The company have authority for, and have in contemplation, the extension of the line eastward to a point on the deep-waters of the Chesapeake Bay, not far distant from the capes at its entrance, where safe anchorage and a sufficient depth of water to float the largest ship afloat can always be found. The "Allan" Line of Steamships is already running from Liverpool to the Chesapeake; and there is reason to believe that as soon as this deep water extension of the Chesapeake and Ohio line can be constructed, a second line will be ready to seek its wharves, so as to establish a direct through line of shipment between European ports and the Western States.

The "Old Dominion" Line of Steamships, leaving New York and Richmond on alternate days, makes close connections with the Chesapeake and Ohio Railroad. The trip between the two ports is made in 40 hours; the vessels are sidewheelers, and admirably kept. This affords a popular and growing route for travelers, especially tourists and health seekers, and is by far the cheapest and best route for freights from the Southwest.

At Richmond connection is also made with the railroads leading North and Northeast, via the Richmond and Fredericksburg Railroad to Alexandria and Washington, &c.; and also with the railroad lines leading south of Petersburg, Norfolk, Wilmington, Charlotte, Augusta, Charleston, Savannah, Macon, &c.

At Gordonsville, by means of the Orange and Alexandria Railroad, regular connections are made for Washington, Baltimore, Philadelphia and New York by continuous all rail routes. Gordonsville is 76 miles west of Richmond, and through tickets are sold at all principal points to Gordonsville, Richmond or White Sulphur Springs, via Washington City. Passengers leaving New York in the morning can take parlor cars at Jersey City, arriving at White Sulphur Springs the following morning; or they can take sleeping cars to Washington City, and comfortable cars thence to White Sulphur, reaching there the following evening, 24 hours ride from New York.

Connections at the western terminus, at Huntington, are made with regular packet Lines of steamers to Ironton, Portsmouth and Cincinnati; and through them with the U. S. mail line of steamers to Louisville, or the short line of Railroad leading Southwest and Northwest. Excellent passenger accommodations are always to be found on board these steamers. The trip to Cincinnati, 175 miles, is made downward in 15 hours, and the upward trip in 24 to 30 hours. Boats stopping at Huntington on their way to or from New Orleans, Saint Louis, Cairo or intermediate points, can easily transfer freights bound in either direction.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 5, at 313,788 tons, and for the coal year at 3,722,278 tons, against 3,697,759 tons to corresponding time last year, being an increase of 24,519 tons. The bituminous tonnage for the week is 43,044 tons, and for the year 420,122 tons, giving a total of all kinds for the week of 356,832 tons, and for the year 4,142,400, being an increase as against production to same time last year of 89,779 tons.

☞ The revenue of the main stem and branches of the Baltimore and Ohio Railroad Company for the month of March, 1872, was $1,000,869 16, and for the same month in 1873, $1,264,652 29, showing an increase of $263,783 13.

OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, April 18, 1873.

The SIX PER CENT. GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, being secured by a First Mortgage on a COMPLETED road—which is one of the GREAT EAST AND WEST TRUNK LINES, commanding a large through business, and which, from the immense Mineral, Agricultural, and other valuable resources of the country it traverses, is assured of a very remunerative local traffic—are among the most substantial and satisfactory investment securities in the market; and, at the present price, 87½ and accrued interest, yield a liberal rate of interest on their cost.

They are in denominations of $100, $500, and $1,000, coupon and registered; principal and interest payable in gold coin in New York; interest May and November.

We also buy and sell at current market rates, the WESTERN PACIFIC SIX PER CENT. GOLD BONDS originally negotiated by us, and now quoted at the Stock Exchange, and widely known as favorite securities in the principal money market. Coupon bonds of $1,000; principal and interest payable in gold coin in New York; interest January and July. Price to-day is 94¾@95.

We buy and sell GOVERNMENT AND CENTRAL PACIFIC BONDS, receive deposits, on which we allow interest, make collections, and do a general banking business.

FISK & HATCH.

New York, West Shore & Chicago Railway.

This company includes a combination of the New York and Fort Lee, the Hudson West Shore, and the West Shore Hudson Railroads, and when completed will be a competing line with the New York Central and Hudson River Railroad. The engineer, in his report of the proposed route and plan, divided the road into three divisions—Eastern, Middle and Western. The Eastern Division, from Jersey City to Catskill, a distance of 110 miles, is on the west shore of the Hudson. The Middle Division, from Catskill to Syracuse, is 163 miles in length. At the former place the line and the river diverge, the route of the railway continuing in almost a direct line to the Mohawk at Schenectady, thence the route lies along the south side of the valley of the Mohawk, and of the Erie Canal to Utica; and from this place it continues in nearly a direct westerly course to Syracuse. The Western Division extends from Syracuse to the International Bridge, at Buffalo, the distance being 147 miles. From Syracuse the line continues almost direct to Buffalo; the Erie Canal and the New York Central Railroad diverging considerably northward at Rochester. The following is an estimate of the cost of constructing the road, on the route described, the estimate contemplating a double track railroad of four feet eight and a half inch gauge:

Eastern Division (110 miles)—For completing graduation, bridges and superstructure, from Jersey City Ferry to Catskill	$7,655,000
Middle Division (163 miles)	10,106,000
Western Division (147 miles)	8,452,500
Total for the 420 miles	$29,213,500
Average per mile	$62,413 19

It is claimed that the new road will shorten the distance between New York and Buffalo 24 miles as compared with the New York Central and Hudson River Railroad. A tunnel under the grounds of the Military Academy at West Point is under construction by the company.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR BAGGAGE STOLEN FROM STATION HOUSE.

The facts in the recent case of Bartholomew *vs.* St. Louis, Jacksonville and Chicago Railroad Company, (53 Ill., 227), are fully and clearly stated in the following opinion by—

WALKER, J.—It appears from the record in this case, that Jennie E. Bartholomew, one of the plaintiffs in error, became a passenger on the road of defendants in error, form Alton to Delhi, a station on the road, and arrived, with her baggage, at the latter place. Upon her arrival, no teams or means being at hand to carry her and her baggage to her father's, a distance of three miles in the country, her trunk was left at the depot until it should be called for and taken away. The trunk was placed in the depot, and during the night after its arrival, the station house was entered by burglars, who broke open her trunk and took therefrom several articles which it contained, and also some tickets and other articles from the company. It appears that Mrs. Bartholomew arrived at the depot late in the evening, which rendered it inconvenient, if not altogether impracticable, to send for and get her trunk from the depot before the next morning. On these facts the jury, under the instructions, found for defendants in error.

It was held, in the cases of Richards *vs.* The Michigan Southern and Northern Indiana R. R. Co., 20 Ill., 404, and Porter *vs.* The Chicago and Rock Island R. R. Co., *ib.*, 407, that when a railroad transports goods and they reach their destination, the liability of the company ceases, as common carriers, when they are unloaded, and placed safely and securely in their warehouse, under the charge of competent and careful servants, ready to be delivered, and the liability of warehousemen for hire attaches. In the Chicago and Alton R. R. Co. *vs.* Scott, 42 Ill., 132, it was said, that to change the relation or duty of the company, from that of a common carrier to that of a warehouseman, the warehouse must be a safe and secure place, in which the goods are stored.

These cases all related to freight in its ordinary sense, as distinguished from baggage, which is usually taken with, and attends persons while traveling. But no difference is perceived between baggage given in charge of the company, and ordinary freight. In each case the company are paid to transport the property. On freight the money is paid directly simply for its transportation, while with baggage, the price paid for its transportation is included in the charge for the ticket the owner purchases for his transportation. In each case the company become equally liable for its safe carriage and delivery, and are under the same responsibility for loss or injury it may sustain. It is true the different kinds of property are carried on different trains, but that can not matter, as their liability is in all respects the same. There being no difference in the duty or liability of the carrier in the two cases, they should be governed by the same rules.

When defendants in error, therefore, transported the trunk to Delhi, to relieve themselves from the liability as common carriers, they should have stored the trunk in a safe and secure warehouse, and then the new relation of a warehouseman would have attached. But the burden of proof is upon the common carrier, to show that the property was stored in a safe and secure warehouse, and until this appears, the company can not be exonerated from the liability of a common carrier. In the case of the Chicago, Rock Island and Pacific Railroad Co. *vs.* Fairclough, 52 Ill., 106, it was held, that where the railroad company placed baggage in a room of their depot and a pane of glass in one of the windows of the room which was without blinds, was only held in its place by tacks, and burglars removed the glass and made an entrance through the opening, the baggage was not safely stored, and the company were liable. In the case at bar, for aught that appears, the depot in which this trunk was stored, may have been entirely insecure against the burglars. The instructions given for defendants in error entirely ignore the requirement that the trunk should have been stored in a safe and secure warehouse to exonerate the company, and in this they were erroneous, and should have been refused or modified before they were given. The judgment of the court below must be reversed and the cause remanded.

Judgment reversed.

Chesapeake and Ohio Railroad.

As many of our shippers are anxious to know how freights are transferred at Huntington from the boats to the cars, we have interviewed a party just from there, who gives the following information on the subject: The company's depot is situated at the top of the bank or levee. At the water's edge they have a fine wharf-boat. From the depot to the wharf-boat they have two tracks, on which they run two cars of about 12,000 pounds capacity each. The motive power is a double steam engine located in the basement of the depot, so constructed that both cars can be used at once or separately, as required; time, from water's edge (at lowest stage) to depot, one minute. A few days since two hundred barrels of flour were taken from the boat and loaded in the cars in fifteen minutes. They propose to transfer all freight the day it arrives. The new schedule for freights, that took effect on the 1st of April, is as follows: Leaving Cincinnati every evening at four o'clock, by either steamer Fleetwood or Potomac; through freight train leaves Huntington next day at 12 M., arriving at Richmond, Va., at 1:20 A. M., the second day; time from Cincinnati to Richmond, fifty-eight hours. At the latter point they make close connections with all lines South.

We understand it is the determination of the company to make this the popular freight route to all coast points as far South as Savannah.—*Cin. Price Current.*

Canada Southern Railway.

This company has applied to the New York Stock Exchange to have its first mortgage bonds put on the regular call, and has made the following official statement:

Organized under charter from the Province of Ontario, Dominion of Canada. Length of main line, from Fort Erie (opposite Buffalo) to Amherstburgh on the Detroit River, all of which is laid with steel rails 60 pounds to the yard, 229 miles; length of St. Clair Branch, from St. Thomas (on the main line) to Mooretown on the St. Clair River opposite the town of St. Clair, Mich., 63 miles; Canada Southern, proper, 292 miles. In addition to the above this company owns a controlling interest in the capital stock of the Toledo, Canada Southern and Detroit Railway Company, running from Toledo, Ohio, to Detroit, Mich., 56 miles. This company also owns the majority of the capital stock of the Michigan Midland and Canada Southern Railway Company, running from St. Clair, Mich., west to Ridgeway, 14 miles. Total 362 miles. The maximum grades on the above 362 miles of road do not exceed 15 feet to the mile, and 96 per cent. of the line is straight. This company has also leased the Erie and Niagara Railway Company, running from Fort Erie, opposite Buffalo, via Niagara Falls, to Niagara City, at the mouth of the Niagara River, on Lake Ontario, 32 miles. Total road owned, controlled and leased, 394 miles. The whole of the above will be opened on the 1st of May for local business, and on the 1st of June for through traffic, via Buffalo, Toledo and Detroit. The first and only mortgage sinking-fund bonds now issued amount to $8,760,000, the authorized amount as per charter of $30,000 per mile on 292 miles of road; principal and interest payable in gold; dated January 2, 1871; due January 1, 1906; interest 7 per cent. per annum, payable January 1 and July 1 each year at the Union Trust Company in New York, or at the company's agencies in London or Frankfort. All the bonds, both registered and coupon, are of the denomination of $1,000 each; and at the option of the holder the coupon bonds are, at any time when the transfer books are open, convertible into registered bonds. The coupon bonds originally issued are numbered from 1 to 8,200 inclusive. The registered bonds from 1 to 560 inclusive. But changes have been made by conversion of coupon into registered since.

Trustees—Wm. L. Scott, of Erie, Pa., Kenyon Cox, of New York.

Capital stock authorized (shares $100 each), $10,000,000; do. issued, $8,000,000; do. unissued, $2,000,000.

Officers—President, William Courtright, No. 13 William street, New York; Treasurer, M. H. Taylor, St. Thomas, Canada; Secretary, Nicol Kingsmill, Toronto, Canada; Assistant Treasurer, Kenyon Cox, No. 31 Wall street, New York; Transfer Agents, Kenyon Cox & Co., No. 31 Wall street, New York.

Directors—M. Courtright, Erie, Pa.; John F. Tracy, Chicago, Ill.; Sidney Dillon, New York; Wm. A. Thomson, Queenston, Canada; Wm. L. Scott, Erie, Pa.; Daniel Drew, New York; John Ross, New York; O. S. Chapman, Canton, Mass.; Benj. F. Ham, New York.

The New York and Long Island Bridge.

The work on this bridge has been commenced under the direction of Mr. Isaac D. Coleman, engineer of the company. The workmen have broken ground at Long Island City, on the line of Franklyn avenue, between Catharine and Crescent streets, for the foundation and retaining walls. This bridge commences on the New York side at Seventy-seventh street and Third avenue, running parallel with Seventy-seventh street on its south side, over the west channel of the East River, across Blackwell's Island and thence over the east channel of said river at First avenue, to Franklyn avenue on the Long Island side. This bridge, as located, will be 9,500 feet in length, and have an elevation over the East River so as to give a clear space of 125 feet above high water. Its crossing upon the island will be between the Workhouse and the Insane Asylum. The spans over each of the channels will be 720 feet, with an inter-immediate span over the island of 560 feet. It will be 73 feet 6 inches in width, accommodating a double-track railway, a carriage way of 24 feet and three footwalks on an aggregate width of 20 feet. There will be two towers on the island and one on each side of the river. These towers will be 206 feet high above high water at the point of supporting the cables. the probable cost of this great undertaking will be from three to five millions of dollars. The grade from Third avenue to the river and from the river to Crescent street, on the Long Island side, will

be 3 feet 3 inches in 100 feet. The towers and anchor piers will have a solid rock foundation. The shortness of the spans over the channels and the island, which are secured by the towers on the island, renders it more feasible and gives it greater advantages than any other location, for a permanent and durable bridge, than has as yet been named.

☞ The Baldwin Locomotive Works of Philadelphia, Penn., has passed from under the control of Mr. Matthew Baird, the distinguished head of the late firm of M. Baird & Co., into the exclusive possession of the other members of the firm, Messrs. Geo. Burham, C. T. Parry, E. H. Williams, W. P. Henszey and Edward Longstreth, by their purchase of Mr. Baird's interest. The partnership expired by limitation and was dissolved on the 8th inst. The style of the firm now is: Burnham, Parry, Williams & Co., and the present firm publish by card that they are authorized to liquidate the affairs of the late firm.

☞ The coal tonnage of the Columbus and Hocking Valley Railroad for the two weeks ending March 31, was 86,740 tons; earnings of the company for the same time, $48,336 16. The coal tonnage for the month was 78,032 tons; earnings, $95,793 85.

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(Successor to PETER SCHOFIELD,)

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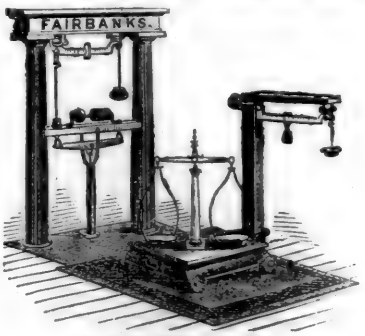
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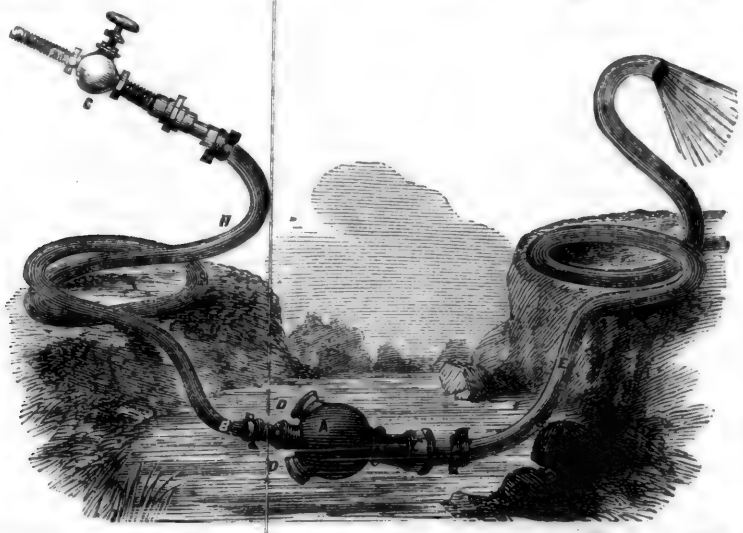
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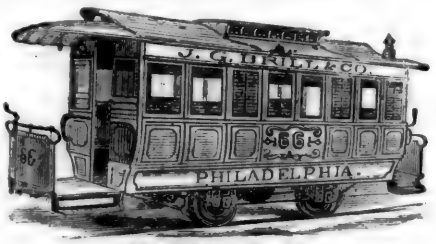
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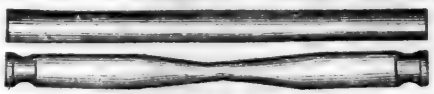
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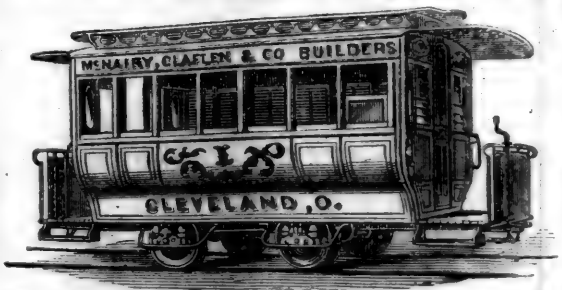
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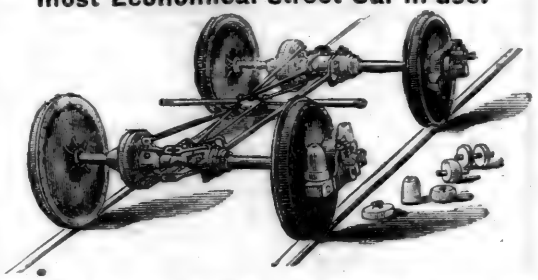
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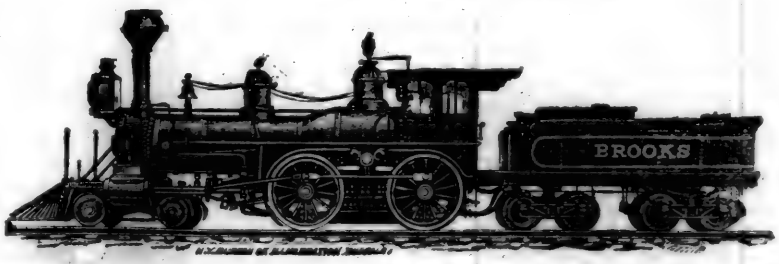
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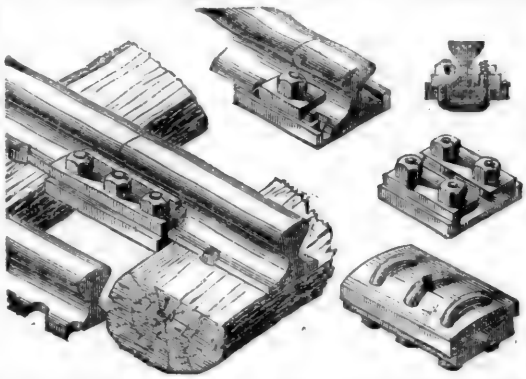
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Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

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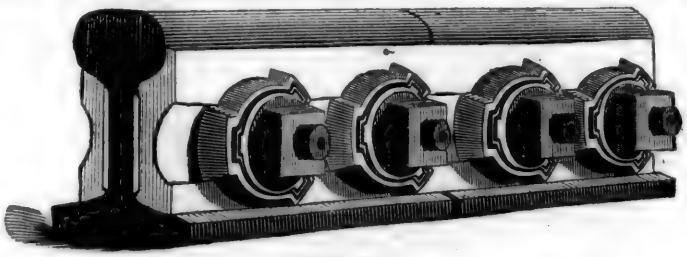
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The Superiority of these Joints has been proved by eight years' use on different Roads.

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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, April 26, 1873.

Clev., Col., Cin. and Ind. R. R.

The injunction procured by the stockholders of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad, deferring indefinitely the ratification of the lease of the road to the Atlantic and Great Western Railway, has been supplemented by a legislative enactment intended to further protect the stockholders. The new law is thus summarized in a letter from Cleveland:—

The bill provides that no proposed purchase, lease or arrangement between the managers of any two railroad companies shall be perfected without the assent of the holders of at least two-thirds of the stock of the company whose road is to be leased; and stipulates that "the rental reserved and secured for said leased road shall be equal to at least the net earnings of such leased road for the fiscal year next preceding the one in which said lease is made." It also enacts that stockholders refusing assent to the lease, &c., if the same be carried, shall be entitled "to demand and receive from such lessee or lessees, previous to such lease, purchase or arrangement being consummated, the average market value of their stock for six months next preceding the day of the meeting of the companies at which said lease is approved as aforesaid on the surrender of their stock." Provision is also made for determining the market value of such stock in cases where the parties cannot mutually agree upon the price. The fourth section requires the lessees to give the stockholders of the road leased "full and adequate security for the payment of rental and for the preservation of the property of the lessor in good condition," &c. And, finally, it is provided that any railroad corporation organized prior to to the present constitution, and leasing its line under this act, shall thereby forfeit and lose the special privileges contained in its original charter, and be held to be recognized under the provisions of the present constitution.

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A new Route from New York to the South.

The Chestertown (Md.) *Transcript* says that last week representatives of the New Jersey Southern Railroad were in Kent county, Maryland, with representatives of the Baltimore and Ohio, looking after the interests of the new through route from New York to Washington, via the Peninsula, and then adds:

The result of this conference has made the completion of the railroad through our county to the Bay Shore a fixed fact, being one link in the through route from New York to Baltimore. The plan is as follows: By steamer from New York to Sandy Hook, 28 miles; then by rail across the State of New Jersey to a point opposite Bombay Hook, on the Delaware Bay; thence by steamer across the Delaware; thence through Delaware by rail to Massey's Cross Roads, in this country, and thence by Kent County Railroad to the Chesapeake at Rock Hall or Gale's; thence by boat to North Point, and from there to Baltimore. One of the steamers to ply between New York city and Sandy Hook, the Long Branch, has already made her trial trip. The road from Bombay Hook to Massey's is under contract, to be completed by August 1st, and the Kent county line to the bay has doubtless been put under contract before this goes to press. It is designed to carry the entire trains across the Delaware and Chesapeake Bays. If the Gale terminus on our bay is selected it will be with a view to a through passenger travel; if the Rock Hall terminus, with a special reference to a through freight line. The chances all favor the building of the road from Worton Station direct to the point selected on the bay. In that event the road from Worton to Chestertown will only continue to be used as a local branch.

The Puget Sound Extension of the Northern Pacific Railroad.

The great effort now being put forth by the Northern Pacific Company to extend its road to Puget's Sound will greatly advance the commercial interests of the whole Pacific belt. The arrangements recently made by its managers, by which a force has already been set to work connecting the line already completed with Puget Sound, the entire Oregon Railroad system, and the navigable waters of the Columbia River, will also throw open the exhaustless mineral resources of Washington Territory to California and Oregon, and greatly stimulate the settlement of this whole section.

The finest and most abundant coal deposit on the Pacific Coast is found along the Eastern shore of Puget Sound, and it is said to extend from the Columbia River to Bellingham Bay and British Columbia, outcropping in veins from two to fifteen feet in thickness. The seams have been successfully worked for several years, with at present an annual yield of about 90,000 tons, nearly as hard as anthracite, and found by the San Francisco and China mail steamers suitable for their use. The opening of this coal trade with Puget Sound by railway must furnish great facilities for manufacturers on the Pacific Slope, and give a great impetus to all industrial pursuits. As the new tributary of the Northern Pacific will strike into the very heart of the vast "forest region" skirting the waters of Puget Sound, and abounding in trees

"Fit to be the mast of some tall ammiral,"

with coal and iron at hand in in profligate abundance, it is easy to see that Washington Territory has a magnificent opportunity of carving out for herself a great destiny as a ship-building and maritime State. The fact that it is 1,000

miles nearer from Liverpool or New York, in our continental transit to Japan, by the ports of Oregon and Washington than by the San Francisco route, augments the advantages of the former, and, when the soil and climate are considered, make the vicinity of Puget Sound and the Columbia Valley one of the most inviting homes to be found by the immigrant in the New World.—*Times Editorial.*

New York and Delaware Railway.

Articles of Association of the New York and Delaware Railway were filled at Trenton N. J., on the 19th inst. in the Secretary of State's office, The proposed road is to run from the city of New Brunswick, in Middlesex County, to a point on the Hudson River, within the township of Weehawken, in the county of Hudson. The length of the road will be thirty-two miles, and the capital stock $325,000, in shares of $100 each. The following named persons are the directors: David P. Patterson, Manning F. Knapp, Ashbel Green, Cornelius S. Blauvelt, Wm. S. Banta, John J. Anderson, of Bergen County, New Jersey; E. Boudinot Colt, of Passaic; John M. Courtenay, Wm. Bond, Henry M. Alexander, and Leonvale T. Guthrie, of the State of New York, and Alden Ellis, of Chicago. Subscriptions of stock then followed, and an affidavit that they are made, and that said road is intended to be built in good faith.

Cleveland, Columbus, Cincinnati and Indianapolis Railway.

The earnings of this road for the years ending December 31, 1871 and 1872, compare as follows:

	1871.	1872.
From passengers....	$797,917 49	$810,708 64
" freight.....	2,878,535 74	3,439,999 91
" express	73,669 58	76,650 28
" mail.....	61,993 00	76,295 75
" rents	58,960 12	58,270 75
" interest and dividends ..	52,708 12	74,462 98
" other sources.	.....	36,082 54
	$3,918,784 05	$4,573,170 85
Expenses, viz:		
Freight and passenger transportation.	$860,931 88	$1,043,987 98
General expenses....	71,816 77	81,753 41
Repairs of locomotiv's	179,413 66	184,488 50
Repairs of pass. cars.	87,889 53	68,935 70
Repairs of freight cars.....	161,534 43	176,652 29
Repairs of track....	632,290 07	838,654 51
Repairs of buildings.	52,516 48	74,506 03
Repairs of fences....	23,122 48	35,514 46
Repairs of bridges...	24,828 67	36,713 46
Oil, tallow and waste	36,687 06	54,026 51
Fuel account.....	372,450 36	452,385 87
Damage to Stock....	9,141 89	6,459 53
Loss and damage to freight.....	18,599 32	21,063 51
Gratuities & personal damages.....	17,324 01	25,615 65
Telegraph expenses and repairs.....	31,990 97	38,271 27
Balance car service..	57,358 54	54,616 36
	$2,587,896 12	$3,193,644 84
Net earnings.....	$1,330,887 93	$1,379,526 01
Interest and taxes...	325,350 63	327,565 82
Balance applicable to dividends	$1,005,537 30	$1,051,960 19
Dividends—two of 3½ per ct. each.	1,012,312 00	
Surplus for the year 1872		$39,648 19
Add surplus December 31, 1871....		270,763 82
Surplus December 31, 1872.....		$310,412 01

Compared with the previous year the gross earnings of 1872 show an increase of $654,386 80; with an increase in working expenses of $605,748 72—making an increase in net earnings of $48,638 08. Deducting interest and taxes, the net income shows an increase of $46,722 89. The President in his report says:

During the year the board of directors sold, in pursuance of authority of the stockholders, the remainder of the unissued capital stock. Amount realized from capital stock has been—

From February installment, on increase of capital stock authorized in 1871.....	$408,425 00
From sales of 11,560 shares during the year, at the rate of about 90.3 per cent. on the par value.....	1,043,913 23
	$1,452,338 23

The earnings for 1872 exceed those of 1871 16.72 per cent, and the expenses for the same period were increased 23.4 per cent.

The increased percentage of expenses is accounted for by the high price of material and the greatly improved condition of the track.

The tonnage and freight earnings for 1871 and 1872 compare as follows:

EASTWARD.

	Tons.	Earnings.
1871.....	815,516	$1,983,731 22
1872.....	1,045,068	2,410,170 76

Increase in tonnage, 28.15 per ct.; increase in earnings, 21.49 per ct.

WESTWARD.

	Tons.	Earnings.
1871.....	362,141	$889 804 51
1872.....	399,285	1,029,829 15

Increase in tonnage, 10.26 per ct.; increase in earnings, 15.74 per ct.

Total increase freight tonnage, 266,696.446 tons, or 22.65 per ct. Total increase freight earnings $566,464 17, or 19.71 per ct.

By comparison with four previous years, the growth of freight traffic is clearly shown, the number of miles of railway operated being the same each year:

Increase of tonnage over	1871...	22.65 per cent.
" " "	1870...	54.34 "
" " "	1869...	74.97 "
" " "	1868...	129.86 "

Since 1868 the rates of freight transportation have steadily decreased. The benefits of such reduction in rates have *all* been received by the public, as the following statement will show. To provide equipment and facilities to move the greatly increased traffic, a large addition to the capital stock has been made, and the rate of dividend has *only* been maintained.

The average rate per ton per mile in 1868 was 1.937 cents.

The average rate per ton per mile in 1872 was 1.342 cents.

Had the rate been the same in 1872 as in 1868, the *increase* in net earnings on freight would have been $1,524,788 20, showing that the public received ten per cent on your capital while you only received seven.

About one third of the railway is now laid with good steel rail, and your property has been very much improved, and, notwithstanding the severity of the present winter, is now, in its entire extent, in good condition, which will enable the officers to accomplish favorable results during the coming year; and the position your railway now occupies is such as to give it a full share of the freight business of the country.

The constantly increasing traffic calls for an increase of equipment, and many additions to station facilities and side tracks.

Contracts have been made for six locomotives, to be delivered in March and April, 1873; and it is believed that the rolling stock of the company should be further increased by the addition, during 1873, of ten more locomotives, six hundred coal and platform cars, one hundred stock cars, and three hundred box freight cars.

The rate of mileage paid on cars interchanged with other railways, or used by the company belonging to fast freight corporations, is so high that, at all times, the company should own sufficient equipment for the business on its railway, thereby securing full reciprocity when using cars of other companies, by receiving revenue for its cars while abroad.

The Indianapolis and St. Louis Railroad Company (of which this company owns one-half the capital stock) has earned nearly $10,000 per mile during the past year. The net earnings since its Railway opened for business have been sufficient to pay seven per cent on its share capital; but, instead of dividing to the stockholders, the board of directors of that company have expended the surplus in additions to its rolling stock and other permanent improvements.

The Cincinnati and Springfield Railway was opened for business July 1st last, although at that time not fully completed for a large traffic. This company find it a very valuable line, not only as a feeder, but also in the more important item of giving it an independent entry into Cincinnati, and placing the important cities of Dayton and Springfield on the main line between Cincinnati and Cleveland. It is believed that its importance to the company, as well as its intrinsic value, will increase yearly.

The Lake Shore and Tuscarawas Valley Railway was completed during the year, and has already brought a large amount of coal to your railway at Grafton, and, when the miners get fairly at work, after the present strike, will offer an amount of coal for shipment to Cleveland, which with the large amount of coal coming from the Hocking Valley, Straitsville and Shawnee districts, will fully employ all the dock facilities at Cleveland this company can command.

The board take pleasure in acknowledging the industry, fidelity and capacity with which the railway has been managed, during the past year by the several executive officers and their subordinates in the respective departments.

The company have 118 locomotives, 41 passenger, 6 sleeping, 13 baggage, 3 U. S. postal, 1 mail, 1 directors', 1 paymaster's, 1711 box, 239 stock, 493 flat, 580 coal and 52 freight train caboose cars. 21 locomotives were added during the year, and 1 broken up; and 19 were changed from wood to coal burners. The company now have 86 coal burning and 32 wood burning.

Sixteen locomotives and 7 passenger cars were purchased, and 8 passenger, 6 baggage, 2 U. S. postal, 100 box, 100 stock, 100 coal, and 7 caboose cars built by the company for the Cincinnati and Springfield Railway.

The total mileage for the year was as follows: passenger trains, 744,307; freight trains, 2,986,590; construction and repairs, 147,630; fuel trains, 98,630—total, 3,877,157, against 3,270,327 in 1871—an increase of 606,830, or 18.6 per cent. The cost per mile run for repairs (including the expense of changing wood to coal burners) was 4.29 cents. The amount paid for increase to locomotive equipment was $247,310 90. Cost for addition to passenger equipment, $28,649 04; do. for new freight car equipment, $430,933 95.

There was paid during the year for foreign car service—to the Empire Line, $30,273 86; to the Merchants' Dispatch Transportation Company, $22,200 89; to the Union Star Line, $1,889 65; and individual cars, $1,722 59—leaving the balance for car service against the company, $54,616 36 at the close of the year.

The total tonnage moved in 1872 was 1,444,352 tons, against 1,177,657 tons in 1871—an increase of 266,696 tons, or 22.65 per cent.

The renewals of track embrace the following:

4,672 gross tons Bessemer steel; 200 gross tons new iron rail; 4,479 gross tons re-rolled iron rail; 1,666 old scrap rail; 404,460 lbs. spike; 479,995 lbs. iron joint splices; 312,182 lbs. track bolts and nuts; 15,153 repaired rails; frogs and switches, $21,500. There were 49¼ miles of track re-laid with Bessemer steel, and 44¼ miles with new and re-rolled rail; 45 miles of track were thoroughly, and about 15 miles partially ballasted, and 207,949 cross-ties renewed.

There was charged to construction account: new tracks and extensions of sidings, $145,690; permanent improvements and repairs on Springfield Branch, $112,899 82; real estate on Central Tract and new work for tracks, bridges and docks thereon, at Cleveland, $635,235 05; extra cost steel rail, $155,748 41; grounds at Springfield, for connection with Short Line, $30,000; farm at Catawba, to secure gravel pit, $15,712 20; grounds at Indianapolis outer depot, for increased yard, $13,936 23; for first class shop, round house and improvements at Delaware, $69,207 65; for excess in weight of new rail on Indianapolis Division, new water stations and coal bins, new car repair shops at Cleveland, $42,739 03—making a total of $1,220,674 39.

The assets and liabilities of the company, as shown on its books, are as follows:

ASSETS.

Cost of road, depots, shops and equipment		$16,395,579 15
Materials on hand:		
For repairs of track	$119,642 48	
For repairs of locomotives and cars	202,352 78	
Fuel, oil and waste	111,459 94	
		433,455 20
Cash and cash assets:		
Cash in hands of treasurer	$613,261 42	
Due from other Co's	208,581 84	
Due from agents and others	135,038 98	
Due from Post Office Department	37,211 84	
		994,094 08
Other assets:		
Indianapolis and St. Louis Railroad Stock	$300,000 00	
Indianapolis & St. Louis Railroad Bonds	458,750 00	
Indianapolis & St. Louis Railroad Equipment Bonds	151,200 00	
Indianapolis & St. Louis Railroad Trustees	73,998 40	
Cincinnati & Springfield Railway Bonds	286,000 00	
Cincinnati & Springfield Railway advances	382,075 77	
Real estate, not used for roads or depots	5,031 47	
Wood lands	37,634 92	
Great Western Dispatch Company's Stock	81,100 00	
Merchants' Dispatch Transportation Company's Stock	25,000 00	
Empire Transportation Company's Stock	17,892 86	
Stocks and bonds of other companies	129,235 77	
Scioto and Hocking Valley Railroad Bonds	2,000 00	
Pendleton stone quarry	4,915 46	
Bills receivable	25,009 78	
		1,929,844 43
		$19,752,972 86

LIABILITIES.

Capital stock		$15,000,000 00
Less amount owned and held by this company		8,725 00
		$14,991,275 00
C., C. & C. Railroad Bonds, ($25,000 falling due each year)		272,000 00
B. and I. Railroad first mortgage bonds—old (past due)		2,000 00
B. and I. Railroad first mortgage bonds—new		514,000 00
I., P. and C. Railroad first mortgage bonds, (past due		2,000 00
I., P. and C. Railroad second mortgage bonds, (past due)		1,000 00
C., C., C. and I. Railway first mortgage sinking fund bonds		2,214,000 00
Bills payable		870,000 00
Bills audited		546,473 35
Dividend No. 10, payable Feb. 1, 1873		524,639 50
Previous dividends (not called for)		5,173 00
Surplus		310,412 01
		$19,752,972 86

President.—H. B. HURLBUT.
Vice President—H. E. PARSONS.
Directors.—P. H. Watson, John J. Cisco, W. B. Duncan, F. Schuchardt, Geo. B. McClellan, S. L. M. Barlow, New York; H. E. Parsons, Ashtabula; R. M. Shoemaker, Cincinnati; L. M. Hubby, H. B. Hurlbut, T. P. Handy, R. P. Ranney, S. Witt, Cleveland.
Secretary and Treasurer.—GEO. H. RUSSELL.
General Manager.—OSCAR TOWNSEND.
General Superintendent.—E. S. FLINT.
Chief Engineer.—FRANK FORD.
Auditor.—A. ELY.

PHELPS, DODGE & CO.

Their Statement Relative to the Revenue Dispute—A Clear and Concise Explanation of the Facts.

Messrs. Phelps, Dodge & Co. have prepared the following statement relative to the dispute between their firm and the Customs Department about certain goods imported by them. A great deal of obloquy has been cast upon this reputable house, in consequence of the merits of the case not being properly understood. The statement herewith given furnishes a complete exoneration of the firm, as will be seen by a perusal:

APRIL 15, 1873.

To our Friends and the Public:

For a period of nearly four months our firm has been made the subject of accusation and criticism, so harsh and unjust, that it has seemed to us as if the generally accepted rule, which assumes "all accused innocent until proved to be guilty," had been at least in our case, set aside in favor of that other principle "that all accused shall be held guilty until they establish their innocence."

During nearly all this period, by reason of various circumstances, such as the fact that the matters involved were still the subject of controversy between our firm and the Government; and above all, that by the taking and retention of our books and papers by the authorities we were not in full possession of all the evidence relied on by the Government to sustain the charges preferred against us, it has not been considered expedient to say anything in the way of public explanation; but the time has now come when an explanation is proper.

In the extensive importing business in which we are engaged, tin plate constitutes the chief article subject to an *ad valorem* duty; and we are associated with the house of Phelps, James & Co., of Liverpool, which is largely occupied with its procurement and shipment. As the trade, furthermore, which we do in this article is very large, and as it is entirely impossible to purchase at any time any very large quantity from accumulated stocks, it has been long the custom of our Liverpool house to arrange for the manufacture of supplies through contracts extending over lengthened periods; and also, in many instances, to advance to manufacturers the various constituents of their business, and even capital, and receive in return the finished product at prices conditional upon the fluctuating values of the raw materials, and through settlements effected at very considerable intervals.

The complicated tariff question now arises, In what manner are tin plates and similar products manufactured and purchased under such conditions to be invoiced.

The fundamental tariff law provides that duties on merchandise shall be assessed on "*the actual market value* or wholesale price thereof at the period of exportation, in the principal markets of the country from which the same shall have been imported;" but another provision of another act further requires that although the duties assessed must be on "*market value*," the invoice accompanying it, in case of purchase, must declare the *actual* cost—a statement which, in some cases, as above explained, is often a matter very difficult of exact determination at the precise date of shipment.

To add still further to the complication of legal requirement, the ruling of the United States Treasury, according to which the law is administered, is to this effect: That all purchased goods must be entered at the Custom-house at *actual cost* when that is higher than the market value at the time of shipment; but at *market value* when that is higher than actual cost. With a business largely done, as ours is, on contracts for future delivery, it therefore often happens that, on an advancing market, the contract price paid by us may be considerably less than the market value at the time of shipment, in which case, if we invoice at Liverpool at the price paid, the authorities in New York may advance the value, or, under certain circumstances, demand a penalty or complete forfeiture on the ground of undervaluation. On the other hand, on a falling market, an invoice rate representing actual cost may be greatly in excess of market value at the time of shipment; but in such cases no allowance whatever is made to the importer. And thus it has actually happened that during the past year—which has been characterized by the most remarkable and violent fluctuations in the prices of metals, (tin plate selling for 28 shillings per box in January, 44 shillings in July, and 35 shillings in December—we have paid, on aggregate overvaluations, a very large increase of duties over and above what would have been required had the goods been purchased at the date of shipment.

Again, the very form of consular oath, to which, as citizens of the United States interested in a house in Liverpool, we are required to subscribe, is not necessarily equivalent to the declaration which the counsel himself is required to make

and attach to the invoice; inasmuch as the *first* declares the actual cost, while the *second*, which immediately follows, and is upon the same page, is to the effect that the consul believes the merchant's declaration, and that the invoice exhibits the actual market valuation; which last the invoice cannot, unless "actual cost" and "market value" are held to be equivalent.

With this brief explanation of the letter of the law under which our goods are required to be invoiced, and its method of administration, we will endeavor to make clear wherein, through its supposed infraction, we have offended and been made subject to penalties.

As has been already stated, the articles before mentioned imported by our firm are purchased in large quantities of many different makers, sometimes outright, sometimes under conditional and long continued contracts. They arrive at Liverpool in many different lots every day, and are sent directly to the steamer, which often sails the same day. Triplicate invoices, one of which must go by the steamer with the goods, are required to be made out and taken to the consul's office for certification before 1 o'clock.

Under such circumstances, small errors in the invoices received from the many different makers, or disagreements between the Liverpool house and the makers in respect to the qualities or prices to be paid for particular goods, are almost unavoidable; but at the same time it was not charged by the Government that any of our goods had been passed through the Custom-house except at their fair market value. It has, however, happened, that on the receipt, from time to time, of sundry small quantities of special goods—mostly extra and unusual sizes—due on old orders or contracted for months in advance of delivery, our Liverpool correspondents have been at a loss to know how to invoice them.

The market value, in the first place, was different from contract cost. The requirement of law next was that they should swear before the consul as to actual cost, and that the consul shall certify as to market value, which, according to the practice of the consul's office, is treated as the same. Then as the goods in question were mainly remnants of contracts delivered long after the time agreed on, and as there was a possibility of some deduction in the periodic settlements for non-fulfillment of contract, the matter of cost itself, within certain limitations was not fixed, but contingent. Under such circumstances, as the quantity and value of the goods in question—as will be shown hereafter—were very small as compared with our regular and accompanying shipments, our friends in Liverpool, without perhaps sufficient consideration met the practical difficulty of the law by marking up these small items in the invoice, where market value had advanced over cost and making a reduction where market value had declined below cost.

In such instances, and in the way of explanation, the Liverpool house sometimes sent small memoranda by the same or the following steamer, and in few cases letter-press copies of the bills of manufacturers to them; the precise object of which bills and memoranda were to explain that such and such numbers of an invoice were remnants of an old order in respect to which the contract prices varied to a small extent, more or less than the invoiced (but intended to be) true market value at the time of shipment; the exact truth, as investigation subsequently showed, being, that the changes in question, on the side of *over*-valuation and in favor of the Government, were very largely in excess of those in the direction of *under*-valuation and in our favor.

These bills and memoranda we, carelessly, did not examine personally, not regarding them in any sense as invoices or as of the slightest importance as respects the Custom-house; and, under these impressions, they were, on arrival, handed over to the assistant clerk who copied invoices into our foreign invoice book, to be pinned, without concealment, to its pages.

It is foreign to this explanation to dwell on the origin of the suit instituted against us by the Government, but it is sufficient to say that this clerk, who some years since was taken into our employment in destitute circumstances, and who was dismissed for complicity in allowing dishonest persons to enter our store secretly and at night, in order to inspect our letter-books and papers, did carefully examine the bills and memoranda in question. And, after surmising that they were not in accordance with the letter of the law, and, in place of acquainting us with the fact, *as was his duty*, removed them from the invoice book to which they had been attached, and, after suppressing those showing instances where the Government had been benefited, but collecting and carefully preserving the few where a small benefit had accrued to the firm, but himself in communication with the Treasury agents.

What followed was an invitation for two members of the firm to visit the Custom-house, where they were informed that evidence had been obtained by the Government implicating in extensive frauds the house which they represented.

They at once denied any purpose or intent to defraud the Government, as well as any knowlenge whatever of any irregularities in our business in connection with the Custom-house; and as a further earnest of good faith and conscious integrity, they at once waived the service of a warrant which had been prepared against our books and papers, and voluntarily and immediately placed the same at the disposal of the authorities. We also at the same time, gave our word that, if the Government had any just claims against us by reason of the infraction of any law, we would pay the same to the uttermost farthing, without causing legal delays or expenses; and subsequently, at the suggestion of the then United States District-Attorney, Hon. Noah Davis, now Justice of the Supreme Court of New York, that the matter should be adjusted on the basis of our paying an amount equal to the whole value of the items, in our different invoices, against which any charge of irregularity had been preferred, we accepted the same as a basis of settlement. This amount was subsequently approximately ascertained to be $260,000, which sum we deposited to await the action of the Treasury Department in a *pro forma* suit which was then agreed upon between the District-Attorney and our counsel.

With this understanding, in perfect good faith on our part, and, as we feel bound to acknowledge, with an absence of anything like a spirit of vindictiveness on the part of the authorities, the investigation commenced in December; the Government being in full possession of our books and papers, and also aided by our dismissed clerk, who by becoming an informer would be entitled to a large share of all forfeitures which through his instrumentality might be established. The result was that, to our surprise and astonishment, the slips and memoranda of the special goods referred to were regarded by the special agent of the Treasury as constituting in themselves "*duplicate*" invoices and evidences of illegal entry, and as such subjecting us to the full penalty of the statute, which, in substance, provides that when any part of an invoice is made in violation of the law the whole invoice or its value becomes liable to forfeiture; but that the Secretary of the Treasury may accept a compromise of its full penalty when, upon the certificates of the Treasury Agent, the District Attorney and Solicitor of the Treasury, he believes it proper and for the interest of the Government to do so.

Having come to this final conclusion, the Government examined all our invoices for a period of five years, and from the whole number, representing an importation of at least forty millions and on which duties to the extent of upward of eight millions had been paid, selected about fifty, which by reason of the memorandum slips were held to be vitiated. The aggregate value of all the goods included under this number of invoices was estimated at about *one million dollars*, and as it was claimed that the Government had the right, after establishing illegality in the smallest particular, to confiscate every item of such invoices, a *pro forma* suit for the above sum was instituted against us. The aggregate value, on the other hand, of the several items in the fifty invoices alleged to be vitiated, amounted when taken separately, to $271,017 23; and by the payment of this sum, the suit and claim of the Government were subsequently settled.

But it should not at the same time escape attention that the amount of alleged errors of these several items, whose aggregate value was $271,000, was in itself a comparatively small sum, not exceeding $10,000 to $15,000, if estimated at the maximum; and that of this sum the duties which could have possibly accrued to the Government constituted but a fraction. In short, if they had been assessed at the maximum rate imposed since 1863, the amount would have been less than $4,000, but in fact we are given to understand that the whole amount of loss which after a careful examination of our books it can be claimed that the Government has sustained by reason of the above irregularities whereof we have been accused, (not taking into consideration the cases where we had paid on over-valuations,) is not in excess of $2,000; or, to put the matter still differently, if the case had been one between two merchants, covering a period of five years and involving transactions to the extent of $40,000,000, (and considering only the invoices in question,) the supposed discrepancies of account could have been satisfactorily settled by the payment on our part of from $2,000 to $4,000, but in the case of the Government and the merchant the former can only be satisfied, under existing laws, by the payment of $271,000, and can [illegible]r claim to have acted generously, inasmuch it did not take from us a million.

As further proof and illustration of our statements, we give the following example of one of the memoranda returned to us by the authorities after settlement, and regarded by them as fully conclusive against us: In July, 1871, we received per steamer Algeria an invoice of 2,194 boxes tin plates, included under which was a lot of 174 boxes of odd sizes, 24x24XXXX, and 24x14½XX, (marks which the trade will understand,) the remnant of an old and special contract. All these goods, it is admitted by the Government were invoiced at their true market value at the time of shipment, were so certified by the Consul at Liverpool, and so passed after examination by the appraiser in New York. But there was, in addition, a memorandum transmitted apprising us that the 174 boxes, in virtue of an old contract, would be charged to the Liverpool house at a price which differed from the then actual market value to the extent of about a sixpence per box. The total value of the whole invoice was £3,237 14s. The total value of the 174 boxes was £293 4s. 2d., and the difference between the actual market value of these last and their contract cost was £1 7s.; on which difference the duty of twenty-five per cent would have amounted to £1 1s. 9d., or a little more than $5. And yet, on account of this small difference in the general settlement, as a penalty we paid the full value of the 174 boxes, namely, £293 4s. 2d., or upward of $1,400. And thus the delinquencies ran throughout the whole of this extraordinary transaction.

But in admitting these irregularities, we do not admit that the Government, by reason of the same, has really sustained even the trifling loss that has been estimated; for the very principle which caused a few items to be irregularly invoiced led to errors against us, and in favor of the Government, of many times the amount claimed to have been lost by the Customs, one single contract during the past year for special brands and sizes, which cost, net, £42,889 6s, having been invoiced to us at £54,655 17s., and passed for the payment of duties at the Custom-house at such later valuation.

In view of these facts, it is also proper for us to state why we were induced to yield to, rather than contest, the demands of the Government, when we found they were resolved upon.

And first and foremost, we regarded it as a question *for the Government to determine*, whether the enormous forfeitures incurred by us, without design or motive of fraud, misstatement, or concealment, were to be exacted because it was so written in the law, or were to be adjusted rather to the actual quality of the transaction. But when the measure of forfeiture finally exacted was insisted upon, and its legality was treated as equivalent to its justice, our own sense of its injustice and oppression could not relieve us from the necessity in which we had before placed ourselves, of accepting the Government measure of its rights and our obligations. It may be true that in our confidence in our rectitude and in the justice of the Government, we had not given due attention to the disturbing element introduced into the dealings of the Government with its citizens, by the immense private interests of revenue officers and informers, which our system has created and tolerates.

A second and subordinate consideration, but one of much weight, especially with the senior members of the firm, confirmed us in disposing of the case by settlement rather than by controversy. In the whole long course of our business, it has been at once our fortune and our pride to have had no serious litigations; and that this enviable record should not be interrupted by long and bitter controversy with the Government seemed but justly within our choice, provided the sacrifice we made to secure it was, as it has been, wholly our own. And if there are any who may be inclined to judge us harshly for such a decision, we would ask them to recall to mind the peculiar rigor of our present tariff law; the enormous confiscations which it is allowed to the Government to make under it; and furthermore, that during the whole continuance of the suit, our books and papers would be under the control of the authorities, and our business be liable to be interrupted, and our credit affected by rumors and misrepresentations, which it would be exceedingly difficult, if not wholly impossible, to at once refute or answer.

In view, then, of this statement, the correctness of which we believe the officers of the Government will affirm in every essential particular, and in support of which we append letters from the special agent of the Treasury Department, the Consul at Liverpool, who for twelve years certified to the correctness of our invoices, and the gentleman who, at the inception of the suit against us, filled the office of United States District-Attorney, we will ask the Press, we will appeal to the great masses who know us, and who do not know us, whether it is probable that a firm which pays annually to the Government hundreds of thousands of dollars in duties, whose total business transactions are measured annually by millions, would knowingly, willfully, and systematically defraud the revenue by means of short-paid duties to the extent of a few thousand dollars, extended over a period of five years? And we further respectfully ask the Press, and the community, which may have prejudged us, whether, after so many years of honorable life and unsullied reputation, such a calumny against us can be believed and accepted.

And on this statement, and asking attention to the letters which we annex, we submit our case to the just judgment of our friends and the public.

PHELPS, DODGE & CO.

No. 1.

OFFICE OF B. G. JAYNE, SPECIAL AGENT
UNITED STATES TREASURY DEPARTMENT
CUSTOM HOUSE, NEW YORK, March 31, 1873.

Hon. Wm. E. Dodge:

DEAR SIR: The suit brought against your firm for $1,000,000, was not for duties but for the value of certain invoices.

In these invoices the price of a portion of the merchandise was stated below the purchase price.

The value of that portion of the invoices upon which the value was understated amounted, when taken separately, to $271,017 23, the sum paid by your firm. The duties lost by the Government by the undervaluation were but a fraction of the sum paid.

Many charges made in the public prints against your firm had no foundation in truth.

Very respectfully, your obedient servant,
(Signed,) B. G. JAYNE.

No. 2.

CAMDEN, N. J., April 8, 1873.

GENTLEMEN: In reply to yours of yesterday, I have to say that during the time I was Consul at Liverpool, there was every disposition shown by the house of Phelps, James & Co. to comply with the Revenue laws in making out their invoices; in fact, no house there seemed more solicitous and scrupulous in this particular than did this house. Mr. James, the senior member of this firm, used frequently to consult with me as to the mode of making them out, and the prices or values to be stated.

There were very often difficulties experienced on the part of exporters as to the sums or prices to be inserted when there were long running contracts for the delivery of goods, and this house always had contracts running.

I never saw any disposition on their part to violate the law in any particular, and I do not think they ever did so intentionally.

Very truly yours, &c.,
THOMAS H. DUDLEY.

PHELPS, DODGE & Co.

No. 3.

Letter from Hon. Noah Davis, late United States District-Attorney, and now Judge of the Supreme Court of the State of New York.

NEW YORK, April 11, 1873.

Messrs. Phelps, Dodge & Co.:

GENTLEMEN: I have received yours of the 9th inst., asking me, now that the proceeding recently taken against you by the Government has resulted in a final settlement, to give you a statement in relation to the claim made against you, and the manner in which it was met and adjusted by you, and such other matters in connection therewith as I may feel at liberty to communicate. As an act of justice toward you, I think it my duty to comply with the request.

Information in the case was first given to B. G. Jayne, Esq., special agent of the Treasury Department. At that time I was the United States Attorney for this district—the officer charged with the duty of conducting legal proceedings in such cases. After Mr. Jayne had partially investigated the case he laid the facts and papers then in his possession before me. I examined them and came to the conclusion that they were sufficient to justify a more thorough investigation. I requested that some of the leading members of your house should be invited to come to the Custom-house, that I might have a personal interview with them. Mr. William E. Dodge and Mr. James came in response to the Collector's message, and evidently without the slightest idea of its object. I stated to them the charges that had been made, the grounds on which they were based, and the steps that had been taken and my conclusion that a full investigation ought to be had. Those gentlemen took the matter in a spirit of most perfect fairness and frankness, inviting the closest scrutiny, and offering without reserve to place at once in the hands of myself or the other officers of the Government all the books or papers of the firm that might be desired and to afford every facility in their power to an inquiry into all their dealings with the Custom-house, asserting that if any irregularity existed in the dealings of their house with the Government, it was unknown to them and wholly unintentional. They also expressed themselves on behalf of their firm, ready and willing, if there had been any irregularity, to pay not only what the Government might have lost by reason thereof, but any penalty to which they had inadvertently subjected themselves. I suggested that Mr. Jayne with such assistance as he might need, should go with them to their place of business and receive whatever books and papers he should desire. To this they promptly acceded, and Mr. Jayne did accompany them, and was put into possession of the books and papers. A full and careful examination was then made by and under the supervision of Mr. Jayne, he having access to all your books and papers and possession of all that were deemed necessary to enable him to ascertain the facts. I was advised from time to time of the progress of the investigation, and when it was concluded I examined the papers and docu-

ments presented to me containing the case of the Government. From this examination I became satisfied that there had been during the past five years a considerable number of violations of the customs revenue laws by your house, all alike in their character; but that those violations had occurred without any actual intent on your part to defraud the revenue. The infractions of the statute were, however, of such a character as left exposed to forfeiture invoices of goods to the amount of about $1,000,000. On conferring with your counsel I found you still desirous to meet and adjust the matter on any basis that would cover any fair claim for duties or penalties that the Government thought proper to enforce. I myself suggested without knowing what the amount would be, that the value of the articles, in the several invoices, actually affected by the alleged undervaluation should be ascertained and that the amount so found should be taken as the basis of the settlement. The suggestion was accepted, and the amount was approximately ascertained at about $260,000. It was then arranged between your council and myself that a suit should be commenced, and that the sum arrived at should be at once paid into court as a settlement of the claims. At that stage of the transaction my term of office expired; but I understand that a suit was commenced by my successor which has been compromised on the basis arranged with me at the value of the articles mentioned, as afterward ascertained.

If I had come to the conclusion that you had acted with an actual design to defraud the Government, I should have insisted upon the forfeiture, not only of the value of the articles above referred to, but of the entire invoices of which they formed a part, amounting to fully $1,000,000; but my examination, with the explanations made to me by you, showed clearly as I thought, and still think, that the idea of defrauding the Government of its lawful duties had never entered your minds, while doing a portion of your business in a manner which the Courts would declare to be in conflict with the statutes. I was confirmed in this by the very meagre amount of duties lost to the Government. In a business with you of many millions of dollars during the period of five years in which the alleged irregularities occurred, and during which you had paid to the Government several millions of dollars in duties, the whole amount lost by the alleged fraud fell short of the sum of $3,000.

I have since learned (a fact which I did not know at the time) that by applying the same rule of valuation adopted by you, and which in the instances covered by the settlement resulted in an undervaluation, to the same goods in other invoices imported during the same period the result has, in those cases, been an overvaluation upon which the Government received duties beyond what would have been payable under the correct rule of valuation, to an amount very considerably in excess of the duties lost. This fact has confirmed my conviction of your entire innocence in the whole business of any actual intent to defraud.

In conclusion, I beg leave to add that during my connection with the office of United States Attorney, I knew of no case in which such a prompt and earnest desire to court and aid investigation, to correct any error, and right every wrong that might appear to have been done to the Government or its revenues, was manifested, as that constantly shown in yours.

I am, very respectfully yours,
NOAH DAVIS.

☞ A contract has been taken by responsible parties to complete the Shenango and Allegheny Railroad within four miles of Greece City, in four months. It will connect with the Allegheny Valley Railroad at Brady's Bend or at Parker City.

☞ Ground was broken on the 17th inst., on the Anderson, Lebanon and St. Louis Railroad, at Anderson, Indiana.

Commerce of New York.

The foreign imports at New York for the month of March, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$20,779,299	$18,625,391
Do. for warehousing	15,585,953	12,697,010
Free goods	2,561,827	11,303,582
Specie and bullion	291,189	814,688
Total entered at port...	$39,218,268	$43,440,621
Withdrawn fr. wareh'use	10,998,300	12,192,307

The foreign imports at New York for three months from January 1, were:

	1872.	1873.
Entered for consumpt'n..	$59,753,377	$56,606,864
Do. for warehousing	45,061,042	33,916,586
Free goods	7,715,276	28,518,799
Specie and bullion.	574,212	1,062,580
Total entered at port...	$113,103,907	$120,104,829
Withdrawn fr. wareh'se.	35,132,203	32,821,697

The foreign imports at New York for nine months ending March 31, were:

	1872.	1873.
Six months....	$183,028,276	$199,326,050
January....	35,679,496	37 803,691
February....	38,206,143	38,860,517
March....	39,218,268	43,440,621
Total for 9 months.....	$296,132,183	$319,430,879
Deduct specie.....	2,180,768	5,879,210
Total mdse.....	$293,951,415	$313,551,669

The duties received at New York for nine months from July 1, were:

	1872.	1873.
Six months.....	$74,078,181 75	$64,393,092 93
January.....	13,317,086 82	10,763,626 44
February.....	14,710,928 08	12,893,637 89
March....	14,095,994 24	12,101,274 64
Nine months....	$116,202,190 89	$100,151,631 90

The exports from New York to foreign ports in the month of March, were:

	1872.	1873.
Domestic produce	$15,602,687	$21,045,792
Foreign free goods.....	120,905	331,644
Do. dutiable.....	806,427	604,773
Specie and bullion.....	2,713,604	3 570,432
Total exports	$19,243,623	$25,552,641
Do. exclusive of specie.	16,530,019	21,982,209

The exports from New York to foreign ports for three months from January 1, were:

	1872.	1873.
Domestic produce..... ..	$50,529,053	$60,900,238
Foreign free goods.....	479,888	728,844
Do. dutiable	2,387,251	1,542,679
Specie and bullion.....	5,226,623	14,368,865
Total exports.....	$58,622,815	$77,540,626
Do. exclusive of specie..	53,396,192	63,171,761

The exports (exclusive of specie) from New York to foreign ports for nine months ending with March, were:

	1872.	1873.
Six months....	$119,604,290	$130,406,814
January.....	18,951,004	20,050,550
February.....	17,915,169	21,139,002
March.....	16,530,019	21,982,209
Total produce	$173,000,482	$193,572,575
Add specie....	27 537,547	49,213,008
Total exports.....	$200,538,029	$242,785,583

☞ The estimated earnings of the Kansas Pacific Railway for the week ending April 8 are: freight, $63,522 46; passengers, $39,057 32—total, $102,579 77, an increase over corresponding week of 1872 of $29,554 18.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of March, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$3,457,095	$2 836,945
" cotton...	3,123,689	2,878,893
" silk	4,007,608	2,869,654
" flax	1,849,565	1,427,481
Miscellaneous dry goods..	1,292,918	1,002,013
Total entered for consump	$13,730,875	$11,014,986

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool	$1,819,104	$1 779,884
" cotton ...	996,148	1,338,534
" silk.....	1,041.270	1 553,543
" flax	802,649	1,011,725
Miscellaneous dry goods..	210,450	314,794
Total withdrawn from warehouse	$4,869,621	$5,997,980
Add entered for consump.	13,730,875	11,014,986
Tot. thrown on the market.	$18,600,496	$17,012,966

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool	$1,374,007	$1,414,204
" cotton ...	693,511	792,505
" silk.....	1,180,957	901,234
" flax	631,040	554,480
Miscellaneous dry goods..	306,073	259,186
Total entered for wareh'g..	$4,186,588	$3,921,609
Add entered for consump.	13,730,875	11,014,986
Total entered at the port.	$17,917,463	$14,936,595

The imports of foreign dry goods at New York for three months ending with March, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$9,293,941	$8,477,614
" cotton	8,262,411	8,079,098
" silk ..	9,469,569	7,259,507
" flax ..	4,559,120	3 947,802
Miscellane's dry goods.	3,519,653	2,617,282
Total entered for cons'p.	$35,104,694	$30,381,253

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$4,637,474	$4,732,030
" cotton..	2,720,823	3,469,680
" silk	3,098,545	3,390,013
" flax	2,288,165	2,464,539
Miscellaneous dry goods.	546,434	630,419
Total withdrawn from warehouse	$13,285,441	$14,686,631
Add entered for consump.	35,104,694	30,381,253
Total thrown on the market....	$48,390,135	$45,067,884

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$4,533,514	$4,164,704
" cotton..	2,738,707	3,533,856
" silk	3,471,029	3,772,768
" flax	1,885,801	2,051,460
Miscellaneous dry goods.	716,168	693,435
Total entered warehouse.	$13,340,219	$14,216,213
Add entered for consump.	35,104,694	30,381,253
Total entered at the port..	$48,444,913	$44 597,466

Imports of foreign dry goods at New York for nine months from July 1,

Year.	Value.
1867-8....	$62,420,141
1868-9....	73,199,977
1869 70....	76,651,848
1870-1....	99,446,751
1871 2....	113,129,312
1872-3....	106,209,575

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	449	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,480	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	369,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	18,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,008	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,092	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	110	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	164,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,288	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse)....N.Y.	46,799	29,285	10,000	2,880	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	51½
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	380	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	85½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	50
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	138,100	—	310,958	105,646	13.5	50	....	118½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	8.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston). Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn). Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) .....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	56½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	5	100	100	80
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	?	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Leased	ed)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,050	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham...Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	96
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	196,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City). N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	69
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,329	192,750	—	—	313,092	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,001,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa	.....	997,700	—	—	173,479	48,074	3.50	50	....	20½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,816	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	16.50	97	22	Utica, Clinton & Bingham. N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)...N.Y.	97,000	75,000	16,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	90
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,000	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa	38,625	15,000	6,000	22,213	10,436	2,784	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester .....Mass.	81,413	40,000	83,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.	Principal Payable.	Market Price.
	$	pc		
Albany:				
1st Mortgage.....	40,000	7 J.& J.	1883	....
Avenue C:				
1st Mortgage.....	681,000	7 M.& N	1890	....
Bleecker St. & Fulton Ferry:				
1st Mortgage.....	694,000	7 J.& J.	1880	....
Broadway (Brooklyn):				
1st Mortgage.....	100,000	7 J.& J.	1881	....
Broadway and 7th Avenue:				
1st Mortgage.....1,	600,000	7 J.&D.	1884	....
Brooklyn City:				
1st Mortgage.....	300,000	7 J.& J.	1872	....
Brooklyn City & Newtown:				
1st Mortgage.....	25,000	7 J.& J.	1881	....
Br'klyn City & Pros. Park:				
1st Mortgage.....	300,000	7 M.& N	1876	....
Cambridge (Boston):				
1st Mortgage sinking fund	150,000	6 J.& J.	1881	....
Central Park, N & E. River:				
1st Mortgage.....	550,000	7 F.& A	1882	....
2d Mortgage.....	200,000	7 M.& N	1890	....
Citizens' (Pbg):				
1st Mortgage.....	50,000	7 J.& J.	1879	....
Coney Island & Brooklyn:				
1st Mortgage.....	215,000	7 J.& J.	1873	....
D. Dock, E. Bdw. & Battery:				
1st Mortgage.....	700,000	7 M.& S.	'74'6	....
Eighth Avenue (N. Y.):				
1st Mortgage.....	203,000	7 J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.):				
1st Mortgage.....	215,000	7 A.&O.	1873	....
Frankford and Southwark:				
1st Mortgage.....	175,500	7 J.& J.	1877	....
2d Mortgage.....	51,500	7 M.& N	1891	....
Germantown:				
1st Mortgage.....	250,000	7 J.& J.	1879	....
2d mortgage.....	100,000	7 A.&O.	1884	....
Grand st. P. P. & Flatbush:				
1st Mortgage.....	200,000	7	.....	....
Green and Coates street:				
1st Mortgage.....	100,000	7 J.& J.	1878	99
Harl. Br., Morris's & Fordh.:				
1st Mortgage.....	137,000	7 J.& J.	1877	....
Hestonv., Mantua & Fairm.:				
1st Mortgage.....	125,000	7 J.&D.	1880	....
Lombard and South st.(Ph.).				
1st Mortgage.....	62,500	7	1883	....
Lynn and Boston:				
1st Mortgage sinking fund	50,000	7 J.& J.	1885	....
Marginal Freight:				
1st Mortgage.....	500,000	7 A.&O	1871	....
Malden and Melrose:				
1st Mortgage.....	60,000	6 A.&O	1890	....
Middlesex (Boston:				
1st Mortgage sinking fund	99,500	6 J.&D.	1884	92½
2d Mortgage.....	25,000	7 J.& J.	1874	....
Ninth Avenue (N. Y.):				
1st Mortgage.....	167,000	7 J.& J.	1876	....
Orange and Newark:				
1st Mortgage.....	200,000	6 J.& J.	'80'1	....
2d Mortgage.....	300,000	6 J.& J.	1883	....
Park Avenue (Bkly):				
1st Mortgage.....	188,000	7 J.& J.	1891	....
Philadelphia City:				
1st Mortgage.....	200,000	7 J.& J.	1881	....
Philadelphia and Darby:				
1st Mortgage.....	57,000	7 M.& N	1887	....
Ridge Av. and Manayunk:				
Coupon bonds (6s & 7s)..	62,350	.. J.& J.	1880	....
Second Avenue (N. Y.):				
1st Mortgage.....	350,000	7 J.&D.	1877	....
2d Mortgage.....	200,000	7 F.& A	1876	....
3d Mortgage.....	154,000	7 A.&O	1885	....
Conv. bonds.....	315,000	7 M.& N	1888	....
Second and Third st. (Ph.):				
1st Mortgage.....	83,700	7 J.& J.	1878	....
2d Mortgage.....	15,800	7 A.&O	1876	....
Sixth Avenue (N. Y.):				
1st Mortgage.....	250,000	7 J.& J.	1890	....
South Brooklyn and Park:				
1st Mortgage.....	50,000	7 J.& J.	1880	....
Third Avenue (N. Y.):				
1st Mortgage.....1,	000,000	7 J.& J.	1890	....
Real estate.....	919,000	7 Var.	Var.	....
Troy and Albia:				
1st Mortgage.....	35,550	7 A.&O	1890	....
Troy and Lansingburg:				
1st Mortgage.....	75,000	7 M.& N	1888	....
Union (Boston):				
1st Mortgage (R. E.).....	75,000	6 J.& J.	1879	....
Union (Phila.):				
1st Mortgage.....	300,000	6 J.& J.	1885	....
General Mortgage.....	100,000	7 J.& J.	1881	....
Utica, Clinton & Bingham:				
1st Mortgage.....	200,000	7 J.& J.	1890	....
Watervliet:				
1st Mortgage.....	130,000	7 A.&O.	1887	....
West Philadelphia:				
1st Mortgage.....	100,000	7 J.&D.	1878	....
Williamsburg & Flatbush:				
1st Mortgage.....	125,000	7 A.&O.	1890	....
Worcester:				
1st Mortgage.....		7	.....	....
2d Mortgage.....		6	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2 2 6 350	— & —	.....
Atlanta and West Point.100	1.232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693.200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,657,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O	Apl. '73 1½
Bossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb.pref.100	633 200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '723
Bost.,Conc.& Mont.*pref 50	800,000	M. & N.	Nov. '72 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine 100	6,816,807	M. & N.	Nov. '72 5
Boston and Providence..100	3,950,000	M. & N.	Nov. '72 5
Buffalo, N. Y. and Erie* 100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5a
" " pref.100	1 435,900	M. & S.	Mar. '73 5a
Camden and Amboy* ...100	5,847,800	J. A. J. O.	Apl. '73 2½
Camden and Atlantic.... 50	379,920	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 100	1,020,330	J. & J.	Jan.'72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogclev.. 50	426,800	Novemb.	Nov.'71 6
Catawissa*..... 50	1,1?9,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850.400	M. & N.	Nov. '72 1½
" " pref.100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666.800	J. & J	Jan. '73 5
Central of New Jersey. 100	20,000,000	J.A.J&O.	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton..... 100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago,Burl. & Quincy.100	18 652,910	M. & S.	Mar. '73 5a
Chicago,Iowa & Nebras*100	3,916 300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & D.	Dec. '72 3½
Chicago, R I & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin , Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10a
" " pref. 50	429,046	M. & N.	Nov. '723
Clev., Col., Cin. & Ind ...100	14,991,275	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov. '723½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 5	1,786,800	M.J.S.D.	Dec. '722
Columb. & Hocking Val.100	2,500,000	F. & A	Feb. '73 5
Concord 10	1,000,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River..... 10	1,95?,000	J. & J.	Jan. '73 5
Cooperstown and Susq 100	207,283	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Oct. '72 4
Danbury and Norwal. . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Westn. 50	18,568,850	J.A. J.O.	July '72 2½
Detroit & Milwaukee *.. 5	822,110	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef & Canand*..100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref..... 100	8,538,910	J & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St. Joseph..100	4,151,700	R. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '725
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,885,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv.,Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So...100	49 446,500	F. & A.	Feb. '73 4
" " (guar.).100	833,500	F. & A.	Feb. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	2,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468 800	J. A. J. O.	Apl. '73 2½
Little Miami.*..... 50	5 871,450	J. A. J. O.	Jan. '73 2
Little Schuylkill*..... 50	2,645,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	Sept.'72 2
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,030,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '73 3
Lykens Valley 20	800,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	Nov.'72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*..... 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989 548	J. & J.	Jan. '73 4a
Mill Creek & Minehl l*. 50	323.375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7a
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex* 50	14,008,100	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '72 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N.Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12a
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418.800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	Jan '73 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J.O.	Apl. '73 2½
Niag Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '73 5a
Northern Central 50	5 842,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,008,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2 824,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Alleghany R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama..... 100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	544,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J.S.D.	Mar '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '73 1½
" Special Imp..100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 3
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Waterts. and Ogd..100	2,998,900	J. & J.	Feb. '73 5a
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12 000,000	.....	.....
" pref. 100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 1½
Stony Brook*..... 100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo.& War.1st pref.100	1,?00,000	— & —	Jn.'70 11-4a
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	M. & N.	Nov. '72 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 3½
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800 000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Jambridge..... 100	727,800	A. & O.	Apl.'73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	600,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'0	500,000	— & —	.....
D. Dock. E. B'dw. & Bat..'00	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Hamilton.. 100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,100,000	J. & J.	Jan. '73 3
Girard College (Ph.) ... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Hester,Mantau & Fairm. 50	2,050,000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 3
Ninth Avenue (N. Y.)...100	197,220	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Feb. '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 5
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	6,229,591	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000,000	F. & A.	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,888,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,007,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec.'67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16¼	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,898,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Apl. 1, 1873.					
Loan of June 14, 1858 .....registered	$46,045,000	5	Jan. & July.	1874	113
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	118
.. .. coupon	4,656,000	6	" "	1880	120¼
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,513,550	6	Jan. & July	1881	118
.. .. coupon	63,807,800	6	" "	1881	120¼
Loan of Feb. 25, 1862 (5-20s).....registered	30,797,350	6	May & Nov.	1882	114
.. .. .. (5-20s).....coupon	233,292,800	6	" "	1882	118½
Loan of March 3, 1863.....registered	53,495,450	6	Jan. & July.	1881	118
.. .. coupon	21,504,550	6	" "	1881	120¼
Loan of March 3, 1864 (5-20s).....registered	2,296,000	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s).....registered	32,707,750	6	May & Nov.	1884	114½
.. .. .. (5-20s).....coupon	34,413,000	6	" "	1884	118½
Loan of March 3, 1865 (5-20s).....registered	36,454,250	6	May & Nov.	1885	117
.. .. .. (5-20s).....coupon	119,199,600	6	" "	1885	120
.. .. 2d series (5-20s).....registered	58,807,000	6	Jan. & July.	1885	117
.. .. .. (5-20s).....coupon	148,784,150	6	" "	1885	117½
.. .. 3d series (5-20s).....registered	90,902,100	6	Jan. & July.	1887	117½
.. .. .. (5-20s).....coupon	224,776,100	6	" "	1887	119½
.. .. 4th series (5-20s).....registered	14,155,500	6	Jan. & July.	1888	116½
.. .. .. (5-20s).....coupon	24,472,900	6	" "	1888	118
Loan of March 3, 1864, (10-40s)....registered	140,026,300	5	Mar. & Sept.	1904	112
.. .. .. (10-40s).....coupon	54,541,000	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71.registered	128,809,750	5	F. M. A. & N.	1881	118
.. .. coupon	71,190,250	5	" "	1881	116½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	650,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99	114½
U. S. Notes and Fractional Currency.....	408,761,109	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), '866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'.0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0. 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,600):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	74
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1833 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O., Mob. & Chat. R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
Maine—($7,227,900):	546,000	8	April & Oct.	1898	....
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	99½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1883	....
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	104½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	PAYABLE.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1875	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	97
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'83-'93	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'9.	30
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'9.	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	17
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'99	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'93-'98	10½
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,309	6	" "	1881	105½
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	100
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2,272,966):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'.,7-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,040,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1883	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66..	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct.	1888	26
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,644	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	80
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	une & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.)gold b'ds	7,200,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	...
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	863,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1850–'80	579,500	6	" "	"	1880	96½
Loan of 1853–'95	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1855–'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund	3,798,762	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	495,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	188,000	7	" "	"	1890	85
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	40
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	59½
Mass. Loan(sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	94
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	...
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y., L. & F.	1906	92½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	158,350	10	" "	"	'80–'89	102
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	82
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	86½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	87
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds(int.by State)gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500.000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1883	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	82
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	509,400	6	Jan. & July.	Boston.	'75–'80	91½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	94
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Buri. to Peoria)	6 0,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,226	7	Jan. & July.	Boston.	1896	94
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Buri.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	98
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	101½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	2,500,000	7	F. M. A. & N.	" "	1915	91
Equipm't (Eng & Cars, $2,750,0 0)	275,000	10	May & Nov.	" "	1871	
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	94
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1898	104
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1854	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067 421	7	June & Dec.	New York.	1890	79
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1909	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	437,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	84½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	6	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct	New York.	1908	86½
2d Mortgage Consol. skg fund.	3,672,900	7	Feb. & Aug.	" "	1909	72½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	100
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1689	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1859	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1897	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,738,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct	" "	1885	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1870	....
Income Bonds	252,445	6	" "	" "	1870	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	96½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	81
Detroit and Milwaukee:						
1st Mortgage, (D & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. curr'y bonds	$1,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinna'i:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59½
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	98
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1852	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,508,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu'e £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1899	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	53,000	10	" "	"	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	87½
1st Mort. (Q. & Palm. R.R. 15 m)	300,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F& PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	88½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	1,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(1. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'a.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,800,000	7	April & Oct.	New York.	1870	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	98½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,698,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	96
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.& Gr.R.)	840,000	8	" "	" "	1858	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	97
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,600	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1908	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'83-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1870	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	100
2d Mortgage Dollar	2,500-000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	50
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	80
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	116½
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	89
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	84½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,300	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,800	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,300	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	96
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1890	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willliman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	76½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,600,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1869	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,600,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250.000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1896	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	92½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	97½
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	85½
Income Mort. (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	74½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	98½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	88
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	96
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	79½
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,060	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'70-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	390,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	89
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	3,414,000	7	" "	"	1911	104½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	106
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,900	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	90
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	92½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	78½
Rich., Fredericksburg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		296,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1876	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec.	Rich'd and	1875	....
1st Mortgage		175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	77½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	90
2d Mortgage May 1, 1868 guar.	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,800,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	90
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	81
Equipment Mort. sinking fund.	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	75
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	97
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	74½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	74
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	96½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	98½
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,848,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	24½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	9½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	76
Equipment Mortgage	1,000,000	8	" "	"	1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee('A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. I.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	81½
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 23 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1863	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	80½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	97
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered. — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	103½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan reg	2,0 0,000	6	F. M A. & N.	"	1897	93½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	....
Monongahela Navigation:						
1st Mortgage	108,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	92
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,206,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,070,000	6	Jan. & July.	"	1905	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1888	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ¶.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,184	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,800,000	2,800,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	357,061	283,874	1,069,996	267,487	7	100	94
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,781,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	28	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5						—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(No returns furnished.)					—	50	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	—	(Leased to Cheshire.)				7,500	—	100	....
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	214
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road completed March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,688	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	26¼
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to Pennsylvania.)				—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	178½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	.....	1,650,000	20,000	.....	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	5½
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	149½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently opened—No returns.)				—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218 888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,068	—	21,873,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	3½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	135½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	292,918	4,921,274	—	646,893	1,012,570	147.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	120
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,894	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	152
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	23.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased and operated by Erie.)					7	100	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983.932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	58.8	42.4	70.0	68	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,464	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	108½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost	$20,000,000.)				—	100	....
Dec. 31, 1871	—	—	....	210.0	.....	.....	.....	....	Cairo and Vincennes.....Illinois.	7,500,000	—	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost	$7,500,000.)				—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366.818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	....	Canada Central.....Canada.	685,156	—	1,861	4,087	—	683,467	3,776	3,800	28 6	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	.....	.....	376,594	150,000	.....	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	—	.....	.....	426,000	—	.....	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				118,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)				1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,689	6,891,569	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	100
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	—	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.6	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	66,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	—	.....	.....	635,358	400,000	60,484	—	22.8						—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	223.1	451 522	133,427	99,596	762,266	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	282,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side.....New York.	989,941	*	.....	.....	306,045	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225		10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	185	Ft. Wayne, Jack. & Saginaw...Ill. & Mich.	3,000,000	278,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200.152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,060	.....	158,364	493,840	477,500	100,707		—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745		99,267		22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....		85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown.....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....		239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk †.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western †.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,383	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	.....	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	809,000	*	.....	.....	400,000	640,000	.....		....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,090	180,000	—	—	14.0	17,528	15,714	7,415	28,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas		(No statement furnished.)							—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey	191,246	*	.....	.....	99,700	62,000	.....		5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackeneack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	319,600	.....		28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....		70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....		52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* †.....Missouri	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	43
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	.....	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension.....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N.Haven and Hartford R. R.)								...
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	388	Hartford, Prov. and Fishkill †.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	—	—	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	10	100	...
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe.....Mass.	2,000,000	—	—	—	1,000,000	1,000,000	.....		—	(Leased to Flint & Pere Marquette.)					—	100	...
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	—	—	200,000	200,000	50,000		10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic.....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central †.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....		62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212.539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,864	1,286,584	1,831,944	8,401,142	2,732,847	10	100	118
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,028	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			804,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	...
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron.....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	...
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....		11.0	11,380	[8 months.]	82,617	34,292	4,558	—	50	...
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	—	—	121.0	281,640	(Leased to Erie.)		357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana....Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	100	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No returns furnished.)					—	50	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge).....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,082	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,028	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	60	Knox and Lincoln.....Maine.	1,871,841	*	513,826	190,333	861,097	2,020,000	6,730	—	....	—	(Recently opened.)		—	—	—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	100	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased to Tol. Western.)					—	50	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,078	666,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	188,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	363.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	92½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	—	—	—	(Recently opened.)					—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	8	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,903	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	*	.....	.....	135,300		74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1871	124.3	10.75	138.7	—	34	122	41	1,816	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,238	1,346,312	1,676,366	6,223,676	15,500,000	1,541,500	377,341	1,377,552	126.25	1,700,691	124,979,258	55,062,522	4,439,564	1,363,554	10	100	130
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,868	*	.....	.....	500,000	500,000	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	328,372	354,566	4,000,000	553,418	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	89,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	—	(No a	ccounts o	btainable.)	—	—	—	—	72.0		(No accou	nts.)	—	—	—	—	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	94
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	77
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	110½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,461	*	875,000	.....	1,000,000	400,000	.....				(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	—	(In pro	gress.)	.....	100,000,000	50,000 p.m.	.....		278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,256	66.4	402,895	371,651	304,710	749,117	261,746	10	100	128
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	—	—
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....		122.0	634,939	163,412	388,837	1,027,699	347,857	6	100	53½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	34,259	450,000	.....	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	44½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	818,502	1,675,008	651,502	10	50	64
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	112
Dec. 31, 1871	5.0	4.0	2.7	—	—	—	—	—	Orange and Newark	New Jersey.	808'022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	*	.....	.....	268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	16	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	869,200	.....	3,597,299	947,801	—	100	50
Dec. 31, 1871	63.5	—	6.3	161.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	.....	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	—	—	—		(Under	construct	on.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No | returns.)			—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	*	800,000	.....	600,000	1,200,000	.....		34.0		(Construc	tion in pro	gress.)	245,662	5	100	107½
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	*	.....	.....	500,000	500,000	.....		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	.....		15.1		(Leased t | o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	*	87,758	.....	1,500,000	1,076,000	.....		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N Jersey.	538,692	—	—	—	342,150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	.....		18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania.	27,151,999	7,458,101	39,452,616	16,809,353	41,339,475	34,418,205	13,666,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	114
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	228
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098	*	.....	.....	132,412	700,000	100,000				(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000			46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	160	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	—	—	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia	1,719,113	*	.....	63,763	1,342,200	558,500	50,305	31,860	82.	168,592	54,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	48.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	52½
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,606	2,806,120	572,728	700,465	303,186	10	50	176
Nov. 30, 1871	98.4	179.7	442.7	—	343	467	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	116
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	—	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	118
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	115½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	—	—	80,855	330,300	112,719		11.3	(Leased	to Phila. a	nd Reading	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va.	18,030,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....		369.3	6,508,725	1,985,732	2,047,114	8,303,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas	ed to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		....		(Not in r	unning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	19	—	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	.....	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	131
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—	—	(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	.....	20.0	.....	.....	.....	97,204	33,511	—	100	95
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	.....	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,000	63,611	2,236	4,981	437,917	50,000	63,611	.....	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4		2d.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	[illegible] 1,398,891	452,266	829,219	205,813	10	100	142[illegible]
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,288	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	623,731	457,484	1,676,494	441,122	7	100	100
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,214,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.6	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,289	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,[illegible]00,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0	.....	(No return	s furnished.)	.....	.....	—	100	....
Sept. 30, 1871	141.1	48.6	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central.)	—	—	—	100	9[illegible]
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	—	112.0	.....	(No return	s furnished.)	.....	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute..Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	286.0	.....	.....	.....	940,788	666,966	—	100	23[illegible]
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	90[illegible]
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,823,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26	, 1871—No	returns.)	—	—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)	—	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	—	—	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,989	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	12.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	1[illegible]	100	31[illegible]
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,182	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,059	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	1,569,400	—	—	—	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	55	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	—	—	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,000	—	—	—	2,667,600	1,622,000	.....	—	157.0	.....	(No repor	t furnished.)	.....	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,354	*	1,575,529	280,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259 685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,324,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,480	.....	1,714,732	1,640,000	10,529	—	89.0	108,[illegible]48	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota	5,670,000	500,000	66,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,085	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recent	ly opened	—No retu	rns.)	—	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381.709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	348	Syracuse, Binghamton and N. York..N.Y.	3,[illegible]67,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	160,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	3	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	55	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,126	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32[illegible]
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	70[illegible]
Sept. 30, 1871	34.9	—	9.1	—	13	15	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,694,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	5	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,325	United Companies of New Jersey..N. Jer.	28,520,994	*	8,328,170	427,838	18,990,400	17,615,008	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	119[illegible]
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,935	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	151,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,81[illegible],681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central.)	—	8	100	59[illegible]
May 31, 1871	118.0	—	108.0	—	170	125	51	5,159	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	284,674	26,446	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	85
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland..... ...New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)	—	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., L	acka. and	Western.)	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio ..... .Virginia.	1,664,500	55,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	81	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	53	....
Aug. 31, 1871	132.0	28.0	15.5	—	28	14	9	918	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	2[illegible]	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgi	a.)	—	306,088	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	64.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	64.5	167,402	181,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,268	—	.....	.....	1,022,450	1,800,000	907,818	—	—	(Leased	to Pennsy	lvania.)	—	—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	18	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6[illegible]	5	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,246	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	—	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading..Pennsylvania.	2,439,837	240,628	32,892	.....	757.729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,678	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,665	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,638	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	808	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	187,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	134[illegible]
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	—	258,679	151,967	2,031,968	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	80	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	—	—	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	93
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	7,164,420	—	17,885,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,756	113,361	loss.	10	100	114
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,888,749	—	—	—	5,847,400	—	—	—	65.5	—	—	.....	1,045,957	753,361	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	—	108.0	—	—	962,188	578,462	31,978	50	78[illegible]
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.....Penn.	1,132,452	—	.....	.....	1,008.800	110.000	8,179	—	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	—	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	88,886	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	18,207,752	—	.....	.....	4,453,045	8,617,099	86,694	—	108.3	(Leased	to Phila.&	Reading.)	661,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Stony and Tide Water Canal..Penn. & Md.	4,857,106	—	.....	.....	2,092,710	2,636,310	276,606	—	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	—	—	127,287	58,500	21,924	—	50	....
Dec. 31, 1871	123.[illegible]	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsy	lvania.)	—	—	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— —	@ 62 —
Gartsherrie		— —	@ 58 —
Glengarnock		— —	@ 53 —
Eglinton		— —	@ 51 —
Pig, American, No. 1		— —	@ 50 —
Pig, American, No. 2		46 —	@ 48 —
Pig, American, Forge		40 —	@ 42 —
Bar, Refined, English and American		110 —	@ — —
Bar, Swedes, assorted sizes	(gold)	137 50	@142 50
		—STORE PRICES.—	
Bar, Swedes, 1½ x¾ & 1¼ x ¾ to ⅝ & ¾ sq. 1¼ to 5x½ to ¾ & ⅞ to 2sq. 6 to 12 x ¾ & ⅝		150 —	@160 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ¾ to 1 in		100 —	@ — —
Bar, Refined, 1¼ to 6 by ¾ & 5-16 in		105 —	@ — —
Bar, Refined,1 & 1¼ by ¾ & 5-16		107 50	@ — —
Large Rounds, 2¼ to 2¾ to 3¾ to 4 in		110 —	@120 —
Scroll		120 —	@165 —
Ovals and Half-round		125 —	@145 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@117 50
Horse Shoe		— —	@125 —
Rods, ¼@3-16 inch		105 —	@150 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		125 —	@172 50
Nail Rod	per lb.	— 9½	@ — 9¾
Sheet, Russia, as to assortment	(gold)	— 16	@ — 17
Sheet, Single D. and T. Common		— 6¾	@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7¼	@ — 8½
Sheet, Galvanized		List. 10 per ct. disc.	
Rails, English	(gold) per ton	70 —	@ 71 —
Rails, American, at Works in Penna.		80 —	@ 88 —
Anvils, (Eagle)	per lb currency	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg	5 —	@ 5 25
8d. and 9d.	"	5 25	@ 5 50
6d. and 7d.	"	5 50	@ 5 75
4d. and 5d.	"	5 75	@ 6 —
3d.	"	6 50	@ 6 75
Cut, 2d and 3d. Fine		7 25	@ 7 50
Cut Spikes, all sizes		5 25	@ 5 50

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— —	@ — 37½
Straits	(gold)	— 22½	@ — 32½
English	(gold)	— 32½	@ — 32
Plates—Fair to good brands.	Gold.	Currency.	
I. C. Charcoal	per box.	11 75	@12 25
I. C. Coke		8 75	@10 50
Coke Terne		8 50	@ 9 50
Charcoal Terne		10 75	@11 25
		14 —	@ 14 75
		12 25	@ 11 50
		10 25	@ 11 —
		12 —	@ 13 —

PETROLEUM—DUTY: Crude, 20 cents per gallon. Refined 40 cents.

Crude, 40 @ 48 gravity (in bulk)		— 10	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 14	@ — 14½
Refined, Standard White (in ship'g order)		— 20	@ — 20½
Refined, S. W. (in jobbing lots)		— 20½	@ — 21
Refined, S. W. (in tin)		— 26½	@ — 27½
Naptha, Refined, (65 @ 73 gravity)		— 10	@ — 10½
Residuum....(in shipping order)	per gal.	— 11	@ — 11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@— 43
Copper, Bolts		— —	@— 45
Copper, Braziers' (over 16 oz.)		— —	@— 45
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 28	@— 30
Copper, American Ingot		— 33	@— 33½
Copper, English Pig		— —	@— 30½
Yellow Metal, New Sheathing & Bronze		— —	@— 27
Yellow Metal, Bolts		— —	@— 32
Yellow Metal, Nails, Sheathing & Slating		— 27	@— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 62½	@ 6 75
German Ordinary	(gold)	— —	@ 6 75
English	(gold)	6 75	@ 7 12½
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb. Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		— —	@18 —
Liverpool House Cannel		— —	@20 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 —	@ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending April 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23
Boston, Hart. & Erie	3¼	3¼	3	3¼	3¼	3¼
Canton Co.	90	....	....	90	....	....
Central Pacific 6s	102½	....	102	....	....	103½
Central of N. Jersey	96½	99½	99¾	100	100½	100
Chicago & Alton	110	....	110	....	....	....
" pref.	....	....	112	....	....	....
" 1 M.	104	....	....	....	....	....
" S. F.	....	....	102	....	....	....
" Inc. bds	....	....	....	....	....	95
Chicago, Burl. & Q.	....	110	....	....	....	110½
" 8s, 1883	111½	....	....	....	111½	....
Chic. & Northwestern	....	79¾	81	82½	82	82
" pref.	84	84½	87	87¾	87	87
" 1st M.	97½	....	98	....	....	98
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	90	90	91
Chic., Rock Isl. & Pac.	107½	108¾	109¼	109½	108¾	108¾
Chi., R. I. & Pa. 7s, 1896	103¾	....	103½	....	....	104
Clev., Col., C. and Ind.	83¾	85	84½	85½	85½	85½
Clev. & Pittsburg guar.	88½	88½	....	88½	89	88½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	84	84½	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	38	38¾	39	39	38¾	38¾
" 1 M.	86	86½	....	....	....	86½
" 2 M.	....	....	72½	72½	72½	72½
Del. & Hudson Canal	112	....	112	112	112½	114
Del. Lack. & Western	95	99	99½	100¾	100½	100
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	64¾	65¾	66¾	66½	65¾	64¾
" pref.	73	....	75¾	....	....	77
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	97	....	97	....	97¾	98¾
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	100	100	....	....	100	....
" 7s, con. gold	....	....	....	....	....	103
Lake Shore & Mich. S'th.	91¾	92¾	93¾	93	92¾	92¾
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	22	....	....	....	....	....
" 2d pref.	11	....	....	....	....	....
Michigan Central	....	....	105	....	105¾	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	100
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	55¼	57¾	59¾	61¾	60¾	60½
" pref.	71	72	73¾	73¾	73¾	73¾
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	93¾	93¾	....	93¾	93¾	93¾
" H. & St. J. iss.	91	....	....	....	....	....
Morris and Essex	90¾	91	....	....	....	92
" 1st mort.	....	....	....	....	104¾	....
" 2d mort.	....	....	....	....	96	....
N. Y. Cen. & Hud. Riv.	100¾	101¾	102½	102	101¾	101¾
" 7s, S. F. 1876	....	....	101¾	....	....	....
" 6s, S. F. 1883	....	....	....	....	....	95
" 6s, S. F. 1887	....	....	92	91¾	....	....
N. York and Harlem	127	126½	126	....	....	125
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	103	....	....	....	....	....
N. York, N. Hav. & Hart.	136	135¾	137	....	....	138
N. Carolina 6s, old	....	....	30	....	....	....
" new	....	....	....	17	....	....
Ohio and Miss.	42¾	44	44¾	44¼	44¾	44¾
" pref.	....	....	....	....	....	75¾
" 2d M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	56¾	59¾	59¾	60	58¾	58¾
Panama	106½	109	111	110	109½	107½
Pitts., Ft. W. & Chi. gtd.	93	....	93	93¾	93	93½
" 1 M.	106½	....	....	....	....	....
" 2 M.	99	99	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	38	....	39	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	88	....	....	....	88	....
" Income bds.	80	....	....	....	....	....
Tennessee 6s, old	77¼	79	80	....	....	80
" new	....	....	....	80	....	....
Tol., Wab. & Western	67¼	68¾	69¾	70¾	69¾	70¾
" pref.	....	....	....	....	....	....
" 1 M.	95¼	....	....	....	96	96
" 2 M.	93¾	93¾	93¾	....	....	94
" Equipment	....	....	....	....	85	....
" St. Lou. Div.	....	....	....	....	....	90
Union Pacific	32	32¾	33¾	33	32¾	32¾
" 1st mort.	86	86¼	86¾	87	87¼	87
" L. Gt. 7s	74	74	74	74¾	74¾	....
" Inc. 10s	72¾	73	73¾	74¾	74¾	74
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	53	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 23.

	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	109¾	....	112	....	....	....
U. S. 5s, 10-40s, coup.	111	111¾	113¾	113¾	113¾	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	116¼	115¾	116¼	....
U. S. 6s, 1881, reg.	....	....	....	117¾	118	....
U. S. 6s, 1881, coup.	118¾	120¼	120¾	120¾	121	120¾
U. S. 6s, 5-20s, reg. '62	113	114	....	....	....	....
U. S. 6s, 5-20s, c. 1862	116	118¼	117¾	118¾	....	....
U. S. 6s, 5-20s, reg. '64	....	114	....	....	....	114¾
U. S. 6s, 5-20s, c. 1864	116	....	....	....	118¾	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118¾	120	....	....	....	120
U. S. 6s, 5-20s, r. n. '65	115¾	117¾	....	....	118	117
U. S. 6s, 5-20s, c. n '65	115¾	117	117¾	117¾	117¾	117¾
U. S. 6s, 5-20s, reg. '67	116	117¾	117	117	117	117¾
U. S. 6s, 5-20s, c. 1867	117¾	119¾	119¾	119¾	119¾	119¾
U. S. 6s, 5-20s, reg. '68	117	....	....	....	116¾	....
U. S. 6s, 5-20s, c. '68	117	117¾	117¾	118	118	....
U. S. 6s, Pac. R. R. issue	113	114¾	114¾	114¾	114¾	114¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 22.

	W. 16.	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22
Catawissa preferred	....	....	....	44¾	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	98¾	....	....	....
" 6s, 1883	91	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	96¾	....	....	96¾	96¾
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	97	....	....
Lehigh Navigation	37¾	38¾	38¾	39¾	39¾	39¾
" 6s, 1884	87	....	87	....	....	87½
" Gold L.	91¾	92	91¾	92	....	....
" R. R. L.	....	....	93¾	....	....	....
" Conv. L.	....	....	....	....	86¾	....
Lehigh Valley R. R.	59¾	59¾	59¾	59¾	60	60
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	98	....
Little Schuylkill R. R.	....	....	46¾	46¾	46¾	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	47¼	....	47	....
" 6s, 1880	....	....	....	....	96¾	96¾
" 7s	....	....	....	....	99¾	100¾
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	38¾	....	38¾	....
Oil Creek & Alleg. Riv.	31¾	31¾	....	31¾	....	32
" 7s	....	....	....	....	....	74¾
Pennsylvania R. R.	56¾	56¾	....	57	57	57
" 1st M.	100	....	....	....	100¾	100¾
" 2d M.	....	....	....	....	....	....
" Gen. mort.	....	....	....	....	....	91¾
" " reg.	94¼	....	94¾	....	94¾	....
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	107¾	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	109
Philadelphia City, 6s	97¼	....	....	....	....	....
" new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor.	....	88	88	....	....	....
Phila. & Reading	57¾	57¾	57¾	58	58	58
Philadelphia and Erie	....	....	25¾	25¾	25¾	25½
" 6s	90	....	....	....	....	....
" 7s	91	91¾	91¾	91¾	91¾	91¾
Phila., Wilm. & Balt.	....	....	57	....	....	....
Schuylkill Navigation	....	....	....	7	....	....
" pref.	14	14	14¼	14	....	....
" 6s, 1882	76	....	....	77	77	77¼
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	81¾	82	....
United Co. of N. Jersey	119¾	119	119	120	119¾	....
Hestonville, (Horse)	....	....	19¼	18¾	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	20¼	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 22.

	W. 16.	Th. 17.	F. 18.	Sat. 19.	M. 21.	Tu. 22
Baltimore City 6s, 1875	....	....	97	....	....	97
" 1886	....	98¼	....	....	....	98¼
" 1890	98¼	98	98	98	98¼	98¼
" 1884	....	....	....	....	....	....
" 1900	98	98¼	98	97¾	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	98¼	....	....
" " 1880	96	....	....	96¼	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	99¾	99¾	....	99¾	....	100
" 2d M.	92¼	92¼	92¼	....	....	....
" 3d M. 8s	....	83¾	84	83¾	83¾	83¾
Northern Central	39	38¾	....	....	38¾	....
" bonds, 1885	92¼	....	92¼	....	92	....
" " 1900	85	84¾	....	....	85	....
Pittsb. & Connellsv. 7s	93¾	93¾	....	....	....	94¼
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	53	53	....	....	....	53¼
" Defer. Certif.	13¾	....	....	....	....	....
City Passenger R. R.	21	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 23.

	Th. 17.	F 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23
Boston and Albany ...	149	149¼	149½	149¼	149½	149⅜
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....	119⅜	119⅜	....	119⅜	119⅜	120
Boston and Providence.	152	....	....	152	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s, new	38	39	39½	40½	. ..	39½
Cheshire, pref.....	....	....	76⅜	....	....	76⅜
Chi., Burl. & Quincy...	109½	109½	109⅝	110⅜	110½	110⅛
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	106⅜	106⅜	106½	106½	106½	106⅜
Fitchburg.....	132½	....	....	....	....	134½
Manchester & Lawr'ce....	....	....	....	....	....	....
Michigan Central.....	104½	104⅜	105½	105½	105⅜	105⅜
Northern, N. H.....	111	110⅜	....	....	....	....
Ogdens. & Lake Champ....	. ..	....	....	....	....	....
" pref.....	....	....	96½	....	....	97⅜
Old Colony	....	112½	112⅝	112⅝	112⅝	112
Ph., Wil. & Baltimore..	56½	56⅜	56	57	....	57⅜
Portl'd, Saco & Porta...	131	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.....	....	....	....	....	85½	85
" Land Grant 7s....	....	....	....	....	....	....
" Income 10s...	71½	72	72½	73½	73½	....
Vermont & Canada.....	....	....	....	....	....	59½
Vermont & Mass.....	85	....	....	....	....	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	102	102½
Metropolitan	57½	57	....	....	....	56⅜
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	34
Copper Falls	....	....	....	....	26	....
Franklin	....	....	....	7½	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	12½	12½	....
Quincy 45	45	....	45½	45⅜	46	

London Stock Exchange.

	—Closing Prices.—	
	April 4.	April 10.
Atlantic & Gt. W. 1st mort., $1,000..	80½ — 81½	80⅝ — 81½
Do. 2d mort., $1,000.....	71½ — 72½	70½ — 71⅝
Do. Con. mort. B'nds Bisch's Cert.	54 — 55	52 — 54
Do. Reorg. Scrip.....	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds....	92 — 98	93 — 94
Detroit & Milwaukee 1st mort. Bonds	73 — 75	73 — 75
Do. 2d do.	70 — 75	70 — 75
Erie shares 100 dol. all paid....	50½ — 51	51½ — 51⅝
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds..	95½ — 96⅛	95½ — 96⅛
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid..	89 — 91	91 — 93
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.....	— — —	— — —
Panama General mort.....	95 — 97	95 — 97
Pennsylvania, 2d mort.....	97 — 99	97 — 99
Do. General mort.....	98 — 99	98 — 99
Do. $50 shares.....	45 — 47	44½ — 45½
Philadelphia and Erie 1st mort.....	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, April 26, 1873.

Stock Exchange and Money Market.

Money, though quite active, has been less stringent as a rule than usual of late. The speculative demand has been decidedly urgent, but the available supply of funds has been more liberal, the banks gaining materially in their reserves, through the influx of currency from the interior, and thus being enabled to make more liberal advances. The rapid recovery in the share speculation and heavy purchases for the new *Bull* account toward the close have increased the demand for aid on temporary loan, while the decline in the rates of interest to about 7 per cent on stocks has directed the attention of some of the banks and street lenders to merchant and railroad paper, going at 9 to 12 per cent per annum. The rates on call loans ranged from 7 per cent to the Government house, to the same rate, and a fractional commission, varying from ⅛@⅙ of one per cent for the use of Money, to carry over Stock from day to day. The city banks made an addition of $1,126,000 to their legal tender reserve, and of $268,100 to their deposit account, while reducing their loan and discount averages $1,326,300. A slight loss of specie, and an unimportant contraction in the item of circulation were reported. The daily exchanges of the banks, through the week, were on an enlarged scale. The U. S. Sub Treasury augmented both its coin and currency reserves, the latter quite liberally. The city banks, last week, slightly reduced their specie reserve while adding about 1⅛ million to their legal tender hoard. Their deposits were increased about ¼th of a million, and their loan and discount averages reduced about 1⅜ millions. The banks are still deficient in their obligatory reserve, the last statement showing that they had $983,950 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of about ⅜ths a of million to its coin balance, and about 1¾ millions to its currency reserve. Its currency reserves at the close of the week were $17,713,451; and its coin hoard, $41,631,585.

The city banks, in their latest return, show an increase of $1,126,000 in legal tender notes, and a decrease of $17,900 in their specie, with an addition of $268,100 to their deposits, also a contraction of $1,826,300 in their loan and discount averages, and of $1,100, in their item of circulation. The city bank exchanges, last week, averaged 147 millions.

The clearances of the banks averaged through the week 147 millions a day, and amounted in the aggregate, for the whole week, to $862 472,883 as against $659,075,392 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,743,787 and its coin reserve $356,305 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $16,116,400, against $18,278,400 same time last year. The city bank deposits are now $187,167,300 against $195,630,700, week ending April 20, 1872. The legal tender reserve amounts to $36,619,800, against $39,909,300 same time last year. The circulation now stands at $27,713,300 against $27,911,500 same time last year. The loans are now $270,190 600 against $273,050,600 at this date last year.

The coin reserve of the city banks is now about 16⅛ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is about 36⅝ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 187½ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $4,071,316 of currency, and $7,044,913 of gold, the latter including $2,305,000 from customs; and disbursed $2,328,629 of currency and $6,688,608 of gold, the latter embracing $651,231 of coin interest.

The cash balances under the control of the Treasury Department on Monday were: Currency, $2,568,524; special deposit of legal tenders for the redemption of certificates of deposit, $26,315,000; coin, $72,186,841. Coin certificates outstanding, $22,885,000. Legal tenders outstanding, $358,117,433.

Government revenues were rather moderate during the week. The excises yielded within the week over 2 millions, and thus far in the current fiscal year beginning with July 1, 1872, $91,939,949. The customs at the port of New York, for the week, were $2,266,691, and at the outports, about $750,000 more, in coin or coin certificates.

There has been a less confident movement noted in Gold since our last. The speculative inquiry has been less animated. The export drain has been moderate, as has likewise been the Customs call. The increased offerings of foreign exchange have been against a buoyant market. The range of the price during the week has been from 117@118¼ and the closing quotation on Wednesday was 117⅛ against 117⅛ on Wednesday of the preceding week. The specie outflow last week, was $842,603. The Gold Exchange Bank clearances have averaged about 91 million per day during the week.

The customs demand for Gold last week, averaged $384 160 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873 have been $1,055,631 against $575,316 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $110,642,232 against $130,484,395 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $62,893,795, against $62,584,869 during the same time in 1871-2.

The export drain of specie was $842,603 last week, against $899,592 same week preceding year. The shipments since July 1, 1872, have been $52,529,277 against $30,291,995 during the same portion of 1871.

The foreign exchange have been more active and quoted much firmer, since our last, though closing less buoyantly, under the more liberal offering of bills. Bankers' sixty day bills on London closed at 108½@108¾; sight bills on London, at 109⅛@109¾. The week's exports of Domestic Produce have been to the currency value of $6,947,560.

Government securities have advanced sharply, on a brisk demand, for the favorite issues mainly on investment account, in good part for export. The offerings have been on a restricted scale. Government is now disbursing the May interest on the Five Twenties, without rebate.

Government bought in on Wednesday $500,000 Five-Twenties at 114 95@115 38.

U. S. sixes of 1881 closed on Wednesday of this week at 120⅝@120⅞; U. S. Five-Twenties of 1862, 118¼@118⅜; U. S. Five-Twenties of 1864 at 118⅛@118⅜; U. S. Five-Twenties of 1865, 120@120¼; U. S. Five-Twenties of 1865 consolidated 117⅛@117¾; U. S. Five Twenties of 1867, 119⅛@119¾; U. S. Five-Twenties of 1868, 117½@117¾; U. S. Ten-forties at 113⅝@113⅞; U. S. Fives of 1881 (Funding Loan) 116@116¼; Six per cent. currency Sixes from 114½@114¾.

State bonds have attracted more attention closing with more firmness, on the more popular issues.

There has been much more activity noted in the line of Railway and Miscellaneous share property, with a decidedly stronger range of prices, though fluctuations have been frequent.

Railway Mortgages have been in better request, on investment account, and held with more confidence. Central Pacific Sixes have been more sought after closing firmly at from 103¼@103½.

Chesapeake and Ohio Sixes have been in fair demand at 87½ and interest. Western Pacific Sixes have been inquired for at 94¾@95. The Northern Pacific 7-30 Loan has been of readier sale at par and interest.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 9.	April 16.	April 23.
Consols	93¼	93⅛	93⅛
U. S. 5-20s, 1865	94¼	94¼	*91⅝
" 1867	93⅝	93⅝	93¾
" 10-40s	89	89¼	89¼
New Fives of 1881	90¾	90⅞	90
Erie	51⅛	51¼	51⅛

* Ex-May coupon.

Messrs. Phelps, Dodge & Co., the oldest as it is the foremost firm in the Metal trade in this city, has made a frank, clear, and self-evidently truthful statement of its business relations, to and with the revenue department of the Government, in an exhibit which has been quite extensively published. For many months, the house had been assailed by the harpies of the revenue service, and their political backers, in one line or another, and charged with intentional deception and fraud in the entry of goods at this port, at undervaluations. Much of the detraction has also been due to trade rivalry, and jealousy. The house was thus forced into conflict with the Treasury Department, its business embarrassed, and its honorable record impeached. All this, too, while the respected partners in the concern in this city, and their representatives abroad, admittedly made every possible effort to enable the customs officials to ascertain the real facts of the case, and stood ready at all times and under all circumstances, to render to the Government all its just dues, even to the last cent. Threatened with what promised to become protracted litigation, and persistent annoyance in the prosecution of its legitimate business, though unconscious of any intentional wrongs, it made an offer of compromise as the lesser of two evils, which was accepted by the Secretary of the Treasury, and the firm promised exemption from further persecution. In the published statement, this eminently trustworthy house makes a plain exhibit of the whole case, in the confident belief that the public will receive its exposition as a vindication of the course it adopted to put a summary end to its troubles.

In General Business a much freer movement has been noted, especially in the line of domestic produce. Breadstuffs, Provisions, Naval Stores, and Petroleum closed rather stronger. Cotton, Hops, Wool, Hides and Leather weaker in price. Middling upland cotton, closed on Wednesday at 19⅜ cts. per lb. The receipts at all the ports, since Sept. 1, have been 3,279,620 bales, against 2,534,812 bales same time in the preceding year; exports 2,058,518 bales against 1,718,782 bales in the previous year; stock at the ports at latest dates, 471,750 bales against 318,516 bales same date 1871.

Foreign merchandise has been rather more sought after, and quoted steadier in price as a rule, although the less desirable styles of Dry Goods and raw Sugars have been favoring buyers. The week's imports amounted to $12,346,614, including $3,300,999 of dry goods.

Ocean freights have been fairly active, rates however, have been quoted lower.

At the Live Stock Markets, Beeves have been moderately at from 9¼@14 cts. Veals at 6@11⅛ cts.; Sheep at from 5¾@8½ cts.; Swine at 6@6½ cts. per lb., all live weight. The week's receipts were 9,248 Beeves, 3,277 Veal Calves, 20,068 Sheep and Lambs, and 40,729 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern R. R., 37; do. 1st mort., 77½; St. Louis and Iron Mt. R. R., 90½; do. 1st, mort., 95; Atlantic and Pacific pref., 26¾; Pacific R. R., of Mo., 1st mort., 86⅛; Burlington, Cedar Rapids and Minnesota 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do. E. D. 90; Mil. and St. Paul 1st mort., Iowa div., 84¼; do. La C. div., 89; Lake Shore and Michigan Southern 7s, consol., reg., 98¼; Illinois and Southern Iowa 1st mort., 88; Pacific R. R. 7s, guar. by Mo., 98; Albany Susq. 2d mort., 97; Ohio and Miss. 7s, consol 92; Boston, Hartford and Erie 1st mort., 40; Canada Southern 1st mort., 92½; Louisville and Nashville 7s, consol., 1898, 93; Gt. Western 1st, mort. 1888, 94¾; Buffalo and Erie 7s, new, 95; Long Dock bonds, 97; North Missouri 1st mort., 91; Buffalo, New York and Erie 1st mort. 94; Am. Dock and Imp. 7s, 95½; Central of New Jersey 1st mort. new, 103; Detroit, Monroe and Toledo 1st, mort., 96; Western Pacific bonds, 94¾; Western Union Tel., 85¼; U. S. Exp., 75; Am. Mer. Union Exp., 68¾; Wells-Fargo Exp., 81¼; Adams Exp., 95⅛; Consol. Coal of Md., 58½; Maryland Coal, 24½; American Coal, 62; Penn. Coal, 228; Alabama 8s, 84; N. Y. State 7s, B. L., reg., 106; South Carolina 6s, new, Jan. and July, 18; do. Apl. and Oct., 26; Georgia 7s, 90; do. 6s, 74; Brooklyn 6s, W. L., 94.

Philadelphia.—Catawissa R. R., 21⅛; do., new pref. 33½; do. 7s, new, 101; do. chattle 10s, 102; Pennsylvania R. R. allotments, 54⅜; Nesquehoning R. R., 54¼; Schuylkill Nav. 6s, 1895, 75; Connecting R. R. Bonds, 87; Lehigh Valley 7s, new, 104; Morris Canal 2d mort., 92; Westchester and Philadelphia R. R. 7s, 101⅜; Philadelphia and Reading deben. bonds, 80; do. 7s, new conv., 106; do. Gen'l mort. 7s, coupon, 102⅞; East Pennsylvania R. R. 7s, 101; Belvidere Delaware 2d mort., 84; do. 3d mort., 81; West Jersey R. R. 7s, 101; Elmira and Williamsport 5s, 59½; Allegheny Valley 7 3-10s, 93; Pittsburg, Cincinnati and St. Louis 7s, 75½; Warren and Franklin 1st 7s, 83; Lehigh Nav. conv. gold loan, 93; Sunbury and Erie 7s, 100½; Pittsburg 5s, 73¾; Allegheny County 5s, 78½; Pennsylvania State 5s, 1878, 101¼. The latest quotations are: City 6s, 97¼@97½; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 100¾@—; do. 2d series, 107@107½; do. 3d series, 108¾@109¼; Philadelphia and Reading 57⅞@58⅝; do. Gen'l mort. 7s, coup., 102⅛@103; do. reg., 104@104½; do. mort. 6s, 1880, 95@—; do. 7s, new, conv., 105@106; United New Jersey R. R. and Canal Co., 119¼@119½; Camden and Amboy mort. 6s, 1889, 95@96¼; do. 1883, 91@91⅛; do. 1889, 89@89½; Pennsylvania R. R., 57@57⅛; do. allotment, 54⅜@54½; do. 1st mort., 100@100½; do. 2d mort., 97@97⅛; do. General mort. coupon, 91¼@92; do. reg., 94⅝@94⅞; Little Schuylkill R. R., 46@46¾; Morris Canal, 49@50; do. pref., 124¼@126; do. 6s, 94@94½; Susquehanna Canal, 7@8; do. 6s, 74½@75½; Schuylkill Nav., 7@7¼; do. pref., 14@14¼; do. 6s, 1882, 77@78; do. 1872, 81@81⅝; Elmira and Williamsport pref., 37@40; do. 7s, 1878, 95@97; do. 5s, 59@60½; Lehigh Coal and Navigation, 39⅛@39⅜; do. 6s, 1884, 87@87¼; do. R. R. Loan, 92¼@93; do. Gold Loan, 92@92; North Pennsylvania, 47@47½; do. 6s, 96@98; do., 7s, 100¾@—; do. Chattle 10s, 105@—; Philadelphia and Erie, 25½@26; do. 6s, 89@90½; Minehill, 52@52½; Catawissa, 20¾@21½; do. pref. 44⅝@45; do. new pref., 32⅞@33½; do. 7s, 1900, 100@101; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 97@98; do. reg., 97⅞@98½; do. 7s, 103½@104; Fifth and Sixth streets, (horse,) 51⅝@52; Second and Third, 57⅞@59; Thirteenth and Fifteenth, 20½@24; Spruce and Pine, 31½@33; Green and Coates, 49½@50; Chestnut and Walnut, 58@62; Hestonville, 19@19¼; Germantown, 82@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 17¾; Norwich and Worcester R. R., 128; Burlington and Missouri R. R. in Nebraska, 60; do., in Iowa, 108¼; do. 7s, 1893, L. G., 95¾; Connecticut and Passumpsic Rivers R. R., 89; Rutland pref., 50¼; do. scrip, 87; Salem and Lowell R. R., 81¼; Granite R. R., 66; Eastern (N. H.) R. R., 100; Chicago, Burlington and Quincy 7s, 94; do. rights, 5 45; Boston and Maine 7s, 105; Eastern R. R. 7s, 1882, 101; Vt. and Canada Equip. 8s, 76; Michigan Air Line 8s, 1890, 101; Atchison, Topeka and Santa Fe R. R., 21½; do. 1st mort., 74¼; do. L. G., 73½; Cedar Rapids and Missouri 7s, 1894, 86½; Boston and Albany 7s, 105½; Ogdensburg and Lake Champlain Equipment 8s, 97⅜; Cheshire 6s, 1880, 91⅝; Cary Imp., 18⅝; Boston Land, 7; Boston Water Power, 35; do. scrip, 70; Waverly Land, 4⅝; Maine 6s, 1889, 99; New Hampshire 6s, 97; Massachusetts 6s, 1874, gold, reg., 112¾; Boston 6s, 1876, 98; do. 1880, reg., 98½; do. coupon, 99; do. 5s, 1885, gold, 99; Chicago 7s, 98½; Portland 6s, 1890, 93¾; Cleveland 7s, 1876, 99¾; Allouez Mining Co. 21; Astor, 25c.: Calumet and Hecla, 160; Dana, 1⅛; International Silver, 1¼; Mesnard, 2½; Petherick, 3⅞; Pontiac, 1½; Ridge, 11¼; St. Clair, 8⅛; Shuniah Silver, 1½; Washington, 80c.

Baltimore.—Northern Central 6s, 1900, gold, 92¾; Orange, Alex. and Manasses 7s, 81½; Wil., Col. and Aug. 7s, 80½; Orange and Alexandria 1st mort. 6s, 98½; do. 4th mort. 8s, 81¼; Richmond and Danville 1st mort. 78½; Western Maryland R. R. 6s, guar. by Wash. Co., 81½; Central Ohio R. R., 42; do. 1st mort., 86½; Virginia consols, coupons, 82¾; Maryland Defense 6s, 104½; Atlantic Coal, 2¾; Santa Clara, 3. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80½@81¼; Pittsburg and Connellsville 7s, 1898, 94¼@—; Baltimore and Ohio, 170@172; do. 6s, 1875, 98⅜@98½; do., 1880, 96⅜@—; do., 1885, 94½@95; Parkersburg Branch, 11@13; Northern Central, 88@38½; do. 6s, 1885, 92@92½; do., 1900, 84½@85; do., 6s, 1900 gold, 92⅝@93¼; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 89@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99½@100; do., 2d mort., 7s, 92¾@93½; do., 3d mort., 8s, 83¾@84; Central Ohio, 42@42½; do. pref., 41@41; do. 1st mort., 86@86½; Western Md. 1st mort. 6s 1890, 85@90; do. 1st mort. guar., 97@97½; do. 2d mort. guar., 97@97¼; do. 3d mort., guar., 96@

98; do. 2d mort. pref., 75@85; do., 2d mort. guar. by Washington Co., 81@81⅞; Richmond and Danville 1st mort., 78½@80; Orange and Alexandria 1st mort. 6s, 98@103; do., 2d mort. 6s, 88@90; do., 3d mort. 8s, 95@97; do., 4th mort. 8s, 81@81½; Orange Alex. and Manassas 7s, 81@81¾; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@78½; do. 8s, 3d mort., 87⅝@88½; Baltimore 6s, 1875, 97@97½; do., 1884, 96¾@—; do. 1886, 98½@99; do., 1890, 98@98¼; do., 1893, 97@97; do. 1893, exempt, 101@101½; do., 1900, exempt, 97¾@98; do. 1900, new, 98@98⅝; do. 1902, 98@99; Memphis City 6s, 57½@57¾; Maryland Defense Loan, 1883, 104¼@104¼; Virginia 6s, old, 87@40; do. coupons old, 87@40; do. consol. 6s, 53⅝@53⅞; do. reg. 51@53; do. coupons, 78@78½; West Virginia, 13½@14; City Passenger R. R., 20½@22; George's Creek Coal, 116@125.

Illinois Central Railroad.

The statement of this Company for the month of February, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	618.85 for	$4,813 20
Acres Free Lands Sold	68.62 for	577 58
Total sales during the m'th of February, 1873	687.47 for	$5,390 78
To which add Town Lot Sales	..... for	.....
Total of all	687.47 for	$5,390 78
Cash collected in February, 1873		$59,368 24

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$320,482 00	$56,936 00	$377,418 00
Passengers	85,782 60	23,508 40	109,291 00
Mails	6,375 00	3,059 33	9,434 33
Other sources	64,625 00	2,180 67	66,805 67
Tot'l Feb.'73.	$477,264 60	$85,684 40	$562,949 00
Total actual earn'gs, Feb., 1872	$456,948 62	$74,678 06	$531,626 68

☞ Judge Emmons, in the United States Circuit Court at Cleveland Ohio, on the 15th inst., granted an injunction restraining the proposed leasing of the Cleveland, Columbus, Cincinnati and Indianapolis Railroad and its dependencies to the Atlantic and Great Western Railway Company, but denied it as to the proposed five millions increase of the capital stock of the company. An injunction against both was granted by Judge Paine in the Cuyahoga Common Pleas at Toledo on the 14th inst. The meeting of the stockholders of the former road called for the 16th inst., was of course not held—the passage of the Railway Lease Bill by the Ohio Legislature on the 14th inst., and the action of the courts, rendering it unnecessary.

☞ The earnings of the South Carolina Railroad for the year ending December 31, 1872, were $1,401,211 25, the expenses $856,105 61, and the net earnings $545,105 64. In 1871 the earnings were $1,325,442, the expenses $879,858 63, and the net earnings $445,583 37—showing an increase in earnings of $75,769 25, with a decrease in expenses of $23,753 02—making the increase in net earnings $99,522 27. After paying interest account, the net profits of 1872 are $137,381.

☞ A dispatch, dated Cleveland, Ohio, April 23, says: It is reported that J. H. Devereaux, general manager of the Lake Shore and Michigan Southern Railway, has tended his resignation to the directors, and has been elected president of the Cleveland, Columbus, Cincinnati and Indianapolis Railway, in place of H. B. Hurlbut, who has resigned; also, that Mr. Devereaux will be elected vice-president of the Erie road, in place of General Diven, and that he will have the general management of the Atlantic and Great Western Railroad.

☞ By an announcement elsewhere it will be seen that the Chesapeake and Ohio Railroad Company are actively constructing an extension of their line to the deep waters of the Chesapeake Bay, in order to accommodate foreign bound shipments making a direct line from Western cities to Europe. An issue of new seven per cent Bonds based on this line, and other works of improvement, is offered for sale by their Financial Agents, Messrs. FISK & HATCH, as therein set forth at length. The price of the new bonds is 90 and interest.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 12, at 319,926 tons, and for the coal year at 4,046,415 tons, against 4,036,322 tons to corresponding time last year, being an increase of 10,093 tons. The bituminous tonnage for the week is 47,359 tons, and for the year 476,632 tons, giving a total of all kinds for the week of 367,285 tons, and for the year 4,523,047, being an increase as against production to same time last year of 83,119 tons.

☞ We learn from Cape Breton, Nova Scotia, that the steamship Great Eastern, after laying the new Atlantic cable, is to take a cargo from Cow Bay, C. B., to Europe, on her return trip, to consist of fifteen thousand tons of coal, and that one of the principal shippers in Cape Breton has contracted to load the monster steamer in fifteen days.

☞ The certificate of incorporation of the Cleveland and Chagrin Falls Railroad Company, with a capital stock of $100,000, was filed with the Secretary of State, at Columbus, Ohio, on the 16th inst. The southern terminus will be near the center of Solon township, and the northern terminus at Chagrin Falls.

☞ The Frederick and Pennsylvania Line Railroad Company are now running two regular passenger trains per day from Frederick, Md., connecting with the Western Maryland Railroad at Littlestown for Baltimore, Hagerstown and points north. The travel so far has been very encouraging.

☞ The Union Pacific Railroad Company sold during the month of March 17,626 95-100 acres of land, at an average price of $4 79 per acre, amounting to $84,461 99. Total sales to April 1, 1873, 708,437 50-100 acres, at an average price of $4 22 7-10 per acre, amounting to $3,008,480 31.

☞ Work was to have been commenced at San Diego, on the Texas and Pacific Railroad, on the 22d inst.

☞ The Nashua, Acton and Boston Railroad is rapidly approaching completion, and the iron will probably be all laid by the first of May.

BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK. April 24, 1873.

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds; and as the amounts now offering are comparatively small, is is reasonable to suppose the present difference of from TWENTY to THIRTY per cent. cannot be obtained for any great length of time. Government Bonds are higher now than for several years past. A "Five-twenty" Bond at 120, paying six per cent. on the par value, yields but a small income on its market price, and if an entirely safe investment can be obtained with a difference of 200 to 300 dollars on each 1,000, it is largely to the interest of the holders to make the exchange.

We are recommending the following for such Exchanges or for new investments—all of them payable in gold, principal and interest.

The CHESAPEAKE AND OHIO SIX PER CENTS at **88** and accrued interest, interest payable May and November; these bonds are issued in denominations of $100, $500, and $1,000. The road, 420 miles in length, is now completed, and the business offering is very large, and increasing daily.

The WESTERN PACIFIC SIX PER CENTS at the market price, which is to-day **95**, flat. These bonds are $1,000 each; interest payable January and July. This road having been consolidated with the great CENTRAL PACIFIC, and payment of its bonds, principal and interest, assumed by them, we see no good reason why they should not soon approximate in price to Central Pacifics—now 103, and becoming very scarce in the market.

Also, the CHESAPEAKE AND OHIO SEVEN PER CENTS, interest payable January and July, secured by a First Mortgage on the Extension to deep water on Chesapeake Bay, on the proposed Kanawha River Branch, and on the Great Bridge to be built over the Ohio River at Huntington, and a Second Mortgage on the Main Line, with all its equipments, depots, &c.

Only **$3,000,000** of these Bonds will be offered for sale at present. Price **90** and accrued interest.

We consider them amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

The amount of money to be invested within the next few months will be very large; the Government disbursement alone for the next three months will reach $100,000,000, and the May and July dividends of the banks, railroads, and other corporations as much more.

We continue to deal in Government and Central Pacific Bonds, receive deposits, on which we allow interest, make collections, execute orders at the Stock Exchange per cash, and conduct a general banking business.

FISK & HATCH.

☞ The wooden bridge of the Boston and Albany Railroad, at Springfield, Mass., 1,360 feet in length, is to be immediately replaced by an iron structure built from designs furnished by Charles Hilton, Esq., engineer, of Albany. It will be similar in style to the upper bridge there.

Journal of Railroad Law.

COMMON CARRIERS—DELAY IN TRANSPORTING STOCK—CONSTRUCTION OF CONTRACT.

The facts in the recent case of Illinois Central Railroad Company *vs.* Owens, (53 Ill., 391), are fully and clearly stated in the following opinion by—

BREESE, CH. J.—This was an action of assumpsit, brought to the circuit court of De Witt county, by Owens & Strain against the Illinois Central Railroad Company, as common carriers. There was a trial by a jury, and a verdict for the plaintiffs. A motion for a new trial was made by the defendants which the court overruled, and rendered judgment on the verdict.

To reverse this judgment the defendants appeal.

The property in question was a lot of hogs, shipped under the following contract:

FREIGHT OFFICE ILLINOIS CENTRAL R. R. Co.
Clinton, Ill., Dec. 6, 1864.

Received of R. V. Owens three (3) cars hogs, 150, more or less, shipper's count, to be delivered at Chicago station, at special rates, being forty seven dollars per car. In consideration of which, and for other valuable considerations, it is hereby mutually agreed that said company shall not be liable for loss by jumping from the cars, delay of trains, or any damage said property may sustain, except such as may result from a collision of a train, or where cars are thrown from the track in course of transportation.

To be fed and taken care of by owner.

No. of cars 926, 752, 218.

Subject to 2½ per cent U. S. tax.

J. A. RUSSACK, Agent.
R. V. Owens.

The question is upon the construction of this contract.

By the terms of the contract, the liability of appellants was limited to damages which the property might sustain from a collision of trains, or when cars should be thrown from the track in the course of transportation.

The case shows that one car was thrown from the track by reason of a broken rail, while all the cars containing appellees' hogs remained on the track, and it is insisted by appellants that for that reason, the appellees cannot recover. Their idea is, because the cars containing the hogs remained on the track, therefore they should not recover.

We think this is a view of the contract quite too narrow to meet the intention of the parties. We have no doubt that damage from delay occasioned by cars thrown from the track, though the cause itself is embraced within the exception of the contract, is as much a ground of recovery as if the hogs had been killed or crippled directly by the accident, and this was the view of the circuit court and which we approve. The proof shows beyond all controversy that there were many hours of delay at the place of the accident and further delay occurred by reason that the train thereby lost (the right of the road) and which delay we think was fairly attributable to the accident, and for whatever hogs were lost or for whatever shrinkage occurred by reason of such delay appellee should be allowed to recover. But the evidence satisfies us that all the delay was not attributable to this accident; a part of it arose from other causes, the chief of which was the extreme cold weather. Had not the accident by means of the broken rail occurred the evidence satisfies us that the train must have been delayed more or less by the intense cold. But for this it would not have been necessary to divide the train at Kankakee, a station between the place of the accident and Chicago, and by reason of which the hogs were detained some hours. This delay was certainly not within the exception of the contract and by its terms appellants are not responsible for the damages occasioned by it. It may be appellants, notwithstanding the contract, might be liable for damages which were caused by reason of the gross negligence or wilful misconduct of their servants, but there is no pretense of such here. Manifestly they acted in good faith and with a view to get the hogs to their place of destination as speedily as possible. Appellants must be held exempt from damages resulting from any delay produced by causes other than the accident and this by a fair interpretation of the contract.

The court erred, therefore, in instructing the jury that they were liable for all damages which occurred during the entire trip, however occasioned.

A point is made that the action is brought by Owens & Strain when the contract is executed by Owens alone. The proof is that these parties had no particular way of signing the firm's name; that it was sometimes signed Owens & Strain sometimes Strain and sometimes Owens as in this case. The property was partnership property.

For the reasons given the judgment is reversed and the cause remanded.

Judgment reversed.

New York and New England Railroad.

A meeting of the holders of Berdell mortgage bonds of the Boston, Hartford and Erie Railroad was held in Boston on the 17th inst. for the purpose of forming a new corporation to assume the management of the road. The meeting was called to order by Wm. T. Hart of the Trustees, and R. R. Bishop was chosen secretary. Mr. Hart said that the bondholders were entitled to organize under the mortgage, all the requirements of the mortgage having been complied with, including the three weeks after the eighteen months after the trustees came into possession, and the required public notice in the newspapers. Mr. Thornton K. Lothrop then offered the following votes, which were severally adopted:

Voted, That we, holders of bonds secured by the mortgage bearing date March 19, 1866, by the Boston, Hartford and Erie Railroad Company to Robert H. Berdell and others, do now organize and form a corporation under the name of the New York and New England Railroad Company, with a capital stock of twenty millions of dollars, divided into shares of one hundred dollars each.

Voted, That this meeting do now proceed to the election of fifteen directors for the New York and New England Railroad Company, by ballot.

Voted, That the seal of the New York and New England Railroad Company be a circle, with the coats of arms of the States of New York, Massachusetts, Connecticut and Rhode Island displayed thereon, and the words "New York and New England Railroad Company, 1873," surrounding them; substantially in the form now presented to this meeting.

Voted, That we now proceed to adopt by-laws for the government of the corporation.

The by-laws provide, 1st—That there shall be fifteen directors to be chosen annually, one of whom shall be President of the Board and the corporation, and they may also elect a Vice President; 2d—The annual meetings are to be held in Boston on the first Tuesday of December; 3d—Special meetings may be held at any time by a vote of the directors, on the written request of stockholders holding not less than ten thousand shares; 4th—The Treasurer is to be chosen by the directors annually and to give $25,000 bonds; and the other articles relate merely to routine matters usual in the management of such corporations.

Voted, That the Directors be authorized and directed to receive surrender of the bonds secured by the mortgage bearing date March 19, 1866, by the Boston, Hartford and Erie Railroad Company to Robert H. Berdell and others; and to issue in exchange for the same, stock in said New York and New England Railroad Company, in the proportion of ten shares of stock for each bond so surrendered to be exchanged; and to appoint an agent or agents for said purpose.

Voted, That the Directors be authorized to audit the accounts of the Trustees in possession of the Boston, Hartford and Erie Railroad; and that said Directors have full power to settle said accounts, and to obtain a deed of conveyance from said Trustees to said New York and New England Railroad Company of all the property, premises, estate, and franchises conveyed in mortgage by the Boston, Hartford and Erie Railroad Company to Robert H. Berdell and others, and of all additions thereto, and of all other property in their hands, or to which they have a right or title, belonging to said trust.

A committee was then appointed to receive, assort and count votes for directors, who subsequently reported that 85 ballots had been cast, representing $5,688,000 of bonds. All the ballots were for the following gentlemen, who were declared elected:

Massachusetts—William T. Hart, John Foster, Thornton K. Lothrop, Francis Dane, Edward W. Kinsley.

New York—Peter H. Watson, William Butler Duncan, Samuel L. M. Barlow, Robert M. Olyphant.

Connecticut—Marshall Jewell, Frederick J. Kingsbury, John F. Slater, William J. Hamersley.

Rhode Island—James Y. Smith, Royal C. Taft.

Mr. Lothrop called the attention of the bondholders to the necessity of surrendering their bonds before they could participate in the earnings of the new corporation.

The Hoosac Tunnel.

The Legislative Committee on the Hoosac Tunnel have substantially concluded their labors, and will soon report. There will probably be three reports. A majority of the committee will report to consolidate the Fitchburg, Boston and Lowell, Vermont and Massachusetts, Troy and Boston and Troy and Greenfield Railroads, and pay the State for the use of the Tunnel. A minority of the committee will report a bill authorizing the State to take possession of the Fitchburg, Troy and Boston, Troy and Greenfield and Vermont and Massachusetts Railroads, paying them a fair rental and realizing from the Tunnel whatever they can. The roads are to retain their corporate existence, and to furnish four trustees to the State five, the whole forming a board who shall select the management of the line. One member of the committee will also report a bill to lease the Tunnel to the Vermont and Massachusetts Railroad. *Boston Journal.*

☞ The Central Railroad Company of New Jersey has passed its usual quarterly dividend of 2½ per cent. The Elizabeth *Journal* is assured that the road is earning money, and that the dividend is only deferred to the six months' term. President Johnston proposed a scrip dividend, on account of the high price of money, but the board did not ratify his views.

☞ In Baltimore there are in operation five street railway companies, with a capital of about $1,500,000, and running 127 cars. They pay no dividend, being required to pay over to the city treasury from 12 to 14 per cent (20 per cent of their gross earnings) on their capital per annum.

☞ The contract for building an iron bridge over the Connecticut River at Springfield, Mass., for the Boston and Albany Railroad, has been awarded to Thomas Leighton, of Rochester, N. Y., for $242,000.

☞ Col. DeGraff will resume work immediately upon the Winona and St. Peter Railroad. He has about fifty miles of track to lay, and a little grading to do to finish up the work. He expects to complete it in two months.

☞ The President has directed an order to be issued, giving the right of way to the Flint and Pere Marquette Railroad through township 18, north range 16 west, in Michigan, formerly an Indian reservation.

Railroad Superintendent.

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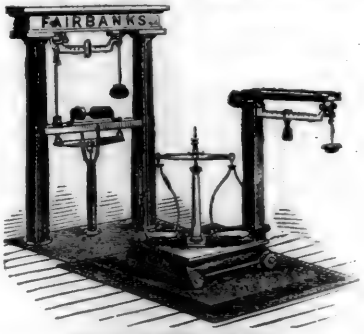
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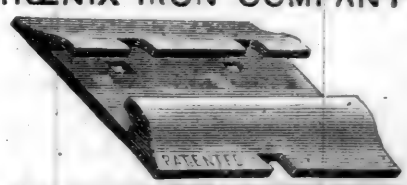
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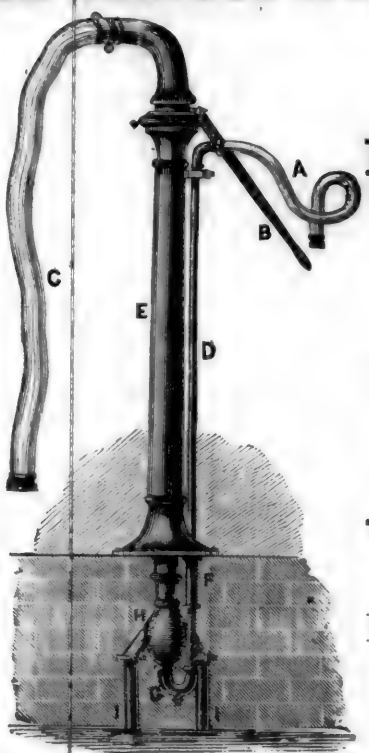
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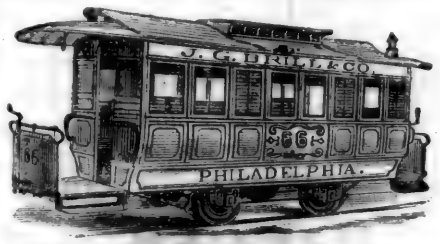
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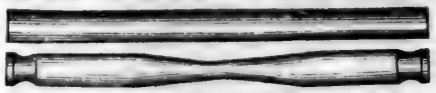
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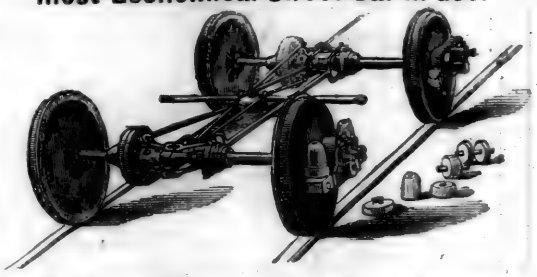
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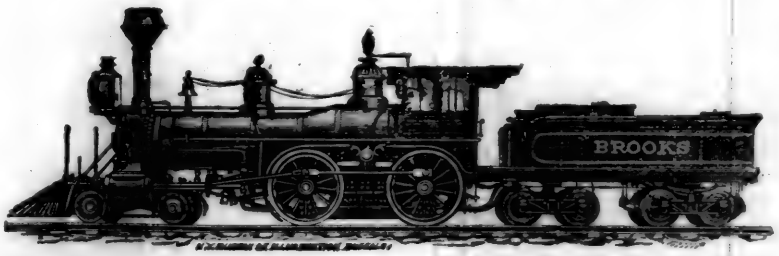
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They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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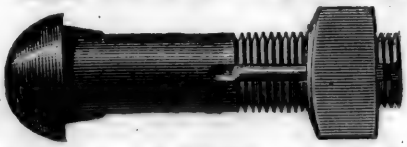
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THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



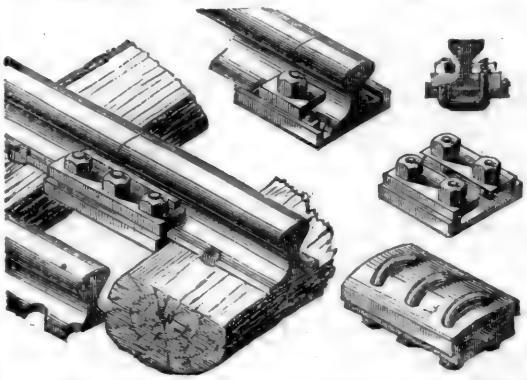
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Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.



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Wrought Iron

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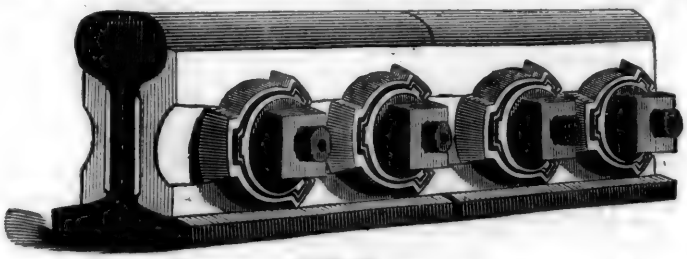
MADE BY

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TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 18.] SATURDAY, MAY 3, 1873. [WHOLE No. 1,932 VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 3, 1873.

Pennsylvania and Delaware Railway.

The Pennsylvania and Delaware Railway connects with the Pennsylvania Railroad at Pomroy, about forty miles from Philadelphia, from which point it runs a southeast course, following the line of Buck creek, crossing Doe run, and after passing over Pusey's Summit, intersects White Clay creek, which it follows to Newark, Del. Before reaching Delaware City, the Christiana creek and the waters of Red Lion are crossed. The first town of any size on the new road after leaving Pomroy is that of Chatham containing about 500 inhabitants. A short distance south of this Avondale is reached, at which place the Baltimore Central Railroad is crossed. Landenburg, a few miles further down the White Clay creek, is the present terminus of the Wilmington and Western Railroad, and with this the Pennsylvania and Delaware Railway connect. Newark, Del., is immediately on the line of the road, and here a connection is made with the Philadelphia, Wilmington and Baltimore Railroad. At Kirkwood trains also connect with the Delaware road. The entire distance from Pomroy to Delaware City is 40 miles. A train of cars passed over the entire road on the 23d ult. The Pennsylvania Railroad is about to lease the new road. An extensive wharf and a large quantity of land in the immediate vicinity of the wharf has been purchased by that company.

JAY COOKE & CO.,

No. 20 Wall Street,

NEW YORK.

EXCHANGE

—ON—

LONDON,

PARIS,

BERLIN,

FRANKFORT,

BREMEN,

VIENNA.

CABLE TRANSFERS,

Circular Letters,

COMMERCIAL CREDITS,

—ON—

Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

CABLE TRANSFERS UPON VIENNA DIRECT

Allouez Mining Company.

The annual meeting of the stockholders of this company was held in Boston on the 9th inst. and the large number of 14,075 shares out of 20,000 was represented. The Boston *Journal* says that the attendance of stockholders in person was unusually large, and all went away well pleased with the present and future prospect of their property. The agent, A. P. Thomas, made a report, giving the details of operations thus far, which showed that the mine was rapidly approaching the period when the shareholders may look for a return for past outlays. At present the three shafts are down an average of 168 feet, the deepest being 216 feet. By the first of January next the connections will be made at the third level and the mine be ready to commence the business of stoping or taking out Copper, when it is expected that dividends will be earned from the first six months' product. The lode, or vein, is 28 feet wide, with an average of 12 feet productive ground. The agent gives 2 per cent as the minimum percentage of Copper, but feels confident that it will be much higher, and even at 2 per cent the mine would pay a large profit owing to the great width of vein and the ease with which it can be worked.

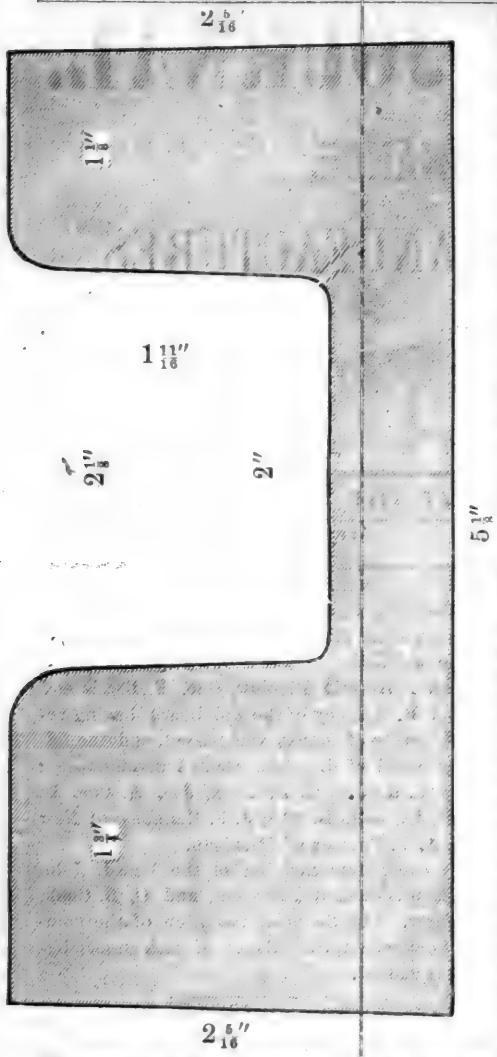
Messrs. Horatio Bigelow, Geo. F. Bemis and Samuel R. Spinney of the old board having resigned, a vote of thanks was passed, and the following board of directors elected unanimously: James P. Brewer, O. B. Cook, Jas. A. Coe, D. Nevins, Jr., John Brooks, J. F. Emmons of New York; A. P. Thomas of Michigan.

At a subsequent meeting of the board, John Brooks was elected President, and O. B. Cook, Treasurer. The financial condition of the company is excellent, the balance of cash assets being $51,923 97.

Fairbanks' Scales.

There are but few persons who have not had the opportunity of seeing or at least hearing about Fairbanks' scales, but there is a very considerable number not aware of the place where they are manufactured, or the extent of the establishment which turns out so many of these indispensable articles. Mr. Fairbanks the inventor of the scales which bear his name, and which have become familiar in all quarters of the globe, commenced business in a small way at St. Johnsbury, Vt., about thirty years since. So rapidly did the trade develop under energetic management that the establishment to-day covers ten acres of ground, furnishes employment to six hundred men, and manufactures upward of fifty thousand scales annually, embracing three hundred varieties, from the most delicate standard of the druggist or banker, to the ponderous hay, railroad-car or canal boat scales, weighing five hundred tons at a time. The yearly sales of the establishment amount to $2,000,000. The products are shipped to every quarter of the globe, and it is estimated that 300,000,000 of the world's population have adopted the Fairbanks' scale as a standard of accuracy. The Scales have come off victorious in the numerous competitions for prizes, and at the great Paris Exposition they received the highest premium over thirty three manufacturers from all parts of the world.

The constantly increasing demand for the scales in this country has necessitated the opening of branch establishments in all the large cities. A list of the principal of these will be found in their Advertisement on page 545 of this week's issue.



Wharton's Rolled Bessemer Steel Grooved Rails for Railway Curves.

PATENTED JUNE 4, 1872.

We give above a cross-section of the Wharton Steel Rail for city railway curves, to supersede the necessity for a guard rail, and to facilitate the laying of rails around street corners. The paving can be made flush with the rail. The inventor, Mr. Wm. Wharton, Jr., the inventor of the now celebrated Safety Switch, manufactures these curved rails to order with any required radius, at his factory, southeast corner of Washington avenue and Twenty-fifth street, Philadelphia, and of any lengths not exceeding 25 feet, all ready to lay down without cutting. Special attention is given by him to the fitting up of tracks and curves, including frogs and switches, for depots, warehouses, wharves, &c.

As these curved rails are made of rolled Bessemer steel, and from a mere glance at the wood cut section above, it is easy to see the economy of their use in comparison with that of the common form of iron tramway bent rudely to fit the sharp curves of street railways. Their economy and durability have already been tested; for there are at least a thousand of them in use on city railroad tracks, although of a lighter pattern than the above. The steel grooved rail is even cheaper in first cost than where an additional T rail is employed as a guard, four rails being reduced to two; to say nothing of the extra labor of laying down in the latter case. The rolled and grooved steel rail is lighter, and, therefore, cheaper also than curved cast iron rails.

The weight of the rail shown above is 80 lbs., and it price 8 cents per pound, cash paid, at the works, and it is delivered curved to any radius, cut to lengths ordered, fitted, and drilled for spikes ready for use. But if flat Bessemer steel rails be wanted for the outside rail of the curve they will be furnished.

Address WM. WHARTON, JR., Post Office Box 2745, Philadelphia, Pa.

Ohio Railway Lease Bill.

The following is the exact text of the bill passed by the Ohio Legislature on the 14th ult., to which reference was made in our last issue:

A BILL to amend section twenty-four of an act entitled "an act to provide for the creation and regulation of incorporated companies in the State of Ohio," passed May 1st, 1852; (S. and C. page 271,) and supplementary to said act.

SECTION 1. Be it enacted by the General Assembly of the State of Ohio, That section twenty-four of the above recited act be so amended as to read as follows:

SECTION 24. Any railroad company heretofore or hereafter incorporated, may at any time, by means of subscription to the capital stock of any other company or otherwise, aid such company in the construction of its railroad for the purpose of forming a connection of said last mentioned road with the road owned by the company furnishing said aid, where the road of the company so to be aided does not form a competing line; or any railway company organized in pursuance of law may lease or purchase any part or all of any railroad constructed by any other company, if said companies' line of said road are continous or connected and not competing as aforesaid, upon such terms and conditions as may be agreed upon between said companies respectively, or any two or more railroad companies whose lines are so connected and not competing may enter into any arrangement for their common benefit, consistent with and calculated to promote the objects for which they were created; Provided, that no such aid shall be furnished, nor any purchase, lease or arrangement perfected until a meeting of the stockholders of each of said companies shall have been called for that purpose by the directors thereof, on thirty day's notice to each stockholder, at such time and place, and in such manner as is provided for the annual meetings of said companies, and the holders of at least two-thirds of the stock of each company, in person or by proxy, shall have at such meeting assented thereto; and provided, that in case of the lease of any railroad situate in whole or in part within this state, the rental reserved and secured for said leased road, shall be equal to at least the net earnings of such leased road for the fiscal year next preceding the one in which said lease is made.

SEC. 2. Any stockholder who shall refuse his assent to said lease, and signify the same by notice in writing to the lessee or lessees within sixty days thereafter, shall be entitled to demand and receive from such lessee or lessees previous to such lease, purchase or arrangement being consummated, the average market value of his stock for six months next preceding the day of the meeting of the companies at which said lease is approved as aforesaid on the surrender of his stock. If the stockholder and the lessee cannot agree as to the value of the stock, it shall be lawful for the parties to submit the question to arbitration, which arbitration shall be conducted in accordance with the provisions of the law in force regulating arbitrations (so far as the same may be applicable,) by three disinterested persons to be appointed upon the motion of either of the parties by the judge of the court of common pleas of the county in which the person owning the stock shall reside, or in case he be a non resident of the state, or any county through which said road shall pass, then in the county in which the principal office of the company shall be kept, and if any such stock holders shall refuse to submit the question to arbitration, the proper judge shall, upon the application of any director of either companies to the contract, appoint the arbitrators, who shall proceed to ascertain the value of the stock in the same manner as if the question had been submitted by consent of both parties, and if the party owning the stock shall refuse to receive the amount so awarded in any case provided for in this section, it shall be lawful for the company to deposit the same with the clerk of the court of common pleas of the county in which the arbitration shall be held, which deposit shall operate the same as if payment was made to the owner of the stock.

SEC. 3. In all cases of arbitration under the provisions of the foregoing section, it shall be the duty of the party desiring such arbitration to give the opposite party at least ten days' notice of his intention to apply to the judge for the appointment of the arbitrators, which notice shall be served in the same manner as is provided for the service of a summons, and shall specify the time and place of the hearing of such motion; Provided, that in cases of non-residents the notice shall be by publication made in the same manner and for the same time provided by the code of civil procedure.

SEC. 4. No railroad company in this state shall lease the road of said company to any other railroad company, unless the lessor shall require and receive full and adequate security for the payment of the rental and for the preservation of the property of said lessor, in as good condition as on entering into possession.

SEC. 5. That original section twenty-four is hereby repealed, and this act shall take effect and be in force from and after its passage.

Sec. 6. Provided that any corporation of the State, organized prior to the present constitution, taking any action under or in pursuance of any of the provisions of this act, shall thereafter and thereby be deemed to have constituted to be, and to have and exercise all and singular its franchises as a corporation, under and by virtue of the present constitution and laws passed in pursuance thereof of the State and not otherwise.

Northern Central Railway.

We gave in our issue of March 15th the Report of the President of this company for the year ending December 31, 1872, showing the receipts from operations of the road to have been $4,598,820 19, the operating expenses $3,437,050 97, and the net revenue $1,161,769 22. From the Treasurer's statements, which have since been received, we learn that the receipts and expenses were apportioned as follows:

RECEIPTS.

Main Line	$3,095,602 50
Shamokin Division	309,361 86
Elmira Division	580,299 79
Chemung Division	227,236 15
Canandaigua Division	386,319 89
Total earnings	$4,598,820 19
Capital stock issued	240,300 00
Consolidated mortgage bonds issued	197,000 00
Income convertible bonds issued	439,000 00
Income bonds issued for stock of Chemung R. R. Co., and Elmira, Jefferson and Canandaigua R. R. Co.	2,750,000 00
Floating debt—increased	816,810 40
Total	$8,541,930 59

EXPENDITURES.

Main Line	$2,289,136 98
Shamokin Division	184,622 83
Elmira Division	482,630 38
Chemung Division	142,209 54
Canandaigua Division	338,451 24
Total operating expenses	$3,437,050 97

Interest and gold premium	664,180 97
Dividends on capital stock—6 p. ct.	343,305 00
Taxes on capital stock	12,716 70
Interest and dividends, Shamokin Valley and Pottsville R. R.	79,140 34
Interest, dividends, &c., Elmira and Williamsport R. R.	165,000 00
Interest, Chemung R. R. and Elmira, Jefferson and Canandaigua R. R.	146,681 00
Rent, Elmira, Jefferson and Canandaigua R. R.	25,000 00
Sinking funds	64,000 00
Construction	172,975 83
Real estate	9,108 94
Equipment	173,688 32
Stock of Chemung R. R. Co., and Elmira, Jefferson and Canandaigua R. R. Co	2,750,000 00
Profit and loss account, charged for rebuilding ten spans of Dauphin Bridge, destroyed by fire, increased cost of steel rail, and discount on bonds	499,082 52
Total, as above	$8,541,930 59

From the Report of the Superintendent we learn that the company have 140 locomotives—84 on the Main Line, 46 on the Elmira and Canandaigua Division, 9 on the Shamokin Division, and 1 on Baltimore and Potomac Railroad. The car equipment consists of: 69 passenger, 22 baggage, 16 express, 4 postal, 995 box, 544 gondola, 51 stock, 101 box and stock, 38 stone, 4,275 coal, 185 lime, 11 tool, and 60 freight, and 4 M. of W. cabooses. The mileage of locomotives was as follows:

	Main Line.	Shamokin Division.	E. & C. Division.
Passenger	584,308	31,492	337,251
Ballast	44,195	.....	1,285
Freight	1,479,766	171,460	684,186
Total	2,108,269	202,952	1,022,722

—the total mileage being 3,333,943, against, 2,962,398 in 1871 an increase of 371,545.

There were carried during the year 1,110,110 passengers an average distance of 26.43 miles, or 29,348,564 passengers carried one mile. The tonnage for the year aggregated 4,769,895 tons hauled an average distance of 41.69 miles, or 198,888,911 tons hauled one mile.

The tonnage on the Main Line and branches for the year compare with 1871 as follows:

	1871.	1872.
Main Line	1,964,013	2,062,050
Shamokin Division	750,445	683,631
Elmira Division	360,870	402,460
Chemung Division	311,127	856,020
Canandaigua Division	774,945	765,734
Total	4,161,400	4,769,895

—showing an increase in tonnage of 608,495 tons.

The financial condition of the company, December 31, 1872, was as follows:

ASSETS.

Railway and appurtenances		$10,535,909 31
Canton Extension		334,356 83
Real estate		796,563 88
Equipment		3,223,407 73
		$14,890,237 75
Stock of Chemung R. R. Co., and Elmira Jefferson and Canandaigua R. R. Co		2,750,000 00
Cash	$407,582 25	
Passenger agents	3,557 30	
Freight agents	185,543 52	
Post Office Department	3,600 02	
Materials and supplies	328,395 52	
		928,678 61
		$18,568,916 36

LIABILITIES.

Capital stock—116,840 shares		$5,842,000 00
Third mortgage six per cent. coupon bonds of York and Cumberland R. R. Co., guaranteed by City of Baltimore, due January 1, 1877	$500,000 00	
Second mortgage six per cent coupon bonds of Northern Central Railw'yCo., due July 1, 1885	2,500,000 00	
Third mortgage six per cent coupon bonds of Northern Central Railw'yCo., due April 1, 1900	1,223,000 00	
	$4,223,000 00	
Deduct amount in sinking funds	927,397 91	
		3,295,602 09
First mortgage six per cent annuity of Northern Central Railway Co., due State of Maryland—irredeemable		1,500,000 00
Consolidated mortgage six per cent gold bonds of Northern Central Railway Co., due July 1, 1900—total, (including $3,295,602 09, as above,) $6,000,000—issued:		
Dollar coupon bonds	$2 320,000	
Dollar registered bonds	175,000	
		2,495,000 00
Income convertible seven per cent coupon bonds of Northern Central Railway Co., due April 1, 1880		1,000,000 00
Income seven per ct. coupon bonds of Northern Central Railway Co., due January 1, 1922		2,750,000 00
Bills payable, less sundry investments and accounts due company	$343,120 90	
Interest, &c., accrued	321,553 75	
Interest coupons	30,744 72	
Pay rolls and vouchers	588,357 61	
Foreign roads—passenger account	40,099 23	
Sundry accounts	140,338 54	
		1,464,214 75
		$18,846,816 84
Profit and loss account		222,099 52
		$18,568,916 36

The officers of the company for 1873, are as follows:

President.—J. D. Cameron.

Vice President—J. N. Dubarry.

Directors.—Wm. Colder, A. E. Kapp, George Small, Edward C. Biddle, John M. Kennedy, B. F. Newcomer, Henry Welsh, Thomas A. Scott, Jacob P. Jones, Wistar Morris, S. M. Shoemaker, Strickland Kneass.

Secretary.—Robert S. Hollins.

Treasurer.—J. S. Leib.

Auditor.—Stephen Little.

General Superintendent.—A. R. Fiske.

☞ The U. S. Supreme Court has decided in the case of Ripley, Administrator, v. The Railway Passenger Insurance Company of Hartford, that there can be no recovery of the amount of the policy as the deceased was not at the time of his death on a public or private conveyance, but after traveling from Grand Haven to Dalton, Michigan, was walking home after midnight and was waylaid and beaten to death; the Court holding that walking is not traveling by public or private conveyance. Private conveyance naturally suggests a vessel or vehicle belonging to a private individual.

New York and New England Railroad.

It is intimated that the New York and New England Railroad Company, which succeeds to all the rights and franchises of the Boston, Hartford and Erie Railroad Company, is largely controlled in the interest of the Eastern Railroad. The President of the Eastern is one of the principal stockholders of the New York and New England Road, and was quite active in the meeting Thursday. Other Eastern Railroad men are said to be holders of stock in the new company. So far as known at present no definite plan has been laid out, but it is believed that the Eastern Railroad officials are very anxious to control a through line from Portland to New York, and the old Hartford and Erie offers about the only feasible route. A bill is now before the Legislature to authorize the Union Freight Railroad to draw passenger-cars over its tracks, and if that bill becomes a law it will be a very convenient method of transferring passengers from the Eastern Road to the New York and New England without their leaving their seats. Of course, if such is the design of the Eastern Road the completion of the route to New York will be pushed forward as rapidly as possible.—*Boston Herald, Apl.* 19.

Shenandoah Valley Railroad.

The Shepherdstown (W. Va.) *Register* says that the contracts for the construction of the second division of the Shenandoah Valley Railroad, between Riverton and Luray, Va., have been assigned. It is expected that the work will be commenced by the contractors with a large force on every section, and that it will be pushed to completion at the earliest possible time. The masonry for the bridge over the Shenandoah river, at Riverton, will be commenced as soon as the water shall have fallen to its ordinary stage. It is expected that the remaining sixty miles between Luray and Fisherville, on the Chesapeake and Ohio Railroad, will be put under contract by the first of June.

☞ The Richmond (Va.) *Whig* says "that only about $120,000 has been paid at the State treasury in interest on the State debt. This is two per cent for six months on only $6,000,000. The bondholders do not seem eager to take their interest in this way, preferring (notwithstanding the agreement entered into at the conference between a committee of the Legislature and certain representatives of the bondholders) to use their coupons in payment of taxes and other demands due the State. It thus happens that there is still about $1,200,000 in the State treasury, notwithstanding the diminished cash receipts by reason of the payment of taxes, &c., in coupons."

☞ The annual meeting of the Cary Improvement Co. was held in Boston on the 1st inst. The report of the Treasurer showed the receipts for the year to have been $216,257 52; expenditures, $214,307 84; balance on hand, $1,949 63; assets, $302,518 68; liabilities, $165,951 46, and about 10,000,000 feet of land. The following officers were unanimously elected; Directors, A. P. Blake, S. Willard, William Pratt, Thomas Hope, R. A. Richards, John C. Jones; President, S. Willard; Secretary, W. Pratt.

☞ Mr. W. A. Brooks and Mr. C. A. Alberga, the engineers sent out to report to the bondholders on the Honduras Interoceanic, have returned to England by the Nile. They report the railway in good working order, and have left Mr. George Innes and a competent staff to carry on the increasing traffic over the open portion.

Athens and Lamia Railway.

A surveying party, headed by M. Roussin, engineer of the Enterprise Generale of Roumelian Railways, has just returned from Greece, where it has lately explored the country through which the railway from Athens to Lamia is destined to pass. The valleys of the Cephissus and Oropos and the plains of Livadia were visited in succession by the railway explorers, who, after traversing the Pass of Thermopylæ and the Valley of Ellada (Spercus), finally reach Lamia. From thence they crossed the mountain chain which constitutes the frontier line between Greece and Turkey, and penetrated into Thessaly as far as Lake Nitziro, the survey covering altogether a distance of some 162 miles. On their return to Athens, the engineers traversed the coast of the Atalanta Channel, passed through the town of the same name and the valley of Fouilpula, adjoining that of the Cephissus. Here they resumed their original route as far as Thebes, and from thence continued their journey to Athens by way of the Kassa Pass, Paleo Kontura, Mandra, and Kontura —a line of route somewhat shorter, but presenting much greater engineering difficulties than that which has been traced out of the projected railway through the Cephissus and Oropos valleys.—*Levant Herald*, Apl. 2.

Railroads vs. Express Companies.

In October last a bill in equity was filed in the United States Circuit Court by the Adams Express Company against the Philadelphia and Reading Railroad Company, complaining that the defendants were interfering with the business of the Express Company; that the Adams Express Company was organized under the laws of the State of New York, duly authorized by said laws to sue in the name of its president, and that the defendants were created by an act of the General Assembly to build a railroad between given points for the conveyance of passengers and transportation of the mails, or of goods, wares, merchandise, minerals, &c.; and that the act fixes the price at which any species of merchandise shall be transported; further, that there had been established for many years past an extensive business in this district and county as well as elsewhere, known as the express business, carried on by individuals and corporations, arising from the limitation of the proper business of railroads; that the express business is valuable from the responsibility with which it is conducted and the facilities it affords, &c.; that the defendants, without any charter or other authority, and in violation of the rights of the Adams Express Company, established the express business, and were carrying express matter, and had denied the complainants the facilities heretofore enjoyed by them. The Court was asked to restrain the Philadelphia and Reading Railroad Company, its agents and servants, from carrying on the independent express business of collecting, transporting and delivering express matter beyond the termini and to and from the stations.

Yesterday, opinions were delivered by Judges McKennan and Cadwallader, refusing the injunction asked for. Both entered very fully into the merits of the question in dispute. Judge McKennan said that the purpose of an injunction was to protect vested rights from injury and to prevent wrong; it was intended that a preliminary injunction should preserve matters as they were when it is sued, and not to undo what had already been done; and in order to claim the benefit of this remedy the party must show a clear interest in danger of being injured. If the defendants should attempt to exercise any franchise not conferred by their charter, it was for the Express Company to call them to account, for they had no interest or authority that would entitle them to question the defendants' acts, unless they were in direct conflict with the rights of plaintiff. I find that, possessing the right, the defendants seek to appropriate the profits of a business of which the Express Company had previously a monopoly, the defendants do not thereby incur a liability to the Express Company.

Their relations to each other arise out of the defendants' character as common carrier, and the Express Company has a right to complain only of a refusal or failure to perform any of the duties required of them by law to the complainants as shippers. The transportation of freight has not, and cannot be, refused by them—and therefore, they are not entitled to the relief prayed for.—*Phila. Ledger, Apl.* 26.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JANUARY 31, 1873.

The receipts on capital account during the half-year to January 31, 1873, amounted to £323,336, arising as follows:—

Five per cent preference stock, in full of final instalment	£43,022	
Six per cent bonds in full of issue	250,000	
8,300 reserved ordinary shares sold	170,150	
Shares issued on conversion of preference stock during the half year at the rate of 5 shares for every £100 stock:—£94,720 stock converted into 4,736 shares of £20 each	£97,088	
Less preference stock cancelled on conversion	94,720	2,368
		£465,540
Deduct final series of 4 per cent bonds paid 1st January, 1873		142,204
		£323,336

The total receipts to capital account amounted on January 31, 1873, to £6,896,694. The charges to capital account during the half-year amounted to £634,664; of this sum the engineer's report shows an expenditure for roadway, sidings, station buildings, &c., and a proportion of the cost of steel rails laid in the track, amounting altogether to £54,782. There has been further expended on capital account for land purchased at Detroit for new freight warehouse, land for new car shops and additional sidings at London, &c., £5,950; also for additional equipment—for locomotives, £100,734; for cars, £97,549; for the Glencoe loop line, £362,987, and for new car ferry boat, £4,420. The total expenditure to January 31, 1873, amounted to £6,788,335, leaving a balance at credit of capital account of £108,359. The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts		£595,840
Working expenses, including renewals and all charges		376,513
		£219,327
From which is deducted—		
Interest on bonds, &c.	£37,585	
Discount and charges on conversion of American currency	33,182	
Amount set aside for renewal of ferry steamers	3,000	
Alteration of gauge account	9,100	
		82,817
		£136,509
Add profit on working Galt and Guelph railway	£1,904	
Balance of interest account	2,319	
		4,223
		£140,732
Add surplus from last half-year		1,486
Amount available for dividend		£142,218

The dividend for the half year on the 5 per cent preference stock amounts to £5,802; and from the balance the directors recommend a dividend on the ordinary shares at the rate of 6 per cent per annum, payable in London on the 22nd April, which will absorb £132,534, leaving £3,882 to be carried forward to next half-year. The aggregate revenue receipts (exclusive of those of the Galt and Guelph, the Wellington, Grey, and Bruce, and the London and Port Stanley railways) exhibit a gross increase of £68,490, which consists of—

Increase in way passenger traffic	£13,167
" through passenger traffic	14,552
" way freight & live stock traffic	6,888
" through freight and live stock traffic	32,922
" mails and express freight	962
	£68,490

The way or local business amounted to 41.35 per cent of the whole earnings of the line as compared with 42.56 per cent in the corresponding half year. The through traffic represented 58.65 per cent, against 57.44 per cent. Freight rates, both through and local, have not materially differed from those in force last half year. The earnings have been seriously diminished by reason of the ice blockade in the Detroit river, which existed more or less, for two months, preventing the regular transport of the through business, and much interfering with the local traffic. During the past winter there have been at times no less than 1,200 to 1,500 cars on each side of the river, delayed twelve or fifteen days awaiting ferriage. In order to mitigate this difficulty in the future, another car ferry boat is in course of construction, which will be available for the next winter's traffic. The receipts and ordinary working expenses per train mile for seven corresponding half-years, compare as follows:—

Half-year ending	Gross earnings per train mile. s. d.	Working expenses per train mile. s. d.
Jan. 31, 1867	9 9	4 7¼
" 1868	9 7¼	4 5¾
" 1869	9 0¼	4 3¾
" 1870	8 7¼	4 9¼
" 1871	7 9	4 6¼
" 1872	8 0¼	4 8
" 1873	7 10	4 9¼

The great increase in expenses, and consequent decrease in net earnings, is attributable to two causes—the extraordinary severity of the weather during this winter, which has equally affected all the railways in this section of the county, and the advance in wages and in the price of stores and supplies has affected Canadian as it has English railways. The increase in wages alone in the departments connected with working the railway has amounted to no less than £24,127, or an advance of 22 per cent in excess of the corresponding half-year. The accumulation of ice in the Detroit river augmented the ferriage expenses to the extent of £7,057, or 97 per cent above the similar expenditure in the corresponding period. The following table exhibits the receipts and expenses for seven corresponding half-years:—

RECEIPTS.

Half-year ending	Passengers, mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
Jan. 31, 1867	168,986	161,254	1,273	331,513
" 1868	186,537	213,476	800	400,813
" 1869	186,703	238,764	846	423,312
" 1870	183,741	239,535	907	424,183
" 1871	173,170	270,464	716	444,349
" 1872	194,823	331,763	766	527,352
" 1873	232,504	371,573	763	595,840

EXPENSES.

Half-year ending	Including renewals. £	Per cent of gross receipts.
Jan. 31, 1867	166,632	50.26
" 1868	193,667	48.31
" 1869	209,752	49.55
" 1870	243,380	57.37
" 1871	267,481	60.19
" 1872	313,636	59.47
" 1873	376,513	63.19

The discount and charges on the conversion of American currency for the half-year amounted to £33,182, as compared with £27,819 in the corre-

sponding half-year. The conversions were made at an average of 113 7-10, the average price of gold for the half-year being 113¼. Following the system commenced last half-year, there has been charged to the half-year's revenue the estimated loss on the balance of American funds in hand to Jan. 31, 1873, although unconverted at that date. The ferry steamers' renewal fund has been credited with the usual half-yearly amount and accrued interest, and after deducting the cost of constructing the car ferry steamer Transit, there is a balance at the credit of the account of £16,412. The sum of £9,100, being the same half-yearly amount as heretofore, has been charged against revenue toward defraying the cost of change of gauge, the account for which now stands as follows:—Total cost chargeable to change of gauge account, £88,140; charged against revenue during two years to January 31, 1873, £36,400; remaining yet to be charged, £51,740. Therefore, the annual sum of £18,200 applied over the next three years will more than suffice to meet the total cost in the five years, as originally estimated. It has been found necessary, in consequence of the inadequate supply of narrow gauge rolling stock, to defer removing the third or outer line of rails between London and Hamilton until the spring, the pressure of the winter's business requiring the use of the broad guage locomotives on that portion of the line. The charges for repairs and renewals of rolling stock have been continued at the fixed mileage rate as in the two previous half-years. There has therefore been charged £11,422 for locomotive repairs, and £3,272 for car repairs, more than the amount expended, leaving a balance at credit of locomotive renewal fund, with accrued interest, at January 31, £20,096; and at car renewal fund, £8765; making a total of £28,861 standing at the credit of a suspense account for re construction and renewal of engines and cars at January, 1873. The main line is now laid with 154 miles of steel rails, leaving 75 miles of iron to be replaced by steel this year. It will be seen that the effect of the use of steel rails is be ginning to have a sensible influence upon the expenditure of this department. The first steel rails laid down three years ago on the heavy gradients are still wearing satisfactorily, whereas the iron rails formerly used on the Copetown incline failed before they had been twelve months in the track. The pressure of the through traffic during the past six months has entirely overtaxed the utmost resources of the railway. The gross earnings of the main line during the half-year have amounted to $11,165 per mile of railway, Some relief will be derived from the loop line, which was partially opened at the end of February last; but to enable this additional traffic to be economically and expeditiously carried, it will be necessary to double the existing main line from Windsor, its western terminus, to its junction with the loop line at Glencoe, a distance of 80 miles—to lay down additional siding accommodation, and to provide further equipment of rolling stock for use on the whole system. The ordinary general meeting of shareholders will be made special, at which the directors will ask for power to raise additional capital to the estimated amount of £1,000,000, for the purpose of doubling the western portion of the line; to provide a further increase of rolling stock; and for other works rendered necessary for the future expected increase of traffic. The Wellington, Grey, and Bruce Railway is now in operation, and worked by this company from Guelph to Southampton on Lake Huron, a distance of 1024 miles. The same working agreement has been entered into for the South Bruce division of that line, from Palmerston to Kincardine, which is also a port on Lake Huron. This line will be 67 miles in length, and it is expected to be completed in the ensuing season. The interchanged traffic derived from the Wellington, Grey, and Bruce Railway has increased the Great Western main line earnings by £12,349, and the traffic brought on to the Galt and Guelph Railway has resulted in a profit on the working of that line of £1,904. A line of railway under the title of the London, Huron and Bruce Railway Company is in course of construction, commencing near London on the Great Western main line, and extending to Wingham, a station on the Wellington, Grey and Bruce Railway, a distance of about 70 miles. An arrangement has been proposed to this company to work the line, when completed, at 70 per cent of its gross earnings, and to appropriate a sum equal to 20 per cent of the traffic interchanged between the two companies, to be applied to the acquirement of the bonds of the London, Huron and Bruce Company at par—the issue of which is limited by their charter to $12,000 per mile. The directors recommend this for adoption. Since the issue of the last report, many difficulties have arisen in the prosecution of the drainage tunnel under the Detroit River, which was being undertaken at the joint expense of the Michigan Central and Great Western Companies. Should these difficulties prove to be insurmountable, it will be necessary to consider the alternative of the construction of a bridge by the two companies, which it is estimated can be built at a less cost and with less delay than the tunnel. It is of the most vital importance to ensure an unbroken through communication during winter with the Western States. The directors are glad to report continued unanimity to exist with the American railways in connection with this company; and it has been mutually agreed with the Michigan Central Company that an adequate supply of rolling stock is to be provided by both companies, in order more efficiently to carry out the one purse system for the division of through traffic under the ten years' agreement. The last half-year's report mentioned that an arrangement had been negotiated with the Grand Trunk Company concerning the joint proprietorship of the International Bridge at Buffalo, in course of construction. The board have now to report that the Grand Trunk Board declined to seal the agreement drawn up by their own solicitor, without a preliminary payment of £20,000 by this company; which the directors having then no power to make, the Grand Trunk Company withdrew from the proposed agreement. The receipts and expenditure of the Detroit and Milwaukee Railroad have been as follows for the year ending December 31st, 1872:—Receipts, £283,891; expenses, taxes, &c., &c., £193 037; balance to meet interest on bonds, £90,764. Unfortunately the entire stoppage of the through traffic, owing to the harbors of Milwaukee and Grand Haven being frozen up during the past winter, has seriously impaired the earnings of the company; but as this is a state of circumstances very rarely experienced, it should not be regarded as a permanent weakness of the company.

The Clifton Forge Railroad.

President Huntington, of the Chesapeake and Ohio Railroad, in answer to a letter from Col. Lamb, of Norfolk, Va., upon the subject of the Clifton Forge (Va.) Railroad, says:

"I would say that I cannot at this time answer your inquiries as fully as I would like to, as we have not the necessary surveys on which to base our action. I will say, however, in a general way, that the Chesapeake and Ohio Railroad will, as soon as they get some other interests closed up, make a thorough survey from Clifton Forge out to the Chesapeake Bay, and as soon thereafter as circumstances will permit, they will build a road from Clifton Forge to Lynchburg, there to connect with other roads, or else build a road of their own to deep water. In whatever we do we shall, of course, be governed by the best interests of the southeastern portion of Virginia, as well as of the Chesapeake and Ohio Railroad Company."

☞ The South Simcoe Junction (Ca.) Railway Company has been formed, and stock to the amount of $60,000 subscribed—an amount sufficient to enable the company to organize under the charter. A general meeting for the election of directors will shortly be held.

Wilmington and Reading Railroad.

The Wilmington and Reading Railroad Extension—first from Birdsboro' to Reading and thence to the Lehigh river—is advancing rapidly toward a successful completion, and has, within a few days, made several important steps of progress.

The contracts for the graduation and masonry of the upper half of the Berks County Railroad, (referred to above as the extension from Reading to the Lehigh,) were arranged last week. This portion is between Lenbartsville and Slatingville, and is generally light work, which can be rapidly prepared for the track.

Financial arrangements between the Wilmington and Reading and the Berks County corporations were also consummated, by which nine miles of road between Birdsboro and Reading will be promptly built. Considerable work is done, and the iron to put down the track is already provided, but a heavy rock cutting has impeded progress. This will now be promptly finished, and in four months it is expected that the trains will run direct between Birdsboro and Reading, over the extension, without using as now, the tracks of the Philadelphia and Reading Company.

Another important matter is the sale of all the remaining second mortgage bonds of the Wilmington and Reading Railroad. The improving prospects of the road have now enabled the company to place the whole of them on satisfactory terms, and enable it to perform all its part of the development and extension.

The Pennsylvania Legislature has presented to the Berks County Railroad the right of way through the City of Reading. The right of way is given through Front street, the same on which the Berks County road proposed to lay its rails several months ago, under authority of the Reading City Councils.

Within a year, it is confidently hoped to have our whole line, of one hundred miles, between Wilmington and the Lehigh Coal Region, via the great manufacturing district of Reading and vicinity, completed and ready for operation.—*Wilmington Commercial.*

Improvements on the Delaware.

The Pennsylvania Railroad Company are enlarging their elevator at Washington-street wharf, and when it is finished will be prepared to receive and ship twice the amount of grain formerly done. As it is a matter of great importance, on account of the immense quantity of grain that will be shipped from that point, to have the most accurate and durable railroad track and hopper scales, care has been taken to make a proper selection among the different makes, for a few pounds on each draught from the actual standard weight would amount to tons during the year. We are glad to state that the contract has been awarded to our fellow-townsmen, the Messrs. RIEHLE BROTHERS, proprietors of the "*Philadelphia Scale Works*," who have made rapid strides toward perfection in the art of making scales. This firm deserve patronage and encouragement for their untiring energy and enterprise in the face of the strongest opposition.—*Phila. North American.*

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 19, at 372,576 tons, and for the coal year at 4,413,786 tons, against 4,422,980 tons to corresponding time last year, being a decrease of 9,194 tons. The bituminous tonnage for the week is 59,344 tons, and for the year 534,928 tons, giving a total of all kinds for the week of 431,920 tons, and for the year 4,948,714, tons, an increase as against production to same time last year of 76,024 tons.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending April 15 are: freight, $48,888 59; passengers, $33,499 41—total, $82,388 10, an increase over corresponding week of 1872 of $8,990 48.

Imports of Iron and Steel.

Dr. Edward Young, Chief of the Bureau of Statistics, Treasury Department, Washington, D. C., has furnished for publication the following statement of imports of iron and steel, and manufactures thereof, during the year ended December 31, 1872:

Pig iron, tons	591,934,780	$7,269 850
Castings, tons	814,265	38 564
Bar iron, tons	179,152,186	4,837,832
Boiler iron, tons	1,369,158	59,993
Band, hoop and scroll iron, tons	24,759,754	748,509
Railroad bars or rails,		
Of iron, lbs	762,128,379	14,498,612
Of steell, lbs	299,571,205	8.207.013
Sheet iron, lbs	20,298 100	1,263,112
Old and scrap iron, tons	248,444	7,617,468
Anchors, cables, chains of all kinds, lbs	71,751,141	622,908
Hardwares		325,208
Fire arms		811,972
Steel ingots, bars and wires		4.106,087
Cutlery		2,272,467
Files		676,814
Saws and tools		476,927
Other manufactures, not specified		6 743,183
Total imports		$60,575,514

☞ The Harrisburg Car Manufacturing Company, at Harrisburg, Pa., is now filling orders for stock cars for the New York Central and Hudson River Railroad; gondolas for the Pennsylvania Railroad; iron tank oil cars for the Union Tank Line, and eight-wheel iron-bottom coal dump cars for the Westmoreland Coal Company. Twelve cars per day are turned out. The officers of the company are: Wm. Calder President, and W. T. Hildrup Superintendent.

☞ The Staunton *Valley Virginian* says that the business of the Chesapeake and Ohio Railroad is rapidly increasing. Cars are passing east and west much more frequently than heretofore, and as a slight indication of the enlargement of the commerce over it, we may mention that there lie over at this depot each night eight engines. Before the completion of the road from two to four was the average.

☞ Coupons due May 1 on the Income and Extension Bonds and on the Equipment Bonds of the Trustees and Managers of the Vermont Central and Vermont and Canada Railroad will be paid at their office, No. 18 Sears Building, Boston.

☞ The bondholders of the Queen Anne's and Kent Railroad have instructed their Attorney, John B. Brown, Esq., to file a bill for the sale of the road for overdue interest on their bonds. The amount claimed is $12,000.

☞ The Fairbanks Scale Works, St. Johnsbury, Vt., have received a $30,000 order from the Russian government, for scales to be used in custom houses and on railroads.

☞ The New York canal commissioners have designated the 15th of May as the time when navigation on the canals will be resumed. The Oswego canal, which has been damaged, is excepted.

☞ The Pittsburgh, Virginia and Charleston Railway has been opened as far up as Dravosburg, opposite McKeesport, and trains are now running regularly to that point.

New Jersey Railroads.

Movements are already making under the General Railroad law of New Jersey. Among the announcements made of operations begun we notice that of the re formed National Railway Company of New Jersey, under renewed articles of association. Its charter runs for fifty years. The road is to extend from some point on the Hudson river or New York Bay through Bound Brook to the Delaware river at Yardleyville, a distance of sixty miles. The capital stock is $7 500,000. The necessary papers, it is said, have all been filed, and the company will at once take all the property of the National Company and proceed to complete the road. It is said that the company expects to have cars running from Philadelphia to Bound Brook by July a year. Equally prompt with this new road and opposition line to New York, the Pennsylvania Railroad Company has taken action, and the Trenton *Sentinel* says it means business, and intends to proceed, under what is termed the New Jersey Railway Company, to construct a through road from the Delaware river, at a point four miles above Trenton, by way of Bound Brook and Newark to Jersey City. The road will run at some places directly alongside of the National Railway Company's proposed road, and will as sure a sharp competition for the local travel and freight taking that route. At the Delaware river the road will connect with one said to be already chartered by the Pennsylvania Legislature, and will thus reach this city. A number of the leading capitalists of New Jersey have already identified themselves with the enterprise, but it is understood that it will be under the control of the Pennsylvania Railroad, which company finds it absolutely necessary to have largely increased facilities for the accommodation of the business which it accumulates here from the South and West and carries thence across New Jersey to the Hudson. The president of this new company is Mr. E. T. Green, a prominent lawyer of Trenton. The route here chosen for additional facilities for transportation is said to be in lieu of additional tracks for some time in contemplation by the old company on the line of their present roads, but which, upon inquiry, it found would cost more to purchase the additional right of way in the cities through which their present line passes than to build a new road on a route as yet unoccupied by large towns or cities, and hence, as a matter of economy, had resolved to build the road upon the survey designated in the papers just filed in the Secretary of State's office. Several other roads under the general law are in progress or in contemplation, mostly in East Jersey. One exception is that of the Absecom and Great Bay Company, which intends to build a branch from the Camden and Atlantic Road at Absecom northwest to Leeds' Point, about seven miles. From Leeds' Point a ferry is proposed to Tucker's Beach and Tuckerton. Stock to the amount of $300,000 has been subscribed and work is to be commenced at once. The best of the New Jersey papers favor the new law, and predict from it the most salutary results in the way of railway enterprises, which, it is claimed, will greatly increase the value of lands and quicken all sorts of manufacturing, thus bringing to the State Treasury a large revenue in the way of taxes, sufficient in a few years, it is thought, to pay the war debt, the expenses of the public schools and the State Government, thus relieving the people from all taxation for those purposes. As the General Railway bill passed the Legislature with nearly the united strength of the Pennsylvania Railroad Company in that body in its favor, it is fair to presume that the great company accepts it in the belief that its advantage is largely in its favor.—*Phila. Ledger.*

☞ The Glens Falls Railroad Company is authorized and empowered to extend its railroad from the village of Glen Falls to the village of Caldwell, at the head of Lake George. All the laws applicable to the said Glens Falls Railroad Company are made applicable to said extension.

Illinois Central Railroad.

The statement of this Company for the month of March, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,012.14 for	$16,240 88
Acres Free Lands Sold	160.00 for	1,760 00
Total sales during the m'th of March, 1873	2 172.14 for	$18,000 88
To which add Town Lot Sales	for	
Total of all	2,172.14 for	$18,000 88
Cash collected in March, 1873		$63,241 86

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$358,856 00	$67,210 00	$426 066 00
Passengers	107,087 45	41.738 75	148 826 20
Mails	6,375 00	3,059 83	9,434 83
Other sources	65,625 00	2,010 67	67,635 67
Tot'l Mar.'73	$537,943 45	$114,018 75	$651,962 20
Total actual earn'gs, Mar., 1872	$476,688 79	$98,704 49	$575,898 28

☞ From the Report of the Treasurer of the Boston Water Power Company it appears that the amount of cash on hand April 30, 1872, was $5,212 07; loans on interest, $314,574 20; balance of receivables, $172,001 90; received from sewer assessments during the year, $805 53; mortgage notes receivable, $715,205 56; bills payable for money borrowed and notes given for filling, $929,033 33. Disbursements for the year: For filling, $1.456,909 24; salaries, $9000; legal expenses, $4,262 90; taxes to State, $14,118 80; interest and dividends, $94,064 11; constructing sewer, $12,549 99. The bills payable amount to $700,000. The liabilities of the company amount to $2,043,703 21; assets receivable, $1,506,828 13; unfilled land, 9,456,172 square feet; filled land, 782 000 feet. Scrip of November 15, 1872, to the amount of $515,000, is outstanding.

☞ The Cincinnati *Gazette* says that work on the Chicago extension of the Baltimore and Ohio Railroad is to be commenced at once, and will be pushed through rapidly. Contracts for grading have been let for the sections commencing at Defiance, O., and extending to Syracuse, Kosciusko county, Ind. This division comprises sections commencing at No. 87 and ending at No. 160, being a distance of 75 miles. Contracts for ties, etc., have been awarded. The contractors will in a few days put on a large force of men, and hurry the work through.

☞ The total export of iron rails from Great Britain in March was 42,964 tons, against 70,112 tons in March last year, and 81,754 tons the year previous. For the three months ending with March the exports were 134,515 tons, against 201,821 tons last year and 174,479 tons the year before. The amount sent to the United States in each of the last three months has been—69 458 tons in March, 129,605 in February, and 102,965 in January. The pig iron sent to this country has been—28,808 in March, 82,337 in February, and 85,869 in January.

☞ Mr. Wilson Shaw has been elected Secretary and Treasurer of the Portland (Me.) Railroad Company.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	....	Allentown.....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	....	....	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,446	9	100	100	....
Sept. 30,'71	10.35	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	380,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,000	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	50	19½
Oct. 31,'71	8.88	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,693	160,178	14,867	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	34	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(P.bg.)Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	42
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,928	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	662,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,439	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Maut. & F'mount (Ph.)Pa.	388,010	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston.....Mass.	277,314	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Bin).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Bin).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	6.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,282	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston).....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	56½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	80
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000	—	5,659	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	....	North Woburn (Boston).Mass.	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	59
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31,'71	12.87	145	25	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,050	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	109	17	Pittsburg and Birmingham..Pa.	135,918	100,000	10,600	57,254	84,896	8,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,162	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,73	150,000	35,900	3,300	47,854	7,025	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.).....Pa	47,465	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,225	573,417	109,300	—	484,034	151,593	15.0	50	30	58
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,776,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	60
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield.....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,107	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	50	19½
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	42	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4 992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	53,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lansingb.)		—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany).....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	95
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,800	200,000	125,000	3,600	17,070	809	—	100	100	....
Oct. 31,'71	2.88	12	4	Williamsport.....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester.....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest Payable.	Principal Payable.	Market Price.
	$	p.c.		
Albany:				
1st Mortgage	40,000	7	J.& J.	1893 ....
Avenue C:				
1st Mortgage	681,000	7	M.& N	1890 ....
Bleecker St. & Fulton Ferry:				
1st Mortgage	604,000	7	J.& J.	1900 ....
Broadway (Brooklyn):				
1st Mortgage	100,000	7	J.& J.	1891 ....
Broadway and 7th Avenue:				
1st Mortgage	1,000,000	7	J.&D.	1894 ....
Brooklyn City:				
1st Mortgage	300,000	7	J.& J.	1872 ....
Brooklyn City & Newtown:				
1st Mortgage	25,000	7	J.& J.	1891 ....
Br'klyn City & Pros. Park:				
1st Mortgage	300,000	7	M.& N	1878 ....
Cambridge (Boston):				
1st Mortgage sinking fund	150,000	6	J.& J.	1891 ....
Central Park, N & E. River:				
1st Mortgage	550,000	7	F.& A	1882 ....
2d Mortgage	200,000	7	M.& N	1890 ....
Citizens' (Pbg):				
1st Mortgage	60,000	7	J.& J.	1879 ....
Coney Island & Brooklyn:				
1st Mortgage	215,000	7	J.& J.	1873 ....
D. Dock, E.Bdw. & Battery:				
1st Mortgage	700,000	7	M.& S.	'74'6 ....
Eighth Avenue (N. Y.):				
1st Mortgage	203,000	7	J.& J.	1891 ....
42d st. & G'd st. Ferry(N.Y.):				
1st Mortgage	216,000	7	A.&O.	1873 ....
Frankford and Southwark:				
1st Mortgage	175,500	7	J.& J.	1877 ....
2d Mortgage	51,500	7	M.&N	1891 ....
Germantown:				
1st Mortgage	250,000	7	J.& J.	1879 ....
2d mortgage	100,000	7	A.&O.	1884 ....
Grand st. P. P. & Flatbush:				
1st Mortgage	200,000	7	.....	....
Green and Coates street:				
1st Mortgage	100,000	7	J.& J.	1876 90
Harl. Br., Morris'a & Fordh.:				
1st Mortgage	137,000	7	J.& J.	1877 ....
Hestonv., Mantua & Fairm.:				
1st Mortgage	125,000	7	J.&D.	1880 ....
Lombard and South st.(Ph.):				
1st Mortgage	62,500	7	.....	1883 ....
Lynn and Boston:				
1st Mortgage sinking fund	50,000	7	J.& J.	1895 ....
Marginal Freight:				
1st Mortgage	500,000	7	A.&O	1871 ....
Malden and Melrose:				
1st Mortgage	60,000	6	A.&O	1890 ....
Middlesex (Boston:				
1st Mortgage sinking fund	99,500	6	J.&D.	1884 82½
2d Mortgage	25,000	7	J.& J.	1874 ....
Ninth Avenue (N. Y.):				
1st Mortgage	167,000	7	J.& J.	1876 ....
Orange and Newark:				
1st Mortgage	200,000	6	J.& J.	'89'1 ....
2d Mortgage	300,000	6	J.& J.	1895 ....
Park Avenue (Bkly):				
1st Mortgage	118,000	7	J.& J.	1891 ....
Philadelphia City:				
1st Mortgage	200,000	7	J.& J.	1881 ....
Philadelphia and Darby:				
1st Mortgage	57,000	7	M.&N	1887 ....
Ridge Av. and Manayunk:				
Coupon bonds (6s & 7s)	62,350	..	J.& J.	1899 ....
Second Avenue (N. Y.):				
1st Mortgage	350,000	7	J.&D.	1877 ....
2d Mortgage	200,000	7	F.& A	1876 ....
3d Mortgage	154,000	7	A.&O	1885 ....
Conv. bonds	315,000	7	M.&N	1885 ....
Second and Third st. (Ph.):				
1st Mortgage	83,700	7	J.& J.	1878 ....
2d Mortgage	15,800	7	A.&O	1876 ....
Sixth Avenue (N. Y.):				
1st Mortgage	250,000	7	J.& J.	1890 ....
South Brooklyn and Park:				
1st Mortgage	80,000	7	J.& J.	1900 ....
Third Avenue (N. Y.):				
1st Mortgage	1,000,000	7	J.& J.	1890 ....
Real estate	619,000	7	var.	var. ....
Troy and Albia:				
1st Mortgage	35,550	7	A.&O.	1890 ....
Troy and Lansingburg:				
1st Mortgage	75,000	7	M.&N	1885 ....
Union (Boston):				
1st Mortgage (R. E.)	75,000	8	J.& J.	1879 ....
Union (Phila.):				
1st Mortgage	300,000	6	J.& J.	1885 ....
General Mortgage	100,000	7	J.& J.	1881 ....
Utica, Clinton & Bingham:				
1st Mortgage	200,000	7	J.& J.	1890 ....
Watervliet:				
1st Mortgage	130,000	7	A.&O.	1887 ....
West Philadelphia:				
1st Mortgage	100,000	7	J.&D	1876 ....
Williamsburg & Flatbush:				
1st Mortgage	125,000	7	A.&O.	1890 ....
Worcester:				
1st Mortgage		7	.....	....
2d Mortgage		8	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlantic and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693.200	— & —	.....
" " pref..100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680 635	— & —	.....
Berkshire*.....100	600,000	J. A. J&O	Apl. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb.pref.100	633 200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M. & N.	May '73 5
Boston and Providence.100	3,950,000	M. & N	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5a
" " pref.100	1,435,900	M. & S.	Mar. '73 5a
Camden and Amboy* ...100	5,847,800	J. A. J&O.	Apl. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,350 400	M. & N.	Nov. '72 1½
" " pref..100	769,600	F. & A.	Feb. '73 3½
Central of Georgia..... 100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey..100	20,000,000	J. & J&O.	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*..... 100	380.000	J. A. J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago,Burl. & Quincy.100	18,652,910	M. & S.	Mar. '73 5a
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10a
" " pref... 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind....100	14,991,275	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11,236,150	F.M.A.N	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	— & —	.....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	Dec. '72 2
Columb. & Hocking Val..100	2,500,000	F. & A	Feb. '73 5
Concord 100	1,600,000	M. & N.	May '73 5
Concord and Ports.*..... 100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv...1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River..... 00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,283	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J. A. J.O.	July '72 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2 000,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,300,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	Jan. '72 3
Eastern (N. H.)..... 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	33,000,000	March.	Mar. '73 1½
" 100	8,538,910	J. & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug.'70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July'68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,686,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J. A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	49 446,500	F. & A.	Feb. '73 4
" " (guar.).100	583,500	F. & A.	Feb. '73 5
Lawrence*..... 100	269,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	2,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468,800	J. A. J.O.	Apl. '73 3½
Little Miami.*..... 50	5,871,450	J. A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,643,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 2
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl.'73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*..... 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4a
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7a
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	14,008,100	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	Nov. '72 5
N.Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug'69 12a
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,296,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J.O.	Apl. '73 2½
Niag Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5a
Northern Central 50	5,842,000	M. & N	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2 823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi...100	19,995,847	J. A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,258,450	J. A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Onwego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama..... 100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newar.*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	242,150	J. & J.	Jan. '73 3
Pennsylvania 50	72 000,000	M. & N.	Nov.'72 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J. S.D.	Mar. '73 3
Philadelphia & Reading 50	32.684,375	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '73 1½
" Special Imp.100	2,000,000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portd., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,998,900	J. & J.	Feb. '73 5a
Rutland*..... 100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'73 3½a
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec*..100	300.000	A. & O.	Oct.'72 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	2,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	297,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Binghan. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Pco. & War. 1st pref.100	1,797,000	— & —	Jn.'70 11-4a
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Jan. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl.'73 4½
Con. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 3
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston) 100	400,000	A. & O.	Apl.'73 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J. A. J.O.	Apl. '73 2
Second & Third St.(Ph.) 50	992,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov.'72 3
South Boston 50	400,000	J. A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.) 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'60 85c
Canton..... .....16½	731,250	— & —	.....
Consolidation(Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	3,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh'p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal 100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Apl. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	113
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	118
.. ..coupon	4,656,000	6	" "	1880	120⅛
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,513,550	6	Jan. & July	1881	118
.. ..coupon	63,807,850	6	" "	1881	120⅛
Loan of Feb. 25, 1862 (5-20s).....registered	30,797,350	6	May & Nov.	1882	114
.. .. .. (5-20s).....coupon	233,292,800	6	" "	1882	118⅛
Loan of March 3, 1863.....registered	53,496,450	6	Jan. & July.	1881	118
.. ..coupon	21,504,550	6	" "	1881	120⅛
Loan of March 3, 1864 (5-20s).....registered	2,296,000	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s).....registered	32,707,750	6	May & Nov.	1884	114½
.. .. .. (5-20s).....coupon	34,413,000	6	" "	1884	118½
Loan of March 3, 1865 (5-20s).....registered	36,454,250	6	May & Nov.	1885	117
.. .. .. (5-20s).....coupon	119,199,600	6	" "	1885	120½
.. .. 2d series (5-20s).....registered	58,807,000	6	Jan. & July.	1885	117⅛
.. .. .. (5-20s).....coupon	148,784,150	6	" "	1885	117⅛
.. .. 3d series (5-20s).....registered	90,902,100	6	Jan. & July.	1887	117⅛
.. .. .. (5-20s).....coupon	224,776,100	6	" "	1887	119⅛
.. .. 4th series (5-20s).....registered	14,155,500	6	Jan. & July.	1888	117½
.. .. .. (5-20s).....coupon	24,472,900	6	" "	1888	117⅞
Loan of March 3, 1864, (10-40s)....registered	140,026,300	5	Mar. & Sept.	1904	111⅛
.. .. .. (10-40s).....coupon	54,541,000	5	" "	1904	113⅛
Consols of July 14, '70 & Jan. 20, '71.registered	128,809,750	5	F. M. A. & N.	1881	117½
.. .. coupon	71,190,250	5	" "	1881	116
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	650,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	403,761,109	*nil.*	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'83-'92	59
.. Bonds (new), '866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'.0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 8,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,466,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,590):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($3,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	74
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'96	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O., Mob. & Chat. R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	646,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271.000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	" "	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	690,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	611,355	6	J. A. J. & O.	1888	104½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'78	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551.500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,832,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863..	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	423,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1885	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	459,000	6	Jan. & July.	'82-'90	94
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	312.000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	97
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	594,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	6	J. A. J. & O.	1875	....
.. General Fund Stock	900,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,788,000	6	Jan. & July.	'72-'92	30
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	17
.. State (new) Bonds, 1867 to 1870	1,559,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	18
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	16½
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882.804	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,369	6	" "	1881	105½
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102⅜
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108
.. Inclined Plane Loan, of April 1840.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,060	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1892	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1892	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	629,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '68-'66...	1.233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct	1888	27
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	18
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	800,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	75
Vermont—($8:2,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'75	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1347.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	Var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1850-'80	579,600	6	" "	"	1850	98
Loan of 1853-'85	1,719,500	6	April & Oct.	"	1885	95
Loan of 1858-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,789,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60[illegible],000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1[illegible],000,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	258,000	7	" "	"	1889	90
1st Mortgage (consolidated)	188,000	7	" "	"	1890	85
Equipment Mortgage	150,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1885	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	39
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,300,000	7	" "	New York.	1899	59½
Mass. I. (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	94
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	91
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y., L. & F.	1906	92½
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	158,350	10	" "	"	'80-'89	102
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	81
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	86½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	86½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,886,000	6*	Jan. & July.	New York.	'95-'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $16,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Can.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'80	94
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	104
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	111½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,913,225	7	Jan. & July.	Boston.	1896	94
1st Mort. (Am. Cen. R.R.) guar.	736 000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	...
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,600,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	66½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N.W.	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N.W.	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1863	97
General 1st Mortgage (193 m.)	3,568,000	7	Feb. & Aug.	" "	1885	99
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,785,000	7	Feb. & Aug.	" "	1882	101½
2d Mort. (Gal. & Chic. 248 m.).	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	90½
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.0.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	103½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
2st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	79
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	102
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July	" "	....	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	85½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	86½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	72½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1860	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1901	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,783,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275.000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept	" "	1881	97½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	106½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Ed River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage. (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (" ")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1889	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59½
Erie Railway:						
1st Mortgage	8,000,000	7	May & Nov.	New York.	1897	103¾
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	99
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	98¼
5th Mortgage convertible	926,300	7	June & Dec.	" "	1888	100¼
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1852	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1837	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnstown & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	109½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	2-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T. W.& W.):						
1st Mortgage	676,000	7	May & Nov.	New York.	1893	90½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	87½
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	6,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y&O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	89½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,460,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,900pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	99
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	25
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	128,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18 3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1-65.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(D L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	2.0,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B's.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1870	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	98½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore) Ap. 1, '69	1.500,000	7	April & Oct.	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1860	98
3d Mort. Oct.1, '57 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (June.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96
1st Mort. Aug.1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch & Tu R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68 (Kal. Aft. & Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	107½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1870	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746.300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1.00	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	280,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.)						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	95½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	84
1st Mort. (Scioto & H.Val. R.R.)	300,300	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontenagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	116½
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,000	8	May & Nov.	" "	1874	89
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	84
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,860	8	" "	"	1883	....
Interest (sterling) bonds	758,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	300,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	79
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.( )gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	1'0,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1864	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,405,000	6*	" "	"	1900	94
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	97½
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln.)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	77
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	98½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	88
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	96
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:)						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	79½
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	101½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	90
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	98,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'76-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.		2,305,630	7	Jan. & July.	"	1893	106
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	96
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv.		2,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	100½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	99
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	" "	1880	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W. & W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	92½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1893	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1889	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1895	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	75½
Rich., Fredericksburg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		296,500	6	" "	Richmond.	1861	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,800	7	June & Dec.	Rich. and	1875	....
1st Mortgage		175,000	6	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	77½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,600pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	482
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	98½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,939,000	7	April & Oct.	New York.	1894	90
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	709,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $480,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	160,000	6	Jan. & July.	Philadelphia.	1873	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1873	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	548,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie June.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,600,000	7	June & Dec.	New York.	1894	90
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	81
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,406,000	7	May & Nov.	" "	1910	75
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95¼
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L 109m.)	2,700,000	7	" "	" "	1900	90½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	75
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	72½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	97
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89½
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	84½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	9½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,00	8	May & Nov.	"	'76-'77	76
Equipment Mortgage	1,000,000	8	" "	"	1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1888	92
Convertible bonds, tax free	200,000	7	" "	"	1879	96
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,206	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	$13,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	81½
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1885	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1898	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	80½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	"	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage coupon or regis	723,000	7	Jan & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1893	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	103½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	95½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	80½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	800,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	92
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,206,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	800,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	76½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." Statewide Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. F. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Apr. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,184	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattahooga.....Alabama.	10,300,000	*	.....	.....	2,700,000	7,600,000	2,000,000	—	296.0	(Operated by Mobile and Ohio.)						100	....
Jun. 30, 1872	81.3	—	4.6	—	15	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)						100	....
Sept. 30, 1871	142.0	—	85.6	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	8,550,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	283,874	1,069,996	267,487	7	100	95½
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)						—	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,421,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	100	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,257	*	.....	.....	567,544	.....	579,081	—	—	(Under construction—No part in use.)						50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	(No returns furnished.)						50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)						100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	25.0	(Leased to Cheshire.)				7,500		100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,983	151,629	—	100	26
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)						100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,300	138,030	1,222,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.& N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)						100	....
Dec. 31, 1871	387.3	58.2	145.0	—	166	79	33	3,386	Atlantic and Great West.N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since Juno 30, 1871.)						100	....
Dec. 31, 1871	287.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,692,283	*	460,243	174,262	4,582,176	2,974,200	632,319	86,084	347.0	636,161	102,800	.....	1,044,688	358,988	—	100	....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	—	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	2	10	4	68	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,800,000	200,000	.....	.....	95.0	(No returns obtained.)						100	....
Dec. 31, 1871	328.2	—	24.7	....	83	35	16	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	—	.....	.....	15,600,000	9,196,500	.....	—	328.2	.....	86,699	.....	1,106,883	460,878	—	100	23
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,054,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper. by Central of Georgia.)				73,000		100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	(Leased to Pennsylvania.)						50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116 984	6,114,631	14,481,841	2,030,269	16,681,762	11,186,186	529,036	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	6	100	172
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								105.5	836,437	.....	.....	783,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	*	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)						100	51
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000		50	....
Dec. 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	14	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,988	10	100	144
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently opened—No returns.)						100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	527,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H.	2,850,000	—	267,192	218,888	1,300,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie ¶.. Mass. & Conn.	28,770.008	—	21 373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760.942	294,177	691,852	135,334	—	100	3
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,900	183,345	1,025,188	821,575	2,679,800	737,000	1,221,500	303,210	70.2	667,699	1,767.952	548,762	1,206,108	252,264	8	100	135
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	—	909,875	392,913	4,921,274	—	646,895	1,012,570	14 .7	1,093,138	3,873 587	486,444	1,994,689	571,117	8	100	121
Sept. 30, 1871	44.0	14 5	62.9	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	2,844.114	—	580,372	110.097	3,950.000	—	20.394	574,189	66.4	587,069	2,642.903	562,585	1,415.481	430,461	10	100	152
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647.004	—	201,861	11,105	424,704	1,664,202	151,107	646,867	87.9	235,107	88,937	107,277	260,999	113,801	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,875,000	—	.....	.....	4,898,000	5,980.000	.....	—	172.0	(In hands of Receiver.)						100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869 500	—	.....	.....	2,286,000	583,500	.....	—	26.0	(Leased to Erie.)						100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532.058	—	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89.343	96,059	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,290.088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased and oper. by Erie.)					7	100	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	988 982	150.612	270,030	.....	750.208	500.000	228,882	—	....	59 937	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,570,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	130.0	.....	80,821	.....	779,589	467,741	—	100	....
Apr. 30, 1872	295.0	58.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031.434	1,695,271	170,454	143,164	2,754.526	10,118,290	724,145	435 681	549.6	1,609,941	249,38	320,574	2,406,840	1,111,881	10	100	109
Jan'y 1, 1872	100.0	—	3.0	16.0	5	5	2	150	Burlington and Southwestern..Iowa & Mo.	1,800.000	180,000	.....	.....	1,050.000	1,200.000	.....	—	100.0	(Traffic guaranteed 40 p. c.)						100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000,000.)						100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,000.)						100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767.075	359,752	39,254	55,960	1,131,719	1,071,655	174,836	—	60.0	.....	376,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	*	.....	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	686,156	*	1,861	4,037	—	683,467	2,776	3,806	28.5	194 m.	28.540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	95,823	41,740	76.5	171,754	246,924	59,248	308,928	76,970	8	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	—	—	—	350,000	200,000	—	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	474,067	—	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	64 669	22,330	321,861	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,850	.....	—	98.5	430,351	.....	497,455	654,829	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538.000	—	.....	.....	294,469	250.000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,274,000	*	.....	.....	7,620.000	3,614.000	.....	—	—	(Leased to C. & N. W.)					—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,728,700	*	.....	.....	1,000.000	3,200.000	.....	—	100.0	(No returns obtained.)				1,379,540	493,449	2½	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	600.5	.....	.....	.....	3,689,954	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000.000	—	.....	.....	6,000.000	4,000,000	.....	—	180.0	.....	44,377	92 866	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	129	44	6,864	Central of New Jersey.....New Jersey.	16,736,659	6,891,559	1,489,574	2,077,943	16,182,150	7,808,589	873,477	330,620	271.7	3,762,373	3,944,103	990,591	6,841,379	3,035,235	10	100	101
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500.000	—	.....	.....	3,000.000	2,500,000	.....	—	137.1	1,206,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶...California.	129,432.717	5,734,303	.....	.....	64,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,992,854	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,811.920	*	206,804	65,182	2,578.000	2,100,000	250.000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,889	*	.....	.....	635,355	400,000	60,484	—	22.8	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	89	21	13	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,350	11,426,257	1,254,900	—	223.1	461 522	133,427	99,596	765,265	290,008	—	100	....
Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire.....New Hampshire.	2,689,497	*	304,930	84,463	2,163,300	834,262	—	90,733	53.5	586,380	197,274	370,840	787,815	157,447	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	159.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,169	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	300,045	1,025,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225		10.0	52,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	[illegible]	.....	1,656,000	1,871,000			100.0	260,152	100,989	59,511			—	100	....
Dec. 31, 1871	109.0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,560	100,707		—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	382,011	*	.....	.....	283,745		99,267		22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilmen, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2					Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0					*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....		239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....		94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	238	89	3,988	Grand Trunk ¶.....Canada.	95,595,830	*	6,421,233	2,061,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,823,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	6½	100	....
Sept. 30, 1871	8.0	—	0.6	—					Greene.....New York.	320,386	.....	.....	.....	200,000	.....	120,386	.....	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	8	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....		....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—					Greenwich and Johnsonville.....New York.	273,893	—	.....	.....	130,000	130,000	.....		14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....		5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—					Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	319,600	.....		28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—					Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....		70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—					Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....		52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,226	111,264	9,254,924	9,508,000	2,679,808	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	401
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	113,300	50,000	.....	38,189	7.8	19,200	75,124	13,019	62,682	21,242	—	100	....
Jan. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850		222,150		12.2	41,952	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—		5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509		116.0	184,414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	86.0	18.0	17.6	—					Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....		—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N. Haven and Hartford R. R.)						.....	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford. Prov. and Fishkill ¶. Conn. & R. I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4					*Hastings and Dakota*.....Minn.	710,000	.....	.....	.....	703 000		7.000		47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	160,000				5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—					Holly, Wayne and Monroe .....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....		—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—					Holyoke and Westfield.....Mass.	450,000	.....	.....	.....	200,000	200,000	50,000		10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	380	Housatonic .....Connecticut.	2,105,558	.....	261,663	306,847	2,000,000	391,000	67,899		119.8	321.60	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804		5,636		93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	1,796,682	943,561	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	16	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,200	2,008,096	.....		62.5	197,972	52,246	453,182	378,089	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370		1,110.9	5,710,854	1,286,584	1,831,944	8,401,142	2,732,847	10	100	117
Dec. 31, 1871	65.5	—	3.3	—					Illinois Grand Trunk.....Illinois.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....		65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5					Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000		—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 20, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,043	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517		217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago. Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589.143	222,168	600.000	3,338.000	702.486		72.0	.....	.....	.....	671,557	286.415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,462,000	3,150,000	32,717		117.0	215,052	.....	.....	255,684	68,704	—	100	....
Dec. 31, 1871	183.7	—	6.1	—					*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....		183.7	(Leased to Illinois Central.)			364,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	5.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....		73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15.300	37,705	130,009	30,000	10,651	204,977	13.0	.....	25 88.	120.501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....		11.0	11.380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	16	10	5	166	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263.757	121.0	281,840	[8 months.]		357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.6	—					Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....		—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	883	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506.342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—					Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	.....	.....	1,500.000	500,000	.....		—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—					Joliet and Northern Indiana....Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....		—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—					Junction (Phila.).....Pennsylvania.	898,320	.....	.....	.....	185,250	800,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	305,000	400,000	.....		42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—					Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....		58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—					Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....		32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.8	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260 2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	.....	990,000				35.0	(Recently opened.—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—					Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....		—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,369	8,972,500	26,116,350	1,610,905		672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	80	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2 020.000	6.750		....		(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271		80 0	969.043	297,828	1,628,906	874,410	379,077	—	100	....
Dec. 31, 1871	80.0	—	4.0	—					Lafayette, Bloomington & Miss..Illinois.	2,300,000	.....	.....	.....	1,000.000	1,300,000	.....		—	(Leased to Tol. Western.)					—	50	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	785,073	.....	.....	.....	117,073	666,000	.....		—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—					Lake Ontario Shore Line.....New York.	64,309	.....	.....	188,261	192,510	.....	.....	.....	—	(Under construction.)					—	100	....
Dec. 31, 1871	5 0.0	538.9	353.5	146.8	346	161	64	6,096	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	43,311,203	10,430,333	6,066,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,075.8	10,178,603	1,945,102	3,725,425	14,797,975	4,884,369	8	100	91
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	.....		—	.....	(Recently opened.)				—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	84.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,905	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,116	—	—	—	135,300	—	74,700	—	7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124 3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	138
Sept. 30, 1871	362.0	*	26.2	104.0	88	21	19	480	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,216	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,748	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	228.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	788,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	18	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	(No a	ccounts o	btainable.)						72.0		(No accou	nts.)			—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	886,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	95
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	76
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	110
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	—	—		(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	....	1,700	0.	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m.	.....	—	278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,887	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	128½
Dec. 31, 1871	113.0	52.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	—	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	53½
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	.....	450,000	—	2,767	24,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	63.0	19.7	—	87	43	24	1,372	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	34,259	24,030,000	6,534,850	298,943	—	393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	43½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	64
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,600	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,600	1,099,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	*	.....	.....	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogdensburg.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,309,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	16	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000	.....	—	21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	*Pacific* of Missouri ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	—	471.3	.....	669,200	.....	3,597,299	947,801	—	100	49
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	—	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	—	—	—		(Under	construct	ion.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	26	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.5		(No | returns.)			—	100	111
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	.....	—	34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	.....	—	14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	.....	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	.....	—	15.1		(Leased t | o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	.....	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,160	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	.....	—	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	113½
Dec. 31, 1871	47.0	15.9	67.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	228
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098	—	—	—	132,412	700,000	100,000	—	—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	.....	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	82.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	383,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned o	ver to Co	Dec. 1, 1871.)		—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	—	—	57,200	100,000	57,381	—	6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	166	Petersburg ¶	Virginia.	1,719,113	*	.....	63,753	1,342,200	358,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	55,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,808,848	177,744	.....	.....	220,666	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	—	.....	.....	8,450,000	14,000,000	149,362	—	298.8	2,480,206	684,854	1,828,491	3,542,264	842,596	—	50	52½
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	176
Nov. 30, 1871	98.4	179.7	442.7	—	348	467	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,892,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	116
Dec. 31, 1871	20.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	118
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,292	446,515	10,997,900	1,745,000	284,988	496,589	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	114½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	—	—	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Reading	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	26.6	—	102	34	18	1,619	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	18,030,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,639	.....	14,169	Loss.	—	50	....
Oct. 31, 1871	140.0	1.0	24.6	—	30.	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,969	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	96	54	5,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—		(Leased to Boat	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,230	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3 0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	681,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	61.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585,069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	130
May 31, 1872	50.6	—	....	60.0	2	—	—	—	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—		(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	95
Sept. 30, 1871	53.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	....	40.208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	5	58.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	50,000	54,977	184,715	45.3	454,672	[1,398,891	452,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715		97.0	164.049	28,994	69,167	348,423	144,149	8	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	—	44.0	69,127	.....	.....	48,000	8,000	—	50	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	807,268	1,000,000	1,033,742	—	—	48.0	211,872	122,523	294,497	237,347	68,806	—	100	106
Sept. 30, 1871	71.0	110.0	37.0	—	36	65	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	.....	.....	181.0	724,626	623,731	457,484	1,576,494	441,122	7	100	
Sept. 30, 1871	140.0	50.1	18.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	431,009	6,936,817	.....	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,249,989	*	454,801	160,946	1,509,829	735,554	114,075	504,775	.....	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	———	.....	.....	557,560	———	5,000	———	———	(Leased	to Erie at	48 p. c.)	.....	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	93	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	———	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	———	.....	———	———	20.0		(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,011	113,073	2,998,900	100,000	8,961	.....	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	———	———	....	65,501	113,783	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	18	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	———	———	259.0	(Leased	to Vermont Central.)					—	100	9
Apr. 30, 1872	192.0	—	....	89.0	.....	.....	.....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	———	———	112.0		(No returns furnished.)					—	100	....
Dec. 31, 1871	54.0	5.0	8.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	.....	59.0	211,592	62,958	86,962	142,770	46,898	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	———	256,483	4,340,000	7,000,000	260,483	———	———	236.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶....Missouri.	15,236,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	.....	209.0	732,466	526,615	434,963	1,636,904	667,319	—	100	91
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	———	———	———	2,623,850	2,725,000	———	———	———	———	(Leased	to Chicago and Alton.)			240,000		—	100	55
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	.....	571.0	(Sold	August 29, 1871—No returns.)					—	100	55
Dec. 31, 1871	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	.....	...	(Completed in	January 1872.)					—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,780,231	*	.....	.....	99,662	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,694,240	220,419	1,968,600	16,206,500	318,423	5,318,636	.....	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	———	511,338	140,566	———	122.0	304,866	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	19.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,962	———	———	2,295	243,305	226,000	1,063	———	———	———	(Leased	to Boston and Lowell.)				17,711	14	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	———	———	116.3	682,303	141,568	178,287	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,148	1,900	———	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	16.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	———	150,000	281,900	.....	———	———	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	———	———	54.0	[14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	———	———	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	———	———	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	———	———	———	869,450	700,000	.....	———	———	28.0	206,515	41,009	750,445	334,067	132,071	6	55	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	———	———	45.5	60,500	32,313	34,321	79,481	28,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,600	*	.....	.....	2,667,600	1,629,000	.....	———	———	167.0		(No report furnished.)					—	100	....
Dec. 31, 1871	187.0	106.0	12.1	—	45	21	25	486	South Carolina ¶.....South Carolina.	9,499,264	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	———	———	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259,685	150,000	8,681	106,727	.....	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.).....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	———	———	66.0	338,420	611,784	67 077	408,615	142,987	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,850	*	27,430	.....	1,714,732	1,640,000	10,529	———	———	89.0	108,148	123,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	———	3,825,000	4,592,000	1,000,000	———	———	135.0	371,130	44,325	105,333	468,895	8,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	———	———	1,250,000	222,000	432,083	———	———	66.0	.....	49,466	.....	301,649	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	———	———	4,000,000	4,000,000	———	———	———	....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,790	*	558,291	———	700,000	200,000	40,000	———	———	13.0	59,980	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	———	———	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	———	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	8	221	Tioga .....Pennsylvania.	849,152	381,640	———	———	580,900	243,000	———	———	———	84.0	216,282	100,042	845,385	455,949	39,500	—	53	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	18	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	———	———	5,700,000	6,450,000	———	———	———	246.0	1,010,340	187,708	805,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	198,785	1,022,463	———	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	69½
Sept. 30, 1871	34.9	—	9.1	—	18	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,592,000	1,899,000	62,269	———	———	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch)..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	———	———	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	———	178.2	.....	.....	.....	7,563,679	2,618,978	10	50	120
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	———	———	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,568,000	.....	.....	———	———	89.3	158,800	244,486	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	———	———	———	(Leased	to Vermont Central.)					8	100	59½
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	———	———	5,000,000	8,000,000	———	———	———	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,584	284,674	26,466	2,860,000	760 000	218,767	96,128	———	88.1	247,069	244,819	150,376	562,238	162,372	2	100	85
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	———	———	140.0	252,988	88,413	87,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	60	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	———	———	47.5	(Recently opened—No returns.)					—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	———	———	———	1,800,000	1,261,400	———	———	———	———	(Leased	to Del., Lacka and Western.)					7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,182	———	———	———	225,000	85,000	———	———	———	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	———	———	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	12	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	———	———	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	16.5	—	23	14	9	218	Western.....Alabama.	4,767,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	———	———	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	138.0	—	13 8	—	54	29	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	306,088	.....	———	———	138.0	966,389	.....	364,828	1,597,748	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	———	———	54.5	167,402	131,671	92,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,760,263	———	———	———	1,022,450	1,800,000	907,813	———	———	———	(Leased	to Pennsylvania.)					—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	———	196.5	528,888	190.059	284.867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	———	128.9	300,658	567,681	112,346	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	———	———	168.0	143,269	13,340	42,937	235,616	82,479	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	———	———	162.0	.....	.....	(20 mos.	735.818	216,935	—	100	....
Oct. 31, 1871	68.0	—	8.1	—	21	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757.729	1,973,600	118,704	———	———	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,621	125,598	1,456,200	1,580,100	51,230	153,905	———	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,638	———	———	143.5	247,360	70,848	126,839	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	———	187,617	———	45.7	314,467	356,264	328,372	569,764	181,067	10	100	134½
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	———	258,679	151,967	2,031,988	2,039,150	1,825	———	———	12.5	———	———	.....	414,202	275,342	4	50	....
Dec. 31, 187.	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	———	———	———	8,229,594	———	———	———	———	184.5	———	———	———	———	———	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	———	———	———	1,633,350	800,000	———	39,087	———	60.0	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	98
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	———	17,635,580	.....	15,000,000	10,000,000	.....	———	———	108.0	———	———	1,428,755	113,361	loss.	10	100	114½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	———	———	———	5,847,400	———	———	———	———	65.5	———	———	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	———	19,323,506	.....	8,789,850	15,028,656	———	———	———	108.0	———	———	982,188	578,462	31,078	5	50	81
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.....Penn.	1,132,452	———	———	———	1,003,800	110.000	8,179	———	———	85.0	———	———	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	———	———	110,570	2,240.000	1,021,965	197,818	82,206	———	103.0	———	———	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	———	———	———	4,457,150	2,806,000	460,000	———	———	360.0	———	———	1,029,287	649,593	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	———	———	———	4,463,048	8,617,099	86,694	———	———	108.3	(Leased	to Phila. &	Reading.)		651,420	687,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,867,105	———	———	———	2,002,710	2,636,310	270,605	———	———	84.0	———	———	501,674	144,099	67,308	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	———	———	———	2,907,850	3,000,000	———	———	———	84.0	———	———	127,287	58,690	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,725	—	.....	.....	1,100,000	748,000	100,725	———	———	123.0	(Leased	to Pennsylvania.)					—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— @ 60	—
Gartsherrie		— @ 58	—
Glengarnock		— @ 53	—
Eglinton		— @ 51	—
Pig, American, No. 1		— @ 50	—
Pig, American, No. 2		47 @ 48	—
Pig, American, Forge		40 @ 42	—
Bar, Refined, English and American		110 @ —	—
Bar, Swedes, assorted sizes	(gold)	137 50 @142	50
—STORE PRICES.—			
Bar, Swedes, 1½ x⅜ & ¼ 1½ x ⅜ to ⅝ sq. 1¼ to 5x⅜ to ½ & ⅝ to 2 sq. 6 to 12 x ½ & ¼		150 @160	—
Bar, Refined, ½ to 2 in. rd. & sq.—1 to 6 in. x ½ to 1 in		— @100	—
Bar, Refined, 1½ to 6 by ½ & 5-16 in		— @105	—
Bar, Refined, 1 & 1¼ by ½ & 5-16		— @107	50
Large Rounds, 2½ to 2¾ to 3¾ to 4 in		110 @120	—
Scroll		120 @165	—
Ovals and Half-round		125 @145	—
Band, 1 to 6 in. by 3-16 to No. 12		— @117	50
Horse Shoe		— @125	—
Rods, ⅜@3-16 inch		105 @150	—
Hoop, ½ by No. 22 to 1 & 1¼ by 13 & 14		125 @172	50
Nail Rod	per lb.	— 9½@ —	9¾
Sheet, Russia, as to assortment	(gold)	16 @ —	17
Sheet, Single D. and T. Common		— 6¾@ —	7½
Sheet, Doubles and Trebles, Charcoal		— 7½@ —	8½
Sheet, Galvanized	List. 10 per ct. disc.		
Rails, English	(gold) per ton.	— @ 70	—
Rails, American, at Works in Penns. c'y.		— @ 80	—
Anvils, (Eagle)	per lb currency.	— 9 @ —	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18½@ —	23
English Spring (2d and 1st quality)		— 9½@ —	10½
English Blister (2d and 1st quality)		— 14 @ —	18½
English Machinery		— @ —	14½
English German (2d and 1st quality)		— 12½@ —	14½
American Blister		— @ —	11½
American, Cast, Tool		— @ —	17
American, Cast Spring		— @ —	11
American Machinery		— 11½@ —	12
American German Spring		— 9 @ —	—

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	5 @	5 25
8d. and 9d.	"	5 25 @	5 50
6d. and 7d.	"	5 50 @	5 75
4d. and 5d.	"	5 75 @	6 —
3d.	"	6 50 @	6 75
Cut, 2d and 3d. Fine		7 25 @	7 50
Cut Spikes, all sizes		5 25 @	5 50

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— — @	37½
Straits	(gold).	— 32 @	32½
English	(gold).	— — @	32

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box. 11 75 @12	25	14 — @	14 50
I. C. Coke	8 75 @10	50	11 75 @	12 50
Coke Terne	8 50 @ 9	50	10 25 @	11 25
Charcoal Terne	10 25 @11	—	12 25 @	13 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 10½@	—	10½
Crude, 40 @ 47 gravity (in shipping order)	— 14½@	—	14½
Refined, Standard White (in ship'g order)	— 20½@	—	21½
Refined, S. W. (in jobbing lots)	— 21½@	—	22
Refined, S. W. (in tin)	— 27 @	—	29
Naptha, Refined, (65 @ 73 gravity)	— 10 @	—	11
Residuum....(in shipping order)	per gall. — 11 @	—	11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.	— @	43
Copper, Bolts	— @	45
Copper, Braziers' (over 16 oz.)	— @	45
Copper, Nails	— @	45
Copper, Old Sheathing, &c., mixed lots	28 @	30
Copper, American Ingot	— @	33
Copper, English Pig	— @	30½
Yellow Metal, New Sheathing & Bronze	— @	27
Yellow Metal, Bolts	— @	32
Yellow Metal, Nails, Sheathing & Slating	27 @	30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb. 6 02½@	6	75
German Ordinary	(gold) — @	6	75
English	(gold) 6 75 @	7	12½
Bar	— @	9	25
Pipe	— @	10	50
Sheet	— @	10	50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. per lb. Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Authracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 @	18 —
Liverpool House Cannel		— @	20 —
Anthracite (by cargo)	per ton of 2,000 lb. 5 @		6 —

New York Stock Exchange.

Actual Sale Prices for the week ending April 30.

	Th. 24.	F. 25.	Sat. 26.	M. 27.	Tu. 29.	W. 30
Boston, Hart. & Erie	3½	....	3½	....	3½	3½
Canton Co	....	....	....	....	....	....
Central Pacific 6s	102½	103½	102½	103½	....	103½
Central of N. Jersey	100	....	100½	....	101	101
Chicago & Alton	110½	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	95	....
Chicago, Burl. & Q.	110½	....	....	....	....	109½
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	81½	81½	81½	....	....	....
" pref.	87	87½	87	86½	....	....
" 1st M.	....	98½	99	....	....	....
" S. F.	....	101	....	....	....	....
" Consol.	91½	....	90½	....	....	....
Chic., Rock Isl. & Pac.	108½	108½	108½	107½	108	108½
Chi., R. I. & Pa. 7s, 1896	103½	103½	102½	103½	....	....
Clev., Col., C. and Ind.	85½	85½	86½	87	....	87½
Clev. & Pittsburg guar.	88½	89	88½	89	88½	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	100	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	38½	39½	39½	37½	37½	37½
" 1 M.	....	86½	86½	86½	....	....
" 2 M.	73	....	72½	....	72½	72½
Del. & Hudson Canal	114	115	115½	115½	....	114½
Del. Lack. & Western	100½	99½	99½	....	99½	101
" 1 M. 7s	101	....	....	....	100½	100½
" 2 M 7s	....	98	97½	....	....	....
Erie Railway	64½	65½	65½	64½	64½	64½
" pref.	76	....	....	....	....	....
" 1 M. 7s, 1897	103½	....	....	....	....	....
" 2 M. 7s, 1879	98½	....	....	99½	....	....
" 3 M. 7s, 1883	....	99	....	....	....	....
" 4 M. 7s, 1880	....	....	98½	....	....	....
" 5 M. 7s, 1888	....	....	....	100½	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	89½	....	89½	....	....	....
Hannibal & St. Joseph.	42½	42	42½	41	40½	40½
" pref.	....	....	....	....	....	....
" 8s, conv.	87½	....	....	87½	87½	87½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	104½	....	104½	104½
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	117½
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92½	93	92½	91½	91½	91½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	105
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	104½	....	....	....	....	....
" 2 M.	....	....	....	....	99½	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul.	60½	60½	59½	57½	57½	57½
" pref.	73	73½	73½	72½	....	72½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	94	....	94	....	....	....
" H. & St. J. 1ss	....	....	....	90½	....	....
Morris and Essex	92	91½	91½	91½	92	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	97	....	....	....	97½	97½
N. Y. Cen. & Hud. Riv.	101½	101½	101½	100½	100½	100½
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s. S. F. 1883	....	....	....	....	....	....
" 6s. S. F. 1887	....	....	....	....	....	....
N. York and Harlem	125½	123	123	124	125	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	103	....	....	....	....	....
N. York, N. Hav. & Hart.	....	....	....	133	....	....
N. Carolina 6s. old	....	....	....	....	....	....
" new	....	17	....	....	....	....
Ohio and Miss.	44	44½	44½	43½	43½	43½
" pref.	73½	73½	74½	....	....	....
" 2d M.	84½	85	85	....	....	....
Pacific Mail S. S. Co.	58½	58½	58½	55½	56½	57½
Panama	108	108	....	107½	107½	111
Pitts., Ft. W. & Chi. gtd.	....	....	93½	....	....	....
" 1 M.	....	106½	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	40	....	....	39½	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	52
Tennessee 6s, old	80	79½	....	80½	....	....
" new	....	....	....	....	....	79
Tol., Wab. & Western	70½	68½	70½	69½	69½	69½
" pref.	....	....	....	....	....	....
" 1 M.	93	....	....	95	95½	....
" 2 M.	....	....	91	94	....	....
" Equipment.	85	....	....	....	....	....
" St. Lou. Div.	90	....	91	90½	....	....
Union Pacific	32½	32½	32½	30½	31½	31½
" 1st mort.	87	87	87	86½	86½	86
" L. Gt. 7s	74½	75	73	75	75	75
" Inc. 10s	72½	73	73½	75	72½	72½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	53½
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending April 30

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	111½	....	....	....	....	....
U. S. 5s, 10-40s, coup.	113½	112½	113½	....	....	113½
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	116½	....	116
U. S. 6s, 1881, reg.	117½	....	117½	117½	....	....
U. S. 6s, 1881, coup.	120½	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	118½	118½	118½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	118½	118½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	120½	120½	....	....	120½	....
U. S. 6s, 5-20s, r. n. '65	....	....	117½	....	....	....
U. S. 6s, 5-20s, c. n '65	117½	117½	117½	117½	117½	117½
U. S. 6s, 5-20s, reg. '67	....	....	117½	....	....	117½
U. S. 6s, 5-20s, c. 1867	119½	119½	119½	119½	119½	119½
U. S. 6s, 5-20s, reg. '68	117	....	....	117½	....	....
U. S. 6s, 5-20s, c. '68	117½	....	117½	....	117½	....
U. S. 6s, Pac. R.R issue	115	....	115	115½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending April 29.

	W. 23.	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29
Catawissa preferred	....	....	45½	45½	45½	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	96½	....	....	97
" 6s, 1883	....	....	91½	....	....	....
" 6s, 1889	....	....	....	89½	....	....
" mort. 6s, '89	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	40	39½	40½	41	41	40½
" 6s, 1884	....	....	....	....	....	....
" Gold L.	....	92½	92½	....	93	93½
" R. R. L.	....	....	....	....	....	....
" Conv. L. '77	....	....	83½	....	....	....
Lehigh Valley R. R.	60	60	59½	60	60	60
" 6s new coup.	98	....	....	....	....	....
" 6s new reg.	98	98	98½	98	....	98½
Little Schuylkill R.R.	....	....	....	....	....	46½
" 7s	....	....	....	....	....	....
Minehill	....	52½	52½	52½	52½	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	125	....	....	....
North Pennsylvania	....	....	47½	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	100½	100½	....	100½
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	88	....	....	....
Oil Creek & Alleg. Riv.	33½	33	33	33	....	32
" 7s	....	....	75	....	....	....
Pennsylvania R. R.	57	56½	57	57½	57½	56½
" 1st M.	....	....	....	....	100½	....
" 2d M.	....	....	....	....	....	....
" Gen. mort.	....	91½	....	....	92	93
" " reg.	94½	94½	95	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	109	109	....	....	....	....
Philadelphia City. 6s	97½	97½	....	....	....	....
" new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	58	58	58	58	58½	58
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	91½
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	14½	14½	....	14½	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	81	....	....	....	....
United Co. of N. Jersey.	119½	119½	119½	119½	119½	120
Hestonville, (Horse)	....	....	19½	....	....	....
Chestnut & Wal.	....	59	....	59	....	....
Green & Coates	....	....	....	49½	....	....
2d and 3d streets	....	....	58	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending April 29.

	W. 23.	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29
Baltimore City 6s, 1875	....	....	97½	....	97½	98
" 1886	....	....	....	....	....	....
" 1890	....	96½	....	99	99	....
" 1884	....	....	....	....	....	....
" 1900	....	98	....	98½	....	98½
Balt and Ohio	....	172	172	....	....	....
" bonds, 1875	....	....	....	....	....	98½
" " 1880	....	97	....	....	98	....
" " 1885	....	....	....	95	....	....
Marietta & Cin. 1st M.	....	100	....	....	....	99½
" 2d M.	....	....	....	93½	93½	....
" 3d M. 8s	....	84	....	84½	84	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	85	85	85	....	85	....
Pittsb. & Connellsv. 7s	94½	....	94½	....	95½	95½
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	53½	53½	....	....	....	53½
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending April 30.

	Th. 24.	F 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30
Boston and Albany ...	149⅜	149	144⅝	144	144½	144
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....	120¾	....	....	....	....	121½
Boston and Providence.....	152½	152½	....	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s, new	38⅞	39	39	39½	. ..	....
Cheshire, pref.....	76	....	76½	....	....	76½
Chi., Burl. & Quincy...	110½	110½	110⅞	....	110	110
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	106½	....	107	107	107	107
Fitchburg.....	134½	134½	134½	134½	134½	134½
Manchester & Lawr'ce....	....	....	....	....	....	....
Michigan Central.....	106	106	106½	105½	105½	105½
Northern, N. H.....	....	....	110	....	110	110
Ogdens. & Lake Champ....	. ..	....	....	....	....	....
" pref.....	98	....	98	....	....	....
Old Colony	112	112½	112½	112	112	111⅞
Ph., Wil. & Baltimore..	57	....	....	56⅞	57	57⅛
Portl'd, Saco & Ports.....	130	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.....	....	84½	84⅞	84⅞	84⅞	....
" Land Grant 7s....	....	....	74½	74½	74	74
" Income 10s...	72½	72½	72½	72	71½	....
Vermont & Canada.....	59¾	....	....	....	....	....
Vermont & Mass.....	....	....	....	....	....	85
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	....	102½
Metropolitan	....	56⅞	....	56½	56⅞	56⅞
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	34	....	....	....
Copper Falls	28½	29	30¼	30½	....	....
Franklin	7½	7½	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	12½	....	12½	12½
Quincy	46½	46	....	47	47½	....

London Stock Exchange.

	—Closing Prices.— April 4.	April 10.
Atlantic & Gt. W. 1st mort., $1,000..	80½ — 81½	80½ — 81½
Do. 2d mort., $1,000.....	71½ — 72½	70½ — 71½
Do. Con. mort. B'nds Bisch's Cert.	54 — 55	52 — 54
Do. Reorg. Scrip.....	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds....	92 — 93	93 — 94
Detroit & Milwaukee 1st mort. Bonds	73 — 75	73 — 75
Do. 2d do.	70 — 75	70 — 75
Erie shares 100 dol. all paid....	50½ — 51	51½ — 51¾
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds..	95½ — 96⅛	95½ — 96½
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid..	89 — 91	91 — 93
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88
Michigan Central 8s 1882, conv.....	85 — 90	85 — 90
Panama 2d mort.....	— — —	— — —
Panama General mort.....	95 — 97	95 — 97
Pennsylvania, 2d mort.....	97 — 99	97 — 99
Do. General mort.....	98 — 99	98 — 99
Do. $50 shares.....	45 — 47	44½ — 45½
Philadelphia and Erie 1st mort.....	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, May 3, 1873.

Stock Exchange and Money Market.

Money has been in more liberal supply during the week, but the demand for accommodation has been quite active, especially from speculative sources, and call loans have been generally quoted up to from 7 per cent in currency and gold, to $\frac{1}{16}$th of one per cent commission, added to the legal rate, for the use of funds from day to day, though toward the close the symptoms were favorable to an easier movement for the borrowing interests. The total failure of the Atlantic National Bank, through the defalcation of its cashier, tended to disturb confidence, and was made the utmost of by the operators for lower values at the Stock Exchange. In the discount line, there was rather more animation within the range of from 8@12 per cent per annum, for the best grades of business paper. The May gold interest on the public debt, prepayment of which began on Monday without rebate, amounted to $17,174,882, of which about $15,000,000 is yet to come out. On Wednesday the Treasury redeemed in legal tender notes $390,000 three per cent certificates, and on May 31st will redeem $325,000 more. On June 1st the redemption of $50,000,000 of called 5 20 bonds begins. On July 1st the Treasury will disburse about $25,000,000 gold and $1,938,705 currency, interest on public debt. These, with other free disbursements of interest and dividend Monies, in May and July, promise much relief to the general market. The city banks made an addition of $1,070,800 to their legal tender reserve, and of $1,053,300 to their deposit account, while reducing their loan and discount averages $888,700. A further slight loss of specie, and a trifling addition to the item of circulation were reported. The daily exchanges of the banks, through the week, were on a reduced scale. The U. S. Sub Treasury augmented both its coin and currency reserves handsomely. The banks are still deficient in their obligatory reserve, the last statement showing that they had $309,275 less than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of over $\frac{5}{8}$ths of a million to its coin balance, and $\frac{3}{4}$ths of a million to its currency reserve. Its currency reserves at the close of the week were $18,444,418; and its coin hoard, $43,288,563.

The clearances of the banks averaged through the week 115⅝ millions a day, and amounted in the aggregate, for the whole week, to $693 515,940 as against $862,472,883 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $729,968 and its coin reserve $656,967 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $15,989.700, against $18, 112,500 same time last year. The city bank deposits are now $188,220,600 against $203,139,100, week ending April 27, 1872. The legal tender reserve amounts to $37,690,600, against $45 527,400 same time last year. The circulation now stands at $27,737,700 against $27,840 000 same time last year. The loans are now $269,301 900 against $274,926,500 at this date last year.

The receipts at the Sub-Treasury in April were $50,110,754, including $10,063,200 from Customs, payments, $44,620,091, including $4,272,796 of coin interest.

The coin reserve of the city banks is now about 15⅞ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is about 87⅝ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 188¼ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $3,095,579 of currency, and $4,981,141 of gold, the latter including $2,410,618 from customs; and disbursed $2,365,611 of currency and $4,324,164 of gold, the latter embracing $661,581 of coin interest.

Government revenues were on a moderate scale last week. The excises yielded within the week about 1½ millions, and thus far in the current fiscal year beginning with July 1, 1872, $93,153,104. The customs at the port of New York, for the week, were $2,410,618, and at the outports, about $825,000 more, in coin or coin certificates.

The cash balances under the control of the Treasury Department on Tuesday were as follows: Currency, $3,046,844; special deposit of legal tenders for the redemption of certificates of deposit, $29,000,000; coin, $76,151,320. Coin certificates outstanding, $26,323,800. Legal tenders outstanding $357,835,982.

Gold has been less active and quoted cheaper, the later dealings indicated a more confident speculative inquiry. The customs and export drain were comparatively moderate. The range of the price during the week has been from 116⅞ @117⅞ and the closing quotation on Wednesday was 117¼ against 117½ on Wednesday of the preceding week. The specie outflow last week, was $773,018. The Gold Exchange Bank clearances have averaged about 59½ millions per day during the week.

The customs demand for Gold last week, averaged $401.700 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $38,130, and thus far in 1873, have been $1,097,018 against $622,639 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $113,052,850 against $133,594,403 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $63,055,376, against $65,087,254 during the same time in 1871-2.

The export drain of specie was $773,017 last week, against $1,715,619 same week preceding year. The shipments since July 1, 1872, have been $52,987,129 against $31,540,250 during the same portion of 1871.

Foreign Exchange has been moderately active and held with rather more confidence. Bankers' sixty day bills on London closed at 108⅛@108¾; sight bills on London, at 109⅜ @109⅝. The week's exports of Domestic Produce have been to the currency value of $5,855,290.

Under the Treasury programme for May, Government proposes to sell through the Sub-Treasury Gold to the amount at least of $6,000,000 as follows: Thursday, May 1, $1,000,000; Thursday, May 8, $1,500,000; Thursday, May 15, $1,000,000; Thursday May 22, $1,500,000; Thursday May 29; $1,000,000. And to buy in a million of Five-Twenties as follows; Wednesday, May 7, $500,000; Wednesday, May 21, $500,000.

Government securities have met with a ready sale at generally strong and buoyant prices.

U. S. sixes of 1881 closed on Wednesday of this week at 120⅞@121; U. S. Five-Twenties of 1862, 118¼@118¾; U. S. Five-Twenties of 1864 at 118½@118¾; U. S. Five-Twenties of 1865, 120½ @120¾; U. S. Five-Twenties of 1865 consolidated 117¾@117⅞; U. S. Five Twenties of 1867, 119⅝ @119⅞; U. S. Five-Twenties of 1868, 118@ 118¼; U. S. Ten-forties at 113¾@114; U. S. Fives of 1881 (Funding Loan) 116@116¼; Six per cent. currency Sixes from 114⅞@115¼.

State bonds have been more sought after and held with more confidence.

The Railway and Miscellaneous share speculation has been fairly active, but at an irregular range of prices, the fluctuations having been frequent, and rather violent. The later dealings indicated more steadiness.

Railway Mortgages have been in fairly active demand on investment account, and the more substantial issues have been held more firmly.

Central Pacific Sixes have been in good request closing at from 103½@104. Chesapeake and Ohio Sixes have been in good demand and quoted up to 88 and interest. Western Pacific Sixes have been more sought after at 95. The Northern Pacific 7-30 Loan has been selling quite readily at par and interest.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 16.	April 23.	April 30.
Consols	93½	93½	93⅝
U. S. 5-20s, 1865	94¼	*91⅝	92
" 1867	93⅝	93¾	93¾
" 10-40s	89¼	89¼	89¼
New Fives of 1881	90⅞	90	90
Erie	51¼	51⅛	50½

* Ex-May coupon.

The May coupons of the first mortgage six per cent bonds of the Chesapeake and Ohio Railroad Company are now being paid at the banking office of Messrs. Fisk & Hatch.

The Metal trade is reviving very slowly. Copper has been quoted about steady, with a limited inquiry almost wholly for job lots. Sales, 50,000 lbs. Lake at 83c., and 59 tons English best selected, at 30½c. Scotch Pig-iron has been further depressed on a restricted trade; sales, 150 tons Glengarnock at $50@$51, and 250 tons Eglinton and Glengarnock at $49@$51. Other kinds quiet; 200 tons No. 2 American Pig sold within our range. We quote: Glengarnock Pig at $50@$51; Eglinton do. at $49@$50; No. 1 American Pig at $50; No. 2 do. at $46@$48; Wrought Scrap at $52@$55; English rails at $70@$71, gold; American Rails at Works, $80@$85; Pig lead quiet at 6⅝c. gold, for ordinary foreign; sales, 50 tons. Spelter dull but steady at 7⅞c.,@8c., gold. Pig-tin inactive; 75 slabs Straits sold at 32. Tin Plates in light demand, with sales reported of 500 boxes Charcoal on private terms; 250 boxes Charcoal Terne, at $10 75, and 500 boxes Coke on private terms. Charcoal Plates quoted here at $11 75@$12 25; Charcoal Terne, $10@$10 75; Coke, $9 75@$10 50; Coke Terne, $8 50@9 75, gold, per box. Zinc unchanged, dull.

General business has been somewhat brisker especially in the leading kinds of domestic produce, in good part for export, but prices have been irregular. Breadstuffs closed weak. Provisions firm. Cotton easier. The receipts at all the ports, since Sept. 1, have been 3,226,180 bales, against 2,557,622 bales same time in the preceding year; exports 2,118,477 bales against 1,740,498 bales in the previous year; stock at the ports at latest dates, 448,400 bales against 295,950 bales same date 1871.

Foreign goods have been moderately sought after at about previous figures. The week's imports amounted to $10,340,763, including $2,088,748 of dry goods.

Ocean freights have been moderately active, but quoted lower, closing rather more steadily.

At the Live Stock Markets, Beeves have been in fair request at from 9¼@14 cts. Veals at 5@12 cts.; Sheep at from 5@8 cts.; Swine at 6¼@6½ cts. per lb., all live weight. The week's receipts were 9,471 Beeves, 3,170 Veal Calves, 16,663 Sheep and Lambs, and 44,795 Swine.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were disposed of at from $4 22½@$5 12½, as against $4 15@$5 04 in March.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 23; New Jersey Southern R. R., 35½; do. 1st mort., 79; Pacific R. R., of Mo., 49; do, 1st mort., 86½; Albany and Susq R. R., 95½; do. 2d mort., 97; Burlington, Cedar Rapids and Minnesota 1st mort., 91; East Tenn., Va. and Ga. 1st mort., 90; Canada Southern 1st mort., 92¼; St. Louis and Iron Mt. R. R., 91; do. 1st, mort., 98½; Pacific R. R. 7s, guar. by Mo., 98; Cedar Falls and Minn 1st, mort., 81; Boston, Hartford and Erie 1st mort., 39; Central of New Jersey 1st mort. new, 103½; Toledo, Peoria and Warsaw 1st mort., W. D., 88; Chicago and Milwaukee 1st mort., 93½; Long Dock bonds, 97½; Detroit, Monroe and Toledo 1st, mort., 97; North Missouri 1st mort., 91; St. Louis, Jacksonville and Chicago 1st, mort., 90; Mil. and St. Paul 7s, Iowa div., 84; Gt. Western 1st, mort. 1888, 95; Lake Shore and Michigan Southern 7s, consol., reg., 98½; Western Union Tel., 84¾; do. 7s, 99; Am. Mer. Union Exp., 67; Wells-Fargo Exp., 80; Adams Exp., 95¼; Consol. Coal of Md., 56¾; American Coal, 62½; Brunswick City Land, 5; N. Y. State 7s, B. L., reg., 106; North Carolina Fund Act 1868, 18; Georgia 7s, 90; Alabama 8s, 1893, 83½; South Carolina 6s, new, Jan. and July, 18 do.; Apl. and Oct., 27.

Philadelphia.—Pennsylvania R. R. allotments, 54; Camden and Atlantic pref., 41½; Nesquehoning R. R., 53½; Westchester and Philadelphia R. R. 7s, 101¾; Pennsylvania and New York 7s, 101¼; Catawissa new pref., 33¼; do. 7s, new, 101; Pittsburg, Cincinnati and St. Louis 7s, 75¾; Philadelphia and Reading 7s, new conv., 106; do. Gen'l mort. 7s, reg. 105; do. coupon. 102¾; Connecting R. R. 6s, 87; Harrisburg and Lancaster 6s 94; Lehigh Valley 7s, new, 103¾; West Jersey R. R. 6s 96; do. 7s, 101; Huntington and Broad Top Mt. pref., 17; do. consol., 62; do 2d mort. 89⅜; Susq. Canal 6s, 75½: Wilmington and Reading 7s, 100; Sunbury and Erie 7s, 100½; 5th and 6th streets R. R., 52; West Phitadelphia R. R., 95; Reading C. and I. Co. bonds, 90; Pennsylvania State coupon 5s, 100. The latest quotations are: City 6s, 97¼@97½; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 101@—; do. 2d series, 106@107½; do. 3d series, 109@109¼; Philadelphia and Reading 58@58; do. Gen'l mort. 7s, coup., 102½@103; do. reg., 105@105; do. mort. 6s,1880, 95@—; do. 7s, new, conv., 105¾@106; United New Jersey R. R. and Canal Co., 119¾@120; Camden and Amboy mort. 6s, 1889, 97½@100; do. 1883, 91@92; do. 1889, 89@89½; Pennsylvania R. R., 56⅞@57; do. allotment, 54@54⅛; do. 1st mort., 100@100¼; do. 2d mort., 97@97⅛; do. General mort. coupon, 92¼@93; do. reg., 96@97; Little Schuylkill R. R., 46½@47; Morris Canal, 49@50; do. pref., 125@127; do. 6s, 92@94½; Susquehanna Canal, 7@8; do. 6s, 76@78; Schuylkill Nav., 7⅛@7¼; do. pref., 14¼@14½; do. 6s, 1882, 77@77½; do. 1872, 81@82; Elmira and Williamsport pref., 37@40; do. 7s,1873, 97@98; do. 5s, 58@59; Lehigh Coal and Navigation, 40⅜@40½; do. 6s, 1884, 86¾@87; do. R. R. Loan, 92½@92⅝; do. Gold Loan, 93@93½; North Pennsylvania, 47@48; do. 6s,96½@98; do., 7s, 100@101; do. Chattle 10s, 106@—; Philadelphia and Erie, 25¾@26¼; do. 6s, 89@90¼; Minehill, 52¼@52½; Catawissa, 21@21⅛; do. pref. 44¾@45¼; do. new pref., 33⅛@33½; do. 7s, 1900, 100½@101½; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 97½@98¼; do. reg., 88¼@98½; do. 7s, 103½@103¾; Fifth and Sixth streets, (horse,) 51½@52; Second and Third, 58@59; Thirteenth and Fifteenth, 20@24; Spruce and Pine, 31½@32; Green and Coates 49@50; Chestnut and Walnut, 59@59½; Hestonville, 19½@20; Germantown, 31@—.

Boston.—Connecticut and Passumpsic Rivers R. R., 68⅞; Norwich and Worcester R. R., 128½; Cincinnati, Sandusky and Cleveland R. R., 17; Rutland R. R., 9; do. pref., 51; do. scrip, No. 3, 86½; Lowell and Lawrence R. R., 97½; Burlington and Missouri R. R. in Nebraska, 66; do. 8s, new, 93; Maryland and Delaware 1st mort. 6s, 43; Eastern R. R. 7s, 1882, 101; Cedar Rapids and Missouri 7s, 1916, 86¾; Atchison, Topeka and Santa Fe R. R., 26; do. 1st mort., 74; do. 7s, L. G., 74½; Salem and Lowell 6s, 92¾; Cheshire 6s, 1877, 95; do. 1880, 93¾; Chicago, Burlington and Quincy 7s, 94; do. rights, 5 47½; Vermont Central 1st mort., 84; Burlington and Missouri R. R. in Iowa, 109; do. 7s, 1893, L. G., 95; Detroit, Lansing and Lake Michigan R. R. 8s, 97¼; Western R. R., 6s, 1875, 97¾; Boston and Maine R. R. 6s, 105; Cary Imp., 18⅝; Boston Water Power, scrip, 70; Boston Land, 6½; Waverly Land, 4½; Maine 6s, 99; New Hampshire 6s, 98½; Massachusetts 5s, 1894, gold, 99¼; do. 6s, 1874, gold, reg., 112; Chicago 7s, 98⅜; Boston 6s, 1880 currency, reg., 98½; do. 5s, 1874, gold, 112¼; do. 5s 1885, gold, 97¾; Cambridge 6s, 1876, 95½; do. 1888, 95; Charlestown 6s, 1888, 95¾; St. Louis 6s, 1886, 90; Chelsea 6s, 1892, 93¼; Lowell 6s, 1890, 95½; Lynn 6s, 1887, 92; Roxbury 6s, 1884, 98; Allouez Mining Co. 21½; Calumet and Hecla, 154½; Dawson, 25c.: Humboldt, 1½; International Silver, 1; Mesnard, 2¼; Native, 25c.; Petherick, 4; Pontiac, 1⅝; Shuniah Silver, 1¼; St. Clair, 4; Star, 1⅞.

Baltimore.—Orange, Alex. and Manasses 7s, 81; Central Ohio pref., 41; do. 1st mort., 86½; Orange and Alexandria 1st mort., 98½; do. 4th mort. 8s, 81½; Northern Central 6s, 1900, gold, 94; Western Maryland 3d mort. guar., 97; Virginia Central 6s, 81¾; Maryland Defense 6s, 104¼; Virginia consols, coupons, 81¾; Atlantic Coal, 2.95; Santa Clara, 3; Savannah City 7s, 84. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80@81; Pittsburg and Connellsville 7s, 1898, 95⅜@95⅝; Baltimore and Ohio, 172@173; do. 6s, 1875, 98¼@99⅛; do., 1880, 97@98; do., 1885, 95½@95⅝; Parkersburg Branch, 11@—; Northern Central, 86@87½; do. 6s, 1885, 92@93; do., 1900, 85@87; do., 6s, 1900 gold, 93¾@94½; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99½@99⅝; do., 2d mort., 7s, 93@93⅜; do., 3d mort., 8s, 83¾@84; Central Ohio, 42@44; do. pref., 41@41; do. 1st mort., 86@86½; Western Md. 1st mort. 6s 1890, 85@90; do. 1st mort. guar., 97@97½; do. 2d mort. guar., 97@97¼; do. 3d mort., guar., 97@98; do. 2d mort. pref., 75@85; do., 2d mort. guar. by Washington Co., 81@81⅞; Richmond and Danville 1st mort., 79@80; Orange and Alexandria 1st mort. 6s, 98@102; do., 2d mort. 6s, 88@91; do., 3d mort. 8s, 95@97; do., 4th mort. 8s, 81¼@81½; Orange Alex. and Manassas 7s, 81¼@81½; Virginia and Tennessee 1st mort. 6s, 95@—; do.,

6s, 2d mort., 77½@78½; do. 8s, 3d mort., 87½@88½; Baltimore 6s, 1875, 98@98¼; do., 1884, 96¼@—; do. 1886, 98½@99; do., 1890, 99@100; do., 1893, 97@97; do. 1893, exempt, 101@101½; do., 1900, exempt, 98½@99; do. 1900, new, 98@98⅝; do. 1902, 98@99; Memphis City 6s, 57@58; Maryland Defense Loan, 1883, 104¼@104½; Virginia 6s, old, 37@40; do. coupons old, 45@50; do. consol. 6s, 58⅜@58½; do. reg. 51@53; do. coupons, 81½@82; West Virginia, 18½@13¾; City Passenger R.R., 20½@21; George's Creek Coal, 117@125.

Illinois Central Railroad.

At a recent meeting of the Directors of the Illinois Central Railroad Company, held at the company's office in this city, the following preamble and resolutions were adopted:

The directors of this company having made arrangements for through communication from Chicago and St. Louis to New Orleans, which they believe will largely increase its business and revenue, desire to provide for outlays required to perfect this connection; also for the extensive and important works in progress upon the Lake Shore at Chicago and to make further provision of steel rails; and therefore determine that the requirements for these purposes may best be provided for by an issue of shares. It is therefore resolved as follows:

First—To increase the capital stock of the company from $25,500,000 by a further issue of shares to the extent of twenty (20) per cent thereupon.

Second—That subscriptions from shareholders to the new stock, in even shares, in the proportion of one to every five shares registered in their names upon the 15th day of June next, shall be accepted at par.

Third—That the payment of fifty per cent of these subscriptions shall be made upon the 1st day of July next, at which date the company will issue receipts certifying said payment; and the remaining fifty per cent shall be payable on the 1st day of August, 1874.

Fourth—These certificates shall bear interest at the legal rate of seven per cent per annum, until the 1st day of August, 1874, payable on the 1st days of January and August, 1874, at the office of the company in New York, at which last day, on the completion of the payment, the certificates shall be exchanged for the share certificates of the company, to be entitled to dividends declared thereafter.

Fifth—The certificates shall be transferable in sums of $50, or the multiples of 50, so that, when the second payment to the company is made, the total amount will correspond to the shares to be issued.

☞ The next dividend of the Pennsylvania Railroad declared, after the full payment of allotments on the 24th of May next, will be in November, when the allotments so paid up by May 24 will be entitled to full dividend. The coming May dividend will be declared before the time limited for the May allotments comes round, consequently the latter cannot be included.

☞ Commissioner Douglas has daily visits from agents or attorneys of railroads asking that their corporations be relieved from the 5 per cent penalty and 1 per cent a month interest on the tax which the Supreme Court has decided is due on dividends declared during the first seven months of 1870. The commissioner has decided that he has no authority to remit these penalties.

☞ The survey of the Chesapeake and Ohio Railroad has been completed to Yorktown, on the Virginia Peninsula. No survey on the Peninsula lower than Yorktown will be made at present.

Chesapeake & Ohio Railroad—Low Grades.

Next in importance to a short line rail and water-transport connections, are its advantages in grades. These are so decided as to be equivalent, in effect, to a shortening of its line from 20 to 50 miles over other parallel routes. The profile of the Chesapeake and Ohio elevations represents a nearly uniform assent, of the easiest grades, from the Ohio river to the summit of the Allegheny chain—208 miles. From Huntington to Clifton Forge, a distance of 231 miles, trains running eastward encounter no grade exceeding 30 feet per mile; and going westward, the direction of lightest trains, no grade east of the summit exceeding 60 feet per mile, and on the west slope of the mountains a light descending grade uniform, or very nearly so, all the way to the Ohio. When the Cincinnati and Chesapeake Railroad is completed, this stretch of easy grades will be prolonged still further, there being no grade between Huntington and Cincinnati, 150 miles, exceeding 15 feet per mile. Together, these will furnish a line of unparalleled gradients, especially as it includes the crossing of the main chain of the mountains, which is only to be overcome on other lines by long detours to the northward; or by continuous heavy grades.

On the remainder of the line, east of Clifton Forge, 192 miles, the grades are generally light, there being less than 10 miles in all exceeding 60 feet; the highest being less than those in common use on east and west lines, and equal to such as are found between New York and Philadelphia.

In the hauling of heavy freights, and also in the economical carriage of passengers, light grades are entitled to great consideration. The Baltimore and Ohio Railroad has at one portion of its line 17 miles of continuous heavy grades, fully 116 feet per mile, on which supplementary power and specially constructed engines are required. The Pennsylvania Railroad also employs grades of 95 feet per mile for several miles in crossing the Allegheny range. The grades of the Erie Railway are heavy at several portions of its line, involving grades of 80 feet to the mile, and must always present a serious obstacle to economy of transportation. Though the average grade of the New York Central line is light it reaches at one point 80 feet per mile. The lengthening of the line to avoid heavy grades, calls for corresponding expenditure in the longer haul between common points.

The following table, compiled from the published data of a large Locomotive manufacturing establishment, will show the relative loss of hauling power by the heavy grades:

	Freight Engine.			
	on Level.	20 ft.	60 ft.	100 ft.
Maximum load for locomotive.....	2,000 tons.	990	460	285

The Chesapeake and Ohio Railroad is remarkably free from short curves, which are incident to many new lines. The lowest radius of curvature between Richmond and White Sulphur Springs is 1,442 feet; and between the latter point and the Ohio River terminus the minimum curvature is the same, with a single exception on the New River Division.

☞ The Long Island Railroad Company has declared a dividend of 10 per cent, payable in stock, on the 28th of May.

Banking-House of Fisk & Hatch,
No. 5 Nassau-st., New York, May 2, 1873.

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds; and as the amounts now offering are comparatively small, is is reasonable to suppose the present difference of from twenty to thirty per cent. cannot be obtained for any great length of time. Government Bonds are higher now than for several years past. A "Five-twenty" Bond at 120, paying six per cent. on the par value, yields but a small income on its market price, and if an entirely safe investment can be obtained with a difference of 200 to 300 dollars on each 1,000, it is largely to the interest of the holders to make the exchange.

We are recommending the following for such Exchanges or for new investments—all of them payable in gold, principal and interest.

The CHESAPEAKE AND OHIO SIX PER CENTS at **88** and accrued interest, interest payable May and November; these bonds are issued in denominations of $100, $500, and $1,000. The road, 420 miles in length, is now completed, and the business offering is very large, and increasing daily.

The WESTERN PACIFIC SIX PER CENTS at the market price, which is to-day **95**, flat. These bonds are $1,000 each; interest payable January and July. This road having been consolidated with the great Central Pacific, and payment of its bonds, principal and interest, assumed by them, we see no good reason why they should not soon approximate in price to Central Pacifics—now 103, and becoming very scarce in the market.

Also, the CHESAPEAKE AND OHIO SEVEN PER CENTS, interest payable January and July, secured by a First Mortgage on the Extension to deep water on Chesapeake Bay, on the proposed Kanawha River Branch, and on the Great Bridge to be built over the Ohio River at Huntington, and a Second Mortgage on the Main Line, with all its equipments, depots, &c.

Only **$3,000,000** of these Bonds will be offered for sale at present. Price **90** and accrued interest.

We consider them amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

The amount of money to be invested within the next few months will be very large; the Government disbursement alone for the next three months will reach $100,000,000, and the May and July dividends of the banks, railroads, and other corporations as much more.

We continue to deal in Government and Central Pacific Bonds, receive deposits, on which we allow interest, make collections, execute orders at the Stock Exchange per cash, and conduct a general banking business.

FISK & HATCH.

☞ The coupons due the first day of May on the Port Huron and Lake Michigan Railroad First Mortgage Bonds, will be paid in gold coin on and after that date at the banking office of Kemye & Cox, No. 51 Exchange Place, New York.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR ESCAPE OF FIRE FROM THEIR LOCOMOTIVES—LIABILITY OF PROPERTY OWNERS—WHEN INJURY IS TOO REMOTE.

The facts in the recent case of The Toledo, Peoria and Warsaw Railway Company *vs.* Pindar *et al.*, (53 Ill., 447), are fully and clearly stated in the following opinion by—

WALKER, J.—It appears from the record in the case, that about the first day of October, 1867, a train on appellants' road, in charge of the employees of the company, passed through the town of Fairbury. It appears that fire was communicated in several places in the village, which was extinguished without producing any serious injury. But the "Dresser Warehouse," a building erected by the company, also took fire and was consumed. There being a high wind at the time, fire was blown across the street and communicated to the store of appellees, consuming the same, together with some $3,600 or $3,700 in treasury and Bank notes, and a large amount of goods, as appellees contend. This suit was brought to recover for the loss, and on the trial below the jury found a verdict in favor of the appellees for the sum of $14,000, upon which, after overruling a motion for a new trial, the court rendered a judgment, to reverse which this appeal is prosecuted.

It is insisted that there was carelessness on the part of the employees of the road, from which the injury resulted; that had due care been observed the accident would not have occurred, and the injury would have been avoided. It is also claimed that the engine threw an unusual quantity of sparks and fire, and owing to the dry weather and the highly combustible condition of the buildings near the road, the company are chargeable with gross negligence in failing to provide against the danger of communicating fire along the line of their road.

These bodies should be held to the exercise of due diligence in operating their machinery. They should be required to provide and keep constantly in use, and in proper repair, the most approved machinery to prevent fire from spreading from their engines to the farms and buildings along the line of their roads, and if an overload of their engines would, with the best appliances in use, in generating steam, produce the escape of sparks and fire to a dangerous extent, then such conduct would be gross negligence. But if the company have provided, and have attached and in proper condition the best appliances, and have only the proper amount of weight of train attached, then the company have not, in making up their train or in attaching the engine thus equipped, been guilty of negligence; and unless wanting in some other requirement, they should not be held guilty of such negligence as requires them to respond in damages. Whether in this case there was such negligence was a question for the determination of the jury from all of the evidence on the trial. It was for them to say whether the fire was communicated from the engine, and if so, whether the company had observed the proper precautions for its prevention, or were guilty of negligence; and whether they have found correctly we do not propose to inquire, as the judgment of the court below must be reversed on another ground, leaving the question of negligence and responsibility of the company under the evidence to another jury, unbiased by any views we may entertain on that question.

It appears from the testimony of one of the appellees and their witnesses, that the money was in the till of the store, and in a bureau drawer in the upper story of the house, and it appears there was nothing to prevent Henry Pindar, or his sister, Miss Pindar, from saving it. There were two pair of stairs leading from the store to the room in which the bureau containing the money was situated, and there was no obstruction preventing access to it. Appellee, Henry Pindar, testifies that there was nothing to prevent his saving the money had he thought of it; that failing to do so, was all that prevented his saving it. Miss Pindar testifies that she thought of it, but in the confusion forgot it, and that she could have saved it had she not forgotten it.

Even if appellants were guilty of negligence, appellees were bound to use reasonable efforts to preserve their property. When the fire escaped they had no right to fold their hands and permit their property to be consumed without effort for its preservation, and then claim the right to recover the loss from the company. It is incomprehensible to us, that where it was so accessible and easily secured, no effort was made to remove the money. Unless he was careless or even reckless, we suppose his first thought would have been of the money. Unless indifferent of his loss, we do not comprehend why appellee should have thought of the horses, of comparatively small value, and not of so large a sum of money. Such a course of action would seem to imply a high degree of indifference to his interest, or strong feelings of humanity; but if the latter, we are not prepared to say that appellants should be prejudiced thereby.

There was nothing to prevent the preservation of the money, and failing to do so, appellees must sustain the loss. Had it required effort of an unusual or dangerous character, the case would have been different. But we fail to see that there was danger, and but slight effort was required to obtain it, and thus prevent its destruction. In this respect the evidence fails to sustain the verdict, and the judgment must be reversed.

After the case was submitted on briefs and arguments, appellants have filed a further brief, in which they raise the question whether the facts do not show that the injury was too remote to authorize a recovery. This question seems now to be raised for the first time in the case. It is a question of fact for the jury, to be found under the instruction of the court, and as they have not passed upon it, and as the case will be submitted to another jury when the facts proven, for aught we know, may be different, we deem it improper to discuss the evidence on the question, but leave the parties to contest it before another jury, who have the right to pass upon it unprejudiced by any view we may entertain of the evidence.

The judgment of the court below is reversed and the cause remanded.

Judgment reversed.

☞ The Baldwin Locomotive Works, of Philadelphia, Pa., are just finishing a number of engines for Russian railroads. They are of the usual American style of wood-burning locomotives.

Steel Rails in Canada.

Evidence of the value of steel rails in the severe climate of Canada is afforded in the present Great Western of Canada report. That company has already 154 miles of steel rails down, leaving 75 miles more to be laid with steel in place of iron. The Directors observe—"It will be seen that the effect of the use of steel rails is beginning to have a sensible influence upon the expenditure of this department." The cost of maintenance of way in the past half-year is only £93,180 against £105,-691 in the corresponding period of the previous year, although the traffic was larger and the trains more numerous. The percentage of the maintenance has fallen to 15.64 per cent. of the receipts, against 20.04 per cent.

☞ The tax of five per cent heretofore deducted from each interest and coupon payment of bonds issued by corporations of Pennsylvania is repealed, and the same put upon the companies and made payable 1st of January and July to the State Treasurer. Those companies that have interest and coupons maturing on the 1st of July next claim that the payment of the 5 per cent to holders does not then begin, for the reason that the interest heretofore withheld had accrued up to that under the old law.

☞ At a recent meeting of the directors of the Southwest Pennsylvania Railroad Company, J. K. Ewing, A. E. Wilson, and Thomas A. Scott, were appointed a committee, with power to revise the present line as run from Connellsville to Uniontown, to locate the road, and to let the same. It is the intention of these gentlemen to enter upon their duties at once, and the probabilities are that the road will be let in a very short time, and that the work of constructing it between the points named will be prosecuted to completion without delay.

☞ The Directors of the New York and New England Railroad Company, elected by the Berdell bondholders on the 17th ult., met at the office of the trustees of the Boston, Hartford and Erie Railroad on the 29th, and organized by electing Wm. T. Hart president, and H. C. Luce treasurer. The executive committee consists of Messrs. Watson, Foster and Lathrop, and the finance committee of Messrs. Jewell, Barlow and Dare. Charles P. Clark, of Boston, was elected general manager.

☞ The Secretary of the Interior has decided that the Winona and St. Peter's Railroad Company is entitled to the lands in controversy between that company and the St. Paul and Sioux City Railroad Company. This controversy involved about 50,000 acres, and grew out of overlaping land grants. The decision of Secretary Delano in favor of the Winona and St. Peter's Company sustains the action of the commissioner of the general land office.

☞ At the recent annual meeting of the Copper Falls Mining Company, James A. Coe was elected President, and Oliver B. Crook Secretary and Treasurer. From a report of the treasurer it appeared that the company had on hand a balance of assets over all liabilities, Feb. 1, 1873, of $36,792 53. Besides this, there was a balance of about $13,000 due the company for copper sold in New York.

☞ The New Haven, Middletown and Willimantic Railroad was opened from Middletown to Willimantic on the 26th ult. The whole length of the road from New Haven to Willimantic is about 52 miles.

Notice to Contractors.

SEALED PROPOSALS WILL BE RECEIVED until noon of THURSDAY, May 15th, 1873, for the GRADING AND MASONRY of the Second Track on the main line of the Pittsburgh, Fort Wayne and Chicago Railway.

Between Highland and Enon, Pa., about 8 miles in length.

Between Beloit and Alliance, Ohio, about 5 miles in length.

Between Alliance and Louisville, Ohio, about 11½ miles in length.

Between Orville and Wooster, Ohio, about 13 miles in length.

Between Mansfield and Cresline, Ohio, about 11 miles in length.

Between Crestline and Bucyrus, Ohio, about 12 miles in length.

Between Lafayette and Delphos, Ohio, about 19 miles in length.

Between Fort Wayne and Hadley, Indiana, about 4 miles in length.

Between Columbia and Pierceton, Indiana, about 11 miles in length.

The work will be divided into sections, and proposals may be submitted for the grading or masonry separately.

The company reserve the right to reject any or all proposals. Good and sufficient security for fulfillment of contracts (by bond or bonds) will be demanded. Profiles can be seen and all information obtained on and after May 1st, 1873, for that portion of the proposed work situated between Highland and Cresline, at the Chief Engineer's Office, Pittsburgh, Pa., and for the portion west of Cresline at the Engineer's Office, Fort Wayne, Ind.

Proposals must be enclosed in sealed envelopes endorsed "Proposals for Second Track," and addressed to the undersigned at his office in Pittsburgh, Pa.

FELICIAN SLATAPER.
Chief Engineer.

Pittsburgh, April 22, 1873.

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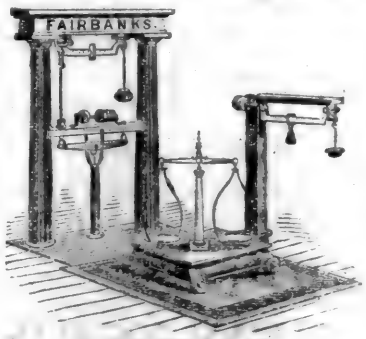


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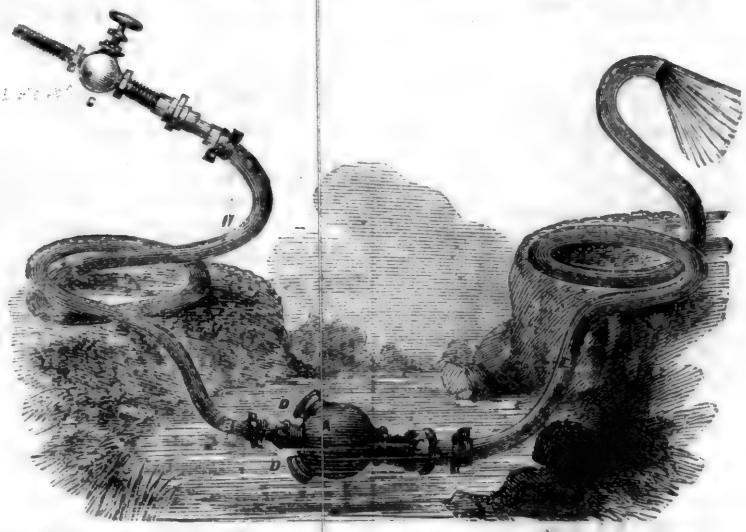
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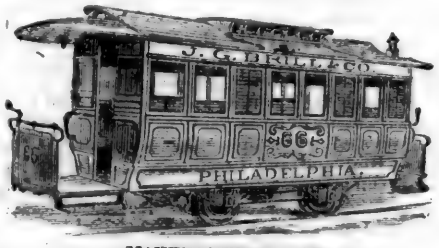
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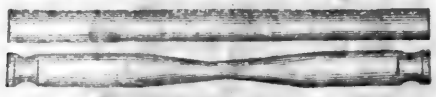
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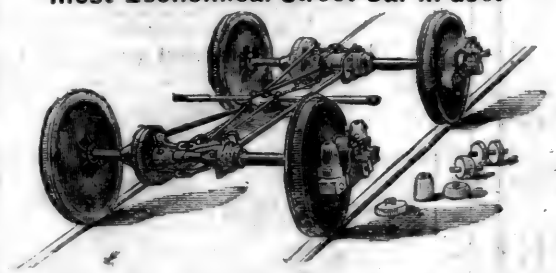
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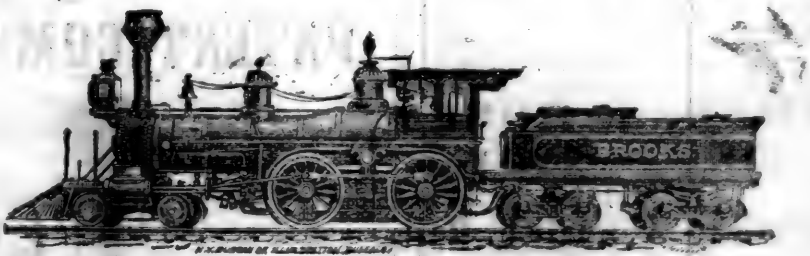
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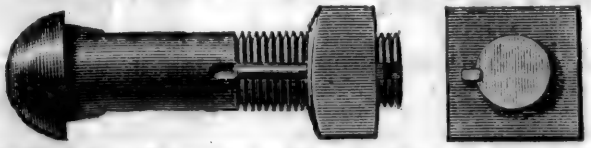
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THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

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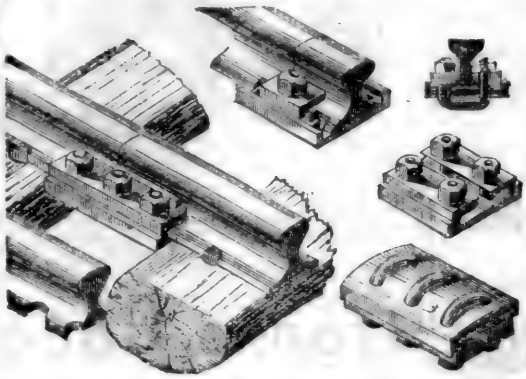
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DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

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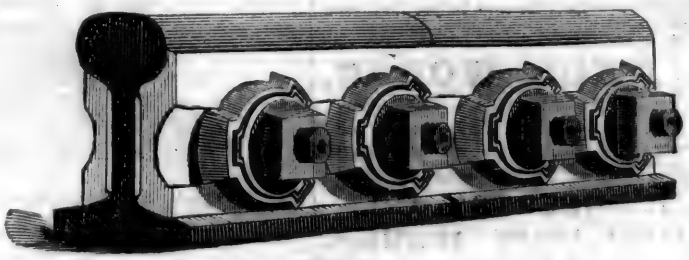
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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, May 10, 1873.

Nashua and Rochester Railroad.

At the annual meeting of this company held in Nashua, N. H., on the 1st inst., the President, Francis H. Kinnicut, read the report of the directors, chief engineer and treasurer, which were accepted and ordered to be placed on file. A ballot for officers resulted as follows: Directors—Charles H. Waters, Croton; N. V. Whitehouse, Rochester; J. C. Eastman, Hampstead; F. H. Kinnicut, Francis H. Dewey, Worcester; Chas. E. Whitin, Whitinsville; E. B. Stoddard, Chas. W. Smith Chas. S. Turner, Worcester; Aaron W. Sawyer, Frank A. McKean, Nashua; John Lynch, Portland; Joseph C. Burley, Epping; A. H. Dunlap, Nashua; Edward G. Wallace, Rochester. Clerk of the corporation—Aaron F. Stevens of Nashua. A resolution was passed fixing the capital stock at $800,000; also a resolution authorizing the directors to apply to the New Hampshire Legislature for permission to issue bonds of the corporation to be secured by mortgages on the road to the amount of $700,000. The reports and some remarks by Hon. A. H. Dunlap of Nashua, and Hon. John Lynch of Portland show that the building of the road is progressing rapidly. The meeting was very harmonious.

INVESTMENT BONDS.

The NORTHERN PACIFIC RAILROAD 7.30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 3-10 per cent. gold interest, and have the following elements of security, viz.:

1. They are the obligation of a strong corporation.

2. They are a First Mortgage on the Road, its Equipments, Rights, and Franchises.

3. They are a first lien on its Net Earnings.

4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized $5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

JAY COOKE & CO.,
No. 20 Wall Street, New York.

Northern Central Railway.

The directors of the Northern Central Railway Company held a stated meeting at Harrisburg, Pa., on the 28th ult., the president, J. D. Cameron, in the chair, Robert S. Hollins, secretary. Among other business transacted was the adoption of a resolution, "that it is inexpedient to declare the usual semi-annual dividend." It was stated by the president that the committee of five, viz.: Thomas C. Jenkins, Henry Webster, Henry G. Moser, A. Loudon Snowden and John S. Irick, appointed at the general meeting of the stockholders held in Baltimore on the 27th of February, to negotiate with the Pennsylvania Railroad Company for the permanent lease of the Northern Central Railway, had not as yet submitted a report to him. The report it is understood, will be submitted to the president in a short time, when it will be printed and furnished the stockholders by Mr. Hollins, twenty days from the holding of a meeting to take action on the report.

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☞ Messrs. BILLMEYER & SMALLS, Broad and Narrow Gauge Car-Builders, York, Pa., have recently enlarged their already extensive works and added thereto machinery suitable for the construction of every description of cars, and are now prepared to furnish any parts of narrow-gauge rolling-stock, well packed, ready for shipment by cars or vessels to all parts of the world. The trucks are of iron and steel, and may be shipped complete, ready to be placed under car-bodies at place of destination. They have made shipments in this way to South-America, the Islands, and to Washington Territory via the Isthmus and Cape Horn, and by rail to San Francisco.

☞ The estimated earnings of the [illegible] Pacific Railway for the week ending April 22 are: freight, $46,446 06; passengers, $30,885 63—total, $77,331 69.

Texas and Pacific Railway.

The San Diego, (Cal.) *Union* of April 22d, announces the commencement on the 21st, in that city, of the work of construction at the California terminus of the Texas and Pacific Railway, and then adds—

We are assured that the work now begun will be carried forward without cessation and with increasing energy; that the company will certainly expend in this city during the present year from three to four hundred thousand dollars; and that the whole road will be completed, so that our citizens may go through without change of cars to attend the grand centennial celebration of American Independence at Philadelphia in 1876.

The Baltimore and Potomac Tunnel.

The Baltimore and Potomac tunnel, running through a portion of the western section of the city, is upon the verge of completion. It was begun in May, 1871, and the city ordinance giving the Baltimore and Potomac Railroad Company the right to construct the tunnel under the beds of certain streets requires the portion on those streets to be finished during the present month. This requirement will be complied with. The track-laying is now proceeding, about half a mile of the tunnel being already laid with double tracks of steel rails and stone ballasting. The tunnel is made with two open cuts, one of 200 feet, near Boundary avenue, and between Oliver and John streets, and the other of 345 feet, between Pennsylvania avenue and Fremont street. Exclusive of the open cuts the tunnel is 6,448 feet long, and with the open cuts 7,593 feet. It connects the Baltimore and Potomac Railroad with the Northern Central Railroad at North avenue bridge over Jones' falls, the portal of the tunnel being at the western abutment of the bridge. It then follows the line of Wilson street from Oliver street to John street. The first open cut, that between Oliver and John streets, will be kept open for ventilation and light. From John street the line follows Wilson street to Pennsylvania avenue, where it curves to the right into Winchester street. Here is the other open cut; it will be kept open for the reasons before stated and also for a depot, which will be located here fronting on Pennsylvania avenue. Passengers will descend by stairs from the depot to the track. Thence the tunnel runs still under the bed of Winchester street, to Gilmor street, where it ends, connecting with its road running into the open country. The distance between Bolton and John street, about 1,100 feet, is tunnel proper; that is, it was carried through by drifts wholly under ground. The other part of the tunnel was worked by making open cut, then arching the tunnel, covering it over and restoring the grade of the street. The sewers in some cases which the line of the tunnel crossed have been deflected and carried along parallel with the tunnel until the ascending grade of the latter allowed the sewers to pass above or below the arch. The most serious difficulty, and one not encountered in tunnelling outside of cities, arose from the streets being built up with houses on each side. To prevent the earth caving in and causing the houses adjacent thereto to crack and settle, it was necessary to make the sides of the cut vertical, and to support them with heavy timber. The tunnel is constructed so as to almost insure stability and safety.

The masonry at the abutments all along the tunnel rests on solid rock, clean sand or gravel, with haunch backing stone all the way up the sides of the cut. Some springs were struck, but as the tunnel is entirely down hill to Jones' falls, the water has simply been turned into the tunnel and drained into the falls. The arch is turned with five rings of brick and well backed with rubble masonry. The side walls are of massive masonry, of Cockeysville marble, rock faced, but dressed at beds and joints.

The following are the officers under whose direction the tunnel has been built: Thomas Seabrook, general manager Baltimore and Potomac Railroad; Israel Smith, acting chief engineer; H. H. Carter, engineer in charge of the tunnel; Thomas Rutter, contractor for the tunnel. The cost of the tunnel, it is estimated, will be about $2 000,000. It is expected the cars will be running through the tunnel somewhere about the first of June next.

The Western Maryland Railroad connects with this tunnel at Fulton avenue. The Union Railroad tunnel 3,410 feet long, begins at the western portal of the Baltimore and Potomac tunnel, running under the bed of Hoffman street to Bond street, whence the open track of the Union Railroad passes to tide-water at Canton. The greatest depth of cut of the Union tunnel is 66 feet, and of the Baltimore and Potomac tunnel 55 feet. The Union tunnel is also nearly completed.—*Balt. Sun.*

Lehigh Coal and Navigation Company.

The Board of Managers respectfully submit their report for the year 1872, as follows, viz:

Revenue from railroads		$822,770 05
Revenue from canals		293,788 79
Net profit on 566,724 tons Lehigh coal		146,493 15
Royalty on coal mined by lessees		69,397 88
Net profit on real estate sold		27,708 45
Net profit from rents		66,597 82
Miscellaneous receipts		1,673 07
Total		$1,428,429 21
Less general expenses		$97,246 70
Less rent and taxes Nesquehoning Valley Railroad		136,500 00
Less rent and taxes Delaware Division Canal		188,701 40
Loss on 232,930 tons Wyoming coal		87,980 83
Taxes chargeable to canals	$9,394 14	
Taxes chargeable to coal and coal lands	75,225 92	
Taxes on interest	39,000 53	
Taxes on capital stock and surplus of 1871	24,615 79	
Taxes on landed property and improvements	14,894 36	
		163,180 73
Balance of interest account for 1872		1,080,796 39
Total		$1,704,355 55
		1,428,429 21
Deficit		$275,926 34

The coal tonnage on the Lehigh and Susquehanna Railroad and Lehigh Canal, compared with that of 1871 was as follows, viz:

	1872. Tons.	1871. Tons.
From the Wyoming region	1,497,304	1,297,561
From the Upper Lehigh regi'n	205,018	111,758
From the Hazleton region	241,701	217,117
From the Beaver Meadow region, via Nesq. Val. R.R.	168,094	83,665
From the Beaver Meadow region, via Lehigh Val. R.R.	109,737	71,727
From the Mahanoy region	13,336	6,551
From the Lehigh Coal and Navigation Company's Lehigh mines	549,115	486,827
From sundry shippers	8,400	2,572
Total	2,792,705	2,277,778

Distributed as follows:

	1872.	1871.
Delivered east of Mauch Chunk by railroad	1,672,832	1,331,053
Delivered east of Mauch Chunk by canal	767,094	740,733
Consumed along the line above Mauch Chunk	75,259	70,901
Delivered to connecting lines in Wyoming Valley	232,104	105,225
Delivered to Lehigh Valley Railroad at Packerton	15,801	29,866
In stock at Hazarouville	29,615	.....
Total	2,792,705	2,277,778
Showing an increase of	514,927	

The production of the company's mines was as follows:

	1872. Tons.	1871. Tons.
From the Summit mines	498,866	462,128
From the Room Run mines	67,858	48,933
From the Newport mines	102,263	112,785
From the Plymouth mines	130,667	.....
Total	799 654	623,846
Shipped by railroad	434,883	259,924
Shipped by canal	309,534	337,004
Sold at mines and Mauch Chunk	12,362	9,214
Used at planes, &c	10,482	12,154
In stock at Hazardville and elsewhere	32,393	5,550
Total	799 654	623,846
Showing an increase of	175,808	.....

From mines under lease:

	1872. Tons.	1871. Tons.
From Sugar Notch mines, Wilkesbarre C. & I. Co., lessee	112,667	110,245
From Cook estate, Wilkesbarre C. & I. Co, lessee	41,973	27,963
From Greenwood mines, E. Borda, lessee	60,596	7,739
Total	215,236	145,947
Showing an increase of	69,289	

The foregoing statements show a very satisfactory increase in the amount of business of the railroads, with a moderate increase in canal tonnage, and in our coal productions.

Notwithstanding the increased volume of business, the profits were less than in 1871, owing to the extremely low price of coal during the year.

RAILROADS.

The receipts from passengers show an increase of about 15 per cent., and from miscellaneous freights of about 20 per cent. over 1871. While the amount of coal delivered on the line and forwarded east of Mauch Chunk for the year exceeded the amount in 1871 by 365,566 tons, the receipts therefrom were less by $229 790 57 than for transporting the smaller amount in 1871.

The tonnage of—

	An average of	Received per ton.	Per ton per mile.
1869 was transported	64.17 m.	$1 28	$0.02
1870 "	.63.75 "	1 05	.01 65/100
1871 "	.66.07 "	1 13	.01 71/100
1872 "	.60.55 "	78	.01 29/100

At the rate of 1871, the receipts from transportation of coal in 1872 would have been in excess of the actual amount received therefrom the sum of $607,500, of which our one-third would have amounted to $202,500.

The lessee, with our concurrence, is double-tracking the Lehigh and Susquehanna Railroad from Easton to Penobscot, a distance of eighty-three miles. More or less work has been done on all sections excepting between Penn Haven and White Haven, and a considerable portion of the work will be completed and in use next summer. Large additions have been made to the equipment, and every preparation is being made for the wants of the increased business which the coal companies tributary to our roads are prepared to give us.

CANALS.

Owing to the cold weather in the early spring our canals were not opened for business until the 7th of April, and they remained open, without material interruption, until closed by ice on the 7th of December.

On the 28th of June the tonnage was 165,836 tons in excess of last year, but this amount was gradually reduced until the excess at the close of the season was only 26,361 tons. During September, October, and November usually our best months, the falling off was very large, due principally to the dullness of the coal market.

The amount received for tolls on—

740,733 tons in 1871, was	$522,221 69
767,094 tons in 1872, was	446,965 51
Less in 1872	$75,256 18

Which accounts for the reduced net revenue in 1872. At the rates of tolls current in 1871 the receipts in 1872 would have been $130,000 larger than they were without any increased expense. We have been steadily improving the condition of the canals, and they are stronger now than ever before.

COAL.

The production of our Lehigh mines was 55,663 tons in excess of the previous year. While the prices realized were unusually low, the cost of production was materially increased by the duplication of expenses connected with the gradual changes from gravity road to Nesquehoning Valley Railroad, from Mauch Chunk to Nesquehoning Valley Screen Building for the second preparation, and to Hazardville for shipping into the canal. The changes have all been made, and we anticipate favorable results from them during the coming year. From the improvements at the mines referred to in our last annual report we derived very trifling advantage during the past year, but they will have progressed sufficiently by the opening of navigation next spring to increase materially the production and diminish the cost.

The small production of our Newport mines was due to the repairs to the brakers during the first half of the year, and the scarcity of men and the difficulty in selling coal later in the year. The red ash coal from our Plymouth mines has given general satisfaction, and commands ready sale.

Improvements in progress on our Greenwood property by the lessee have opened a large amount of fine coal, proving it to be of as great value as we have ever estimated. We expected a large increase of revenue from that property during 1873, but the recent destruction of the breaker by fire will delay the realization of the increase. The breaker belonged to the lessee and the company sustained no loss by the fire.

The deliveries of coal from our city yards to factories and families amounted in 1872 to 55,845 tons. We find this a very satisfactory way of selling coal, and expect to increase materially the amount thus disposed of. The total amount of coal mined by the company and its lessees in 1872 was over a million of tons, and the profit realized therefrom was small. Had the prices at which we sold in 1871 been realized on the sales in 1872, the net result of our coal business would have been at least $400,000 in excess of the actual profit realized therefrom.

The privilege of converting the loan of 1867, due in 1877, into stock expired on the 10th of December last, and but a small amount was converted. We offered to the holders of the loan to extend the privilege for five years if they would also extend the maturity of the loan five years, and pay 2½ per cent bonus. Loan to the amount of $689,100 was thus extended, leaving $762,779 18 of the original issue outstanding at the close of the year, besides the amount pledged as collateral security for loans of money to the company.

The amount of this loan authorized by the action of the Board in October, 1867, was		$3,300,000 00
There is now outstand'g.	$762,779 18	
There has been converted into stock	45,000 00	
		807,779 18
Leaving as the amount of loan extended by the action of the Board on December 3d last		$2,492,220 82
Of this amount there was issued in exchange for the original loan		689,100 00
Leaving available as collateral security for loans or for other purposes of the company		$1,803,120 82

Of which amount, $419,000 was at the close of year outstanding as collateral security for loans.

The new year opens with good promise for coal interests. Although the quantity of anthracite sent to market in 1872 exceeded that in 1871 over three and a quarter millions of tons, there was no surplus at the end of the year, and the markets are likely to be bare when navigation opens next spring.

The new iron furnaces in process of construction, the activity of the iron trade generally, the enlarged area of consumption, the increasing demand for ocean steamers, and for export, indicate that the wants of 1873 will greatly exceed those of 1872.

This last was a season of unusual regularity in coal production and transportation, and if there is any less regularity in 1873 it will be difficult to supply the demands of the market.

Our interests are all dependent on the condition of the coal trade, and if that prospers we prosper, and we are glad to feel that the promise of the year we have just entered upon is favorable.

The mines of the company have not, for many years, been in as good a condition as they will be on the opening of canal navigation, and we anticipate a considerable increase in their production. Other companies shipping from the Wyoming and Beaver Meadow regions by our railroads and canals are preparing to increase their shipments largely, so that we need only that the coal shall sell at fair prices to yield us a large return from the business of the coming year.

BALANCE SHEET, January 1, 1873.

Lehigh and Susq. R. R. construction and branches		$12,463,465 43
Lehigh Navigation and shipping pockets		3,000,000 00
Shipping improvements—Hazardville		75,640 26
Coal Lands—		
Lehigh Region	$5,000,000 00	
Wyoming Region.	2,982,928 44	
		7,982,928 44
Greenwood lands and improvem'nts		874,198 27
Coal Improvements—		
Lehigh Region	$1,396,178 30	
Wyoming Region, Plymouth	282,445 34	
Wyoming Region, Sugar Notch	250,000 00	
Wyoming Region, Newport	200,520 32	
Wyoming Region, Hanover	444 72	
		2,129,588 68
Summit Hill R.R. & improvements		95,989 03
Landed property & improvements.		1,022,740 89
Canal equipment		195,090 76
Mining Equipment—		
Lehigh	$288,912 35	
Newport	89,040 80	
Plymouth	51,660 89	
		429,614 04
Supplies on hand		94,441 39
Tools and Stock in Mines—		
Lehigh	$194,028 48	
Newport	63,584 63	
Plymouth	16,745 62	
		274,308 73
Coal on hand		214,509 07
Contingent fund		1,041,081 53
Bills receivable	$66,169 68	
Bonds and mortgages.	76,893 31	
Ground and water rents	175,002 54	
		318,065 53
Cash on hand		852,694 13
Balances due by agents and rents due company		16,295 94
Sinking fund under mortgage, 25-year gold loan		1,689 58
Gold loan assumed by Central R.R. Co. of N. J		2,310,000 00
Convertible gold loan, 1894, on hand		1,020,000 00
Balance of individual ledger		253,219 17
		$34,165,560 87

Capital stock			$8,784,850 00
Loan of 1877	$762,779 18		
Loan of 1884	5,566,276 70		
Loan of 1894 (convertible gold)	1,909,000 00		
Loan of 1897 (railroad)	2,000 000 00		
Loan of 1897 (gold).	4,916,500 00		
Loan of 1911 (consolidated mortg'ge)	116,000 00		
Loan of 1881 (Nanticoke)	9,000 00		
Loan of 1882 (convertible)	689,100 00		
Greenwood mortgage loan, due February 1, 1892	819,000 00		
Do. due October 1, 1877 (L. S.)	140,000 00		
		16,927,655 88	
Bills payable		3,708,488 85	
Mauch Chunk drafts unpaid		167,564 07	
Due boatmen and depositors—Mauch Chunk		282,454 95	
Due C. R. R. of N. J., for L. and S. R. R. construction work		522,000 00	
Ground rents, mortgages & dowers		66,450 67	
Pay rolls charged to business of 1872, payable in January 1873		101,825 91	
Vouchers charged to business of 1872, payable in January 1873		49 073 12	
Unclaimed wages due and unpaid.		6,694 95	
Dividends due and unpaid		719 20	
Profit and loss		3,479,415 63	
Interest due January 1, and arrears		68,368 14	
		$34,165,560 87	

At an election held February 25, 1873, the following named persons were chosen officers of the Lehigh Coal and Navigation Company for the ensuing year:

President.—E. W. CLARK.

Manager.—Francis R. Cope, Francis C. Yarnall, Fisher Hazard, Charles Parrish, George F. Tyler, Phillip C. Garrett, Charles Wheeler, George Whitney, Alexander Biddle, John Leisenring, Samuel Thomas.

General Agent.—J. P. ILSLEY.

Treasurer.—SOLOMON SHEPHERD.

Secretary.—F. MITCHELL.

City Passenger Railroad Cars.

Mr. JOHN STEPHENSON, of 47 East 27th Street, this city, has been engaged in the manufacture of city passenger railroad cars and omnibuses since 1831, and has succeeded in building up an immense business. Horse cars from his establishment being now in use in London, Liverpool, Birmingham, and Leeds, in England; Glasgow, in Scotland; Dublin, in Ireland; Brussels, Copenhagen, Lisbon, and Vienna, on the Continent; Buenos Ayres, Montevideo, Valparaiso, Callao, Rio Janeiro, Lima, and other cities in South America, and in Montreal, Quebec, Ottawa, and Halifax in British North America. The greater part of the horse cars used in New York are also made here. Some of the cars intended for England are provided with a light flight of stairs to the roof, on which are seats. In others for South America cushions are dispensed with, and the seats and backs are formed of long thin boards perforated with holes for ventilation, bent into a curved shape, the seats being concave and the backs slightly convex.

☞ Rutland (Vt.) has two railroads under consideration; one from Barre to Worcester, and the other from Coldbrook to Princeton, uniting the Ware River road with the Boston, Barre and Gardner.

Is there to be a Rival Seaport to New York on the North Atlantic?

A writer in the *Daily Bulletin*, in discussing the future of Virginia, makes the claim that a new and important seaport is to arise on the Chesapeake Bay which will be, so to speak, the Liverpool of the United States, the shipping port for the west, while New York remains the centre of financial exchanges. There is some movement afoot in connection with the deep-water extension of the Chesapeake and Ohio Railroad which gives color to the idea that a new and extensive shipping port is to be established not far from Hampton Roads which will become by reason of its advantages of exit and entrance a rival of the minor out-ports if not of New York itself. The *Bulletin* writer says:

The commercial eminence of New York did not come through merit of position, either looking seaward or westward. Until the tide waters of the Hudson could be fed by the fresh waters of the lakes, Philadelphia, although distant from the ocean, out ranked New York in foreign commerce. Norfolk Bay was more attractive to foreign shipping, and even Perth Amboy, on the Jersey coast, indulged not very unwise hopes of a successful competition. Previous to the completion of the Erie Canal Massachusetts Bay held more foreign ships than passed Sandy Hook, and Charleston, South Carolina, feared not the rivalry of Manhattan. When the canal was finished, giant strides were made, and New York not only distanced all competitors, but dwarfed almost every other Atlantic port, including Philadelphia, to a coasting trade. When Pennsylvania was aroused, she found no means of linking the navigable waters of Western rivers with tide-water within her own territory, but did what she could by rail and tow path. She had to wait the conception and birth of the larger enterprise—all rail: and it is only of late that a rivalry in ocean commence has been rethought of under new auspices. To the north, the Hoosac Tunnel will open the gate which hitherto shut out Boston from a successful competition in Western traffic and ocean commerce. To the South, below Norfolk, no port can gain much beyond a local and sectional prominence. Baltimore, Philadelphia and Boston, all now splendidly equipped with carrying facilities for Western trade, can only, for various reasons, divide the fringe of foreign commerce, the body still continuing to enter and depart where the preponderating forces have been aggregated. The contest in the future, if there is need for any, will be between the harbor of New York and that of Hampton Roads (Norfolk and vicinity). Until the completion of the Ohio and Chesapeake Railway, such a contest was but a dream—now it is a tangible hope that has a precedent in the effects which had the Erie canal for the cause. Nor is that an idle hope. Assuming Cincinnati as the representative focus of Western traffic, Richmond is reached by water, 160 miles, and rail 420—580; Baltimore, 671; Philadelphia, 816; New York, 900. The great Valley of the Mississippi, with 25 millions of inhabitants, 16,000 miles of river navigation, and 81,000 miles of railroads, obtains an outlet on the Atlantic at Richmond, Norfolk or Yorktown, not hitherto equalled in respect to distance.

The maximum grade of the Chesapeake and Ohio, for 16 miles only, is 75 feet; a milder climate lessens winter obstructions; and Ohio is left at the highest point of free navigation at low water, easy curves and the deepest harbors, entrepots with the readiest access from the ocean and the safest reached, never incommoded by ice, and less visited by the cutting winds of a Northern winter, may all be said to favor the speedy recognition of a route calculated to attract a through traffic of immense proportions.

From the eastern terminus to the Blue Ridge, agricultural lands are traversed by the Ohio and Chesapeake, which are not surpassed in respect to natural fertility, location and surroundings by any lands in the North. In value and variety of agricultural products Eastern Virginia has not been equalled. The iron deposits which have enriched Pennsylvania are here duplicated and multiplied.

Timber and pasture lands abound on the low-lands and crown the mountain ranges. Passing into Western Virginia, we find a country, almost the whole area of which is underlaid with coal, oil, salt; the surface covered with timber, oak, walnut, hemlock, poplar, beech and ash; the soil rich, loamy and genial; the bottom lands fat, and the hills all arable; iron ore in abundance at hand and within easy reach; limestone, fire clay and building material in profusion; navigable rivers, a location central to North, West and South, and in the pathway of the great midland route of the Continent, which must cross two routes now running eastward from the Ohio to tide-water. Here we have a condensed view of a region of wonderful promise.

Grand Trunk Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF YEAR ENDING DECEMBER 31, 1872.

The gross receipts upon the whole undertaking, including the Buffalo and Champlain lines, have been £966,678. Deduct—The ordinary working expenses (being at the rate of 64-95 per cent., against 59-70 of the corresponding half of last year), £627,894; and renewals, &c., of the permanent way and works in the half-year debited to revenue, £165,399, making a total of £793,293, leaving an available balance earned in the half year of £173,385. Deduct loss on American currency, £24,195—balance, £149,190, in comparison with £160,894 at the corresponding period of 1871.

To this sum of £149,190 has to be added the balance carried from the net revenue account of last half-year of £1,653, making a total balance of £150,843. From this, however, has to be deducted the amount of postal and military revenue due for the half-year to the postal bondholders of £17,890, leaving the balance of £132,953 applicable for the following payments viz—

Interest on hired cars, temporary loans, &c	£13,070
Atlantic and St. Lawrence lease (in full).	29,001
Detroit lease (in full)	11,250
Montreal and Champlain	12,081
Buffalo and Lake Huron	30,000
1st equipment bond interest	15,000
2d " " "	15,000
Balance carried forward	311
	£132,953

Comparing this half year with the corresponding period of 1871, the gross receipts show an increase of £31,337, or 3 35 per cent. There was an increase in the passenger receipts of £29,953, or 9-19 per cent, and in the freight receipts of £1,349, or 0 22 per cent. The total number of passengers carried was 984,525, against 961,432; and the quantity of freight was 797,935, against 789,231 tons. The average receipt per passenger was 6s. 6d., against 6s. 1d.; and per ton of freight 15s. 4d. against 15s. 5d.

The extraordinarily severe weather which set in towards the end of December caused an actual decrease in the traffic receipts for the last week of the year of nearly £13,000, and the change of the gauge between Sarnia and Fort Erie, carried out last November, caused for a time a considerable interruption in the general traffic; and from these two causes the gross increase in the traffic was considerably less than it otherwise would have been. It will be seen, however, that the steady growth of traffic to which reference has frequently been made in previous reports still continues, and that notwithstanding the exceptional causes referred to, a greater number of passengers and tons of freight were carried during the past six months than in any previous half-year.

The expenses for the half-year amounted, including the renewals as charged in the ordinary revenue account, to £793,293, or 82-07 per cent of the gross receipts; as against £712,724, or 76.18 per cent for the corresponding six months of 1871. Excluding the renewals, the ordinary working expenses were 64.95 per cent, against 59.70 per cent. There was an increase of expenditure for the half-year of £69,326—at the rate of 12.41 per cent, against an increase of 3.35 per cent in the receipts. This additional expenditure was wholly due to the enhanced cost of fuel and other materials used in the working of the railway, and to a further rise in wages.

The number of miles of permanent way re-laid during the year was 236, of which 182½ miles were laid with steel. The total length of steel rails laid up to the 31st December last was 291½ miles. The number of sleepers laid in during the year was 909,564, against 678,703 in 1871. The ballasting of a further length of 174 miles was completed. It will be observed that the total charge for maintenance and renewals in the past half year was, for maintenance £78,031, and for renewals £193,188. In the previous half-year the charges for these items were, for maintenance £70,918, and for renewals £76,780. The total charge for 1872 was, therefore, £418,868. Of this amount, £27,739, representing the cost of laying in the track 2,905 tons of steel rails with fittings, &c., has been brought to the debit of a supplemental account. This account has been opened for the purpose of charging it with the cost of the additional quantities of steel rails intended to be laid on the line beyond the 14,000 tons already arranged to be included as part of the ordinary maintenance and renewals of the railway during 1873 and 1874. This extra quantity will amount in the present and two following years to 32,000 tons. To the credit of this supplemental account has been placed the sum of £82,737, a portion of the proceeds realized from the recent sale of the Atlantic bonds. It will be remarked from the engineer's report that the condition of the permanent way is more satisfactory than it has been for many years. The breakages of iron rails during 1872 have been 50 per cent less than in 1871. The cost of maintenance will materially diminish as steel rails are further substituted for iron rails; and ultimately the total sum for maintenance and renewals, when the main line has been relaid with steel, will not, it is expected, amount to much more than one-half of the sums above charged.

The total train-miles run were 3,474,208 against 3,642,556, showing a decrease of 168,348 miles; and there was a decrease in the car-mileage of 527,570 miles. The cost per train-mile in the locomotive department was 32.14 cents, against 26.40 cents. The increase in the item of fuel in this department was no less than £21,237, and the increase in the wages amounted to £5,701. These two items alone represent very nearly the increased cost of the working of the locomotive department in the half-year. In regard to the charges for "car hire," &c., it will be noticed that a large saving has been effected in consequence of the action by the president when he was in Canada last autumn in terminating certain onerous agreements that were then in force, and had several years to run, for the use of changeable-gauge car-stock. The saving thus made will not be less than at the rate of £50,000 a year.

The total addition to capital during the six months was £1,018,037, of which £464,075 was the capitalised interest on the four classes of preference bonds and stocks, and £316,926 was paid on account of the purchase of the Montreal and Champlain, under the terms of the agreement made with that company. The other items, less certain credits, are chiefly for new works, the details of which will be found fully set forth in the accounts themselves.

The receipts in American currency during the half year amounted to $2,439,000, as against $2,387,000, of which $1,101,554 was converted into gold against $956,599, entailing a loss of £24,195, against £18,183 for the corresponding period of 1871.

Having regard to the future, the directors have to report that their bill now before the Canadian

Parliament, containing the additional clauses adopted by the meeting held on 20th of March last, has been approved by the Government in respect of the postponed and contingent Dominion debt of £3,111,500, and that the railway committee of the Canadian House of Commons to whom it was referred, has reported favorably upon it. As was announced at the meeting referred to, the contractors for the new issue of £10,000,000 of ordinary stock have already deposited £100,000; and they are bound to place a further sum of £100,000, in the hands of the company within a fortnight after notice has been received of the passing of the bill. As soon as this last deposit has been paid the company will be prepared on the request of the contractors to issue the new stock. A further sum of £300,000 is then to be paid by the contractors within one calendar month from the date of payment of the last mentioned £100,000. The balance of £1,500,000 is to be paid by the following six instalments—viz., £200,000 on 30th September and 31st December 1873 and 31st March 1874 respectively, and £300,000 on 30st June, 30th September, and 31st December 1874 respectively. The directors have, as far as possible, made preliminary arrangements—with a view to the narrowing of the gauge from Stratford to Montreal during the present year—for placing on the line, by the time the narrowing is effected, of 125 additional narrow gauge engines, and for completing other important works in stations, sidings, and ballasting; and they will be better prepared, therefore, to give the necessary orders for the carrying out of the above improvements as soon as their bill has finally passed.

According to the latest advices from Canada, there is every reason to believe that the International bridge will be opened for traffic in August next. The traffic at present passing between Detroit and Buffalo, even with the limited carrying capacity of a ferry boat, exhibits gratifying results.

Further sections of the Intercolonial will also be opened during the present year, and will be of assistance to the traffic of the Eastern section of the Grand Trunk.

After the expenditure of the proceeds of the £10,000,000 of new ordinary stock which it is proposed to issue, the directors feel that a new condition of things will be established on the Grand Trunk. The line will be made equal, as regards permanent way and rolling stock, to any railway on the American continent. Canada and the western States of the Union in connection with it are advancing rapidly in population and wealth. There is now more reason than at any previous time to hope that the company will at last surmount its difficulties, and be placed in a fair way to realize that measure of success which the directors and proprietors have so anxiously and persistently labored, in spite of repeated disappointments, to achieve.

As, after the passing of the bill, the first and second preference bonds will become first and second preference perpetual stocks, due notice will be given as to the time when these bonds are to be sent to the office for conversion, and for the capitalization of the interest due upon them.

The directors who retire by rotation are Sir James Ramsden (who was elected by the board to fill the vacancy created by the retirement of Mr. Molson), Mr. Kirkman D. Hodgson, M. P., Mr. Grosvenor Hodgkinson, M. P., and Captain Tyler. These gentlemen are eligible, and offer themselves for re-election.

Much to the regret of the board, Mr. Grant has signified his intention of resigning the office of secretary, which he has held in Canada and in London for nearly twenty years, in order to accept a partnership in a London firm. That Mr. Grant should meet with advancement can surprise no one who know him, and the directors and shareholders will alike congratulate him on his improved position. During his long connection with the company, and especially in those periods of difficulty and depression which it may be hoped, are now at an end, Mr. Grant has never failed in those qualifications of zeal, tact, and ability, which have enabled him on many trying occasions to render most important services to every interest concerned in the undertaking.

A vacancy has occurred amongst the auditors by the retirement of Mr. Child. It has been intimated to the board that the election of Mr. Grant to fill this vacancy would be highly satisfactory to the proprietors, inasmuch as Mr. Grant's intimate knowledge of the affairs of the company would render his services in that capacity exceedingly valuable, and that he will be proposed for election as one of the auditors.

Central Vermont Railroad.

A correspondent of the Boston *Advertiser*, writing from St. Albans, Vt., under date April 30th, gives the following account of the first steps in the organization of the new corporation that is to have charge of the interests hitherto managed by the Vermont Central Railroad trustees:

The commissioners named in the bill obtained at the last session of the Legislature to create the Central Vermont Railroad Company to take the place of the Vermont Central, met this afternoon in the parlor of the Weldon House to open the books for subscription to the stock of the new organization. Two of the committee were present, ex-Governor Stewart and Mr. Nichols. The commissioners are empowered to accept subscriptions on the first and second mortgage bonds at not less than their market value. The rate named is ten dollars for a second mortgage bond and forty dollars for a first mortgage, and upon cash subscriptions five per cent at the time of subscribing. Subscriptions were freely made, and in a very short time the amount was carried up to two million dollars cash subscriptions and one hundred and twenty-seven thousand dollars in second mortgage bonds. A list of the principal subscribers is appended, with the number of shares standing against their names: G. M. Rice, Worcester, Mass., 500 shares; J. H. Perkins, Boston, 250; J. G. Abbott, Boston, 150; J. H. Kimball, Bath, Me., 250; B. P. Cheney, Boston, 250; John B. Page, Rutland, Vt., 250; J. A. Brooks, Boston, 127; W. C. Smith, St. Albans, Vt. 250; C. T. Lincoln, North Bennington, Vt., 100; N. S. Colburn, Manchester, Vt., 100; J. G. McCullough, North Bennington, Vt., 100; A. O. Selover, New York, 1,000; G. N. Brown, New York, 3 000: A. McKinney, New York, 1,000; J. O. Hoyt, New York, 500; C. Meyer, New York, 2 000; Wm. B. Duncan, New York, 3,000; Joseph Clark, Milton, Vt., 200; J. G. Smith, St. Albans, Vt., 500; J. R. Langdon, Montpelier, Vt., 250; L. Barnes, Burlington, Vt., 250; Estes Howe, Boston, 200; L. Underwood, Burlington, Vt., 100; T. W. Park, North Bennington, Vt., 5,318.

It will be noticed that by far the largest amount subscribed is from parties in New York and the southwestern section of the State on the line of the New York, Boston and Montreal Railroad, which by securing the charter of the Vermont Central Railroad, becomes one of the most important corporations in this country. The public are not to infer from this that the interests of New England and of Boston are to suffer. It is understood, on the contrary, that every measure will be employed to put the line in the most thorough condition for its development for the business that belongs to it. The gentlemen resident in New York and Northern Vermont have two objects in view—that of obtaining a connection of their road with Montreal and the lumber regions of Canada, and that of developing the Vermont Central line. The charter provides that a majority of the directors must be citizens and residents of Vermont.

☞ The line of the Worcester County Central Railroad, which is now being examined, to run from Worcester through Leicester, Spencer, East Brookfield and Hardwick, to the Springfield and Northwestern Railroad,

The Covington and Lexington Railroad Case Decided.

The important case of the Covington and Lexington Railroad Company vs. Bowler's heirs and and others was decided by the Court of Appeals yesterday, the judgment of the Kenton Circuit Court in favor of Bowler's heirs and others being reversed on the merits of the controversy.

It is held that the appellant (the old company), by accounting to Bowler's heirs and assignees for the moneys expended by them in satisfaction of the Fayette judgment and for repairs and improvements on the road, are entitled to have an account for profits realized from its operations, and, by complying with the terms of the Fayette judgment, to be restored to the control and management of the road.

The pleas of limitation and former adjudication are discussed and overruled, the court holding:

First—That the Kenton Circuit Court, having jurisdiction of the persons to be affected, may rightfully determine whether or not the appellees hold the road in trust for the railroad company.

Second—In the exceptions filed by the stockholders to the report of the commissioner of the Fayette court they did not represent the Covington and Lexington Railroad Company, and consequently the company was not bound, nor is it now estopped by the order of the Fayette court overruling those exceptions.

Third—This is not an action for the recovery of real property, nor an action for relief on the ground of fraud, but it is a suit to declare and enforce an implied or constructive trust. The cause of action arose when Bowler finally and decisively repudiated the claim of appellant to the benefit of his purchase. The limitation to this class of actions is five years. Bowler having died, and his representatives being necessary parties, the bar was not complete when this suit was brought. A mandate fixing the basis upon which to settle the accounts between the parties will be prepared and filed within a few days.

The case has attracted considerable attention, was ably argued, and held over for consideration for quite a long time by the Court of Appeals.—*Louisville Courier Journal, Apl.* 30.

☞ It is expected that the laying of the rails the entire distance of the Nashua and Acton road will be completed this week, a distance of fifteen miles. This road connects at Nashua with northern roads, and at the easterly part of Acton with the Framingham and Lowell road; from that point to West Concord, over the latter road, to the Fitchburg road, a distance of four miles. On this section it is proposed soon to lay another track, so as not to incommode the Lowell and Framingham road. The road has been constructed in a very thorough manner, and the rolling stock is in readiness to be put on.

☞ The following gentlemen were elected directors of the Kansas Pacific Railway Co. on the 1st inst.: Robert E. Carr, Adolphus Meier, C. S. Greeley, S. M. Edgell, John D. Perry, F. W. Meister, D. W. Lewis, Jr., Eastman Harrison, of St. Louis; Thomas A. Scott, M. Baird, of Philadelphia, and John McManus, of Reading, Pa. Robert E. Carr was re-elected persident. The annual report gives the net earnings for 1872 as $1,491,000, being an increase of $484,519 over the preceding year.

☞ The work of building the Mississippi Central Railroad extension, north from Jackson, Tenn., is progressing with great rapidity. The track is now laid for over ten miles, and the grading is all done to Milan, with the exception of one cut. In two or three weeks at farthest, the iron will be laid down to Milan, the junction of the road with the Memphis and Louisville.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,468	86,937	81,396	96,451	106,836	164,729	259,690	251,832	262,770	294,423	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,768	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,576	1,299,900	1,007,125	12,900,126
1873	852,869	691,015	974,460	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387.269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,610	342,358	354,244	415.982	408,999	428,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	348,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	476,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,990	358,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	371,709	332,902	373,217	379,879	409,254	419,196	488,352	569,882	497,261	540,756	431,315	362,404	5,156 326
1873	352,569	402,477	424,614	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.. ..	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	505,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946.707	932,683	754,971	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797.475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,396	774,280	895,712	893,658	888,214	1,033,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507.479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,984	773,494	12,203,409
1871	655,423	602,482	774,994	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,217
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242.500	236,435	193,959	203,696	218,347	271,425	287,451	293,290	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293.615	271,555	242,621	3,095,966
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,673	284,156	3,273,719
1871	270,204	273,751	305,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,627	354,766	366,960	378,493	326,434	330,970	404,286	419,439	428,598	386,914	337,404	4,380,129
1873	358,612	408,849	465,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,704,397	1,694,651	1,483,454	1,417.211	17,398,527
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,560,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,615,382	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444.443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,077	8,823,482
1870	623,383	661,789	601,826	565,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	657,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	699,846	783,255	744,782	881,693	696,475	699,033	8,026,764
1873	680,499	562,949	651,962	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,408	449,418	314,513	223,240	3,893,183
1873	150,567	194,786	300,719	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1.368,948	1,402,597	1,245.316	1,235,285	14,797,975
1872	1,276,150	1,251,511	1 470,048	1,521,518	1,474,467	1,311,110	1,204,443	1,440,873	1,567,869	1,624,882	1,625,812	1,433,931	17,322,614
1873	1,412,368	1,549,285	1,735,736	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,568	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	133,531	144.023	141,376	1,418,869
1871	130,883	126,224	140,740	119,173	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,621	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,123	384,431	412,030	405,283	363,187	326,891	378,880	437,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480.547	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,805	580,908	667,249	785,338	616,024	576,783	6,988,479
1873	475,897	542,008	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	883,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,366	658,017	481,113	500,557	816,346	841,150	644,025	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,709	488,345	565,729	811,961	930,945	702 858	513,787	6,957,789
1873	334,715	423,716	555,005	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	292,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	264,319	238,823	303,591	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,062
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,464,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	893,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	890,258	9,642,177
1871	506,367	423,045	644,501	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,193,695	1,422,847	1,127,033	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,967	204,597	196,910	210,473	174,500	163,696	1,935,783
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,398	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,510	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,459	152,515	102,995	1,786,547
1872	158,198	140,471	165,960	154,641	147,540	149,832	130,145	161,496	177,085	201,648	173,169	155,480	1,926,674
1873	144,209	169,464	177,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,538	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,264	229,260	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	285,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,389	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,099	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,031	5,944,570
1873	370,290	405,110	471,301	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1866	.....	.....	.....	.....	797,948	706,602	23,500	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528 529	500 139	599,258	706,603	802,586	746,450	643.058	944 051	726.521	719,698	570.168	505,053	7,654,094
1871	479.593	371,925	490,890	581 540	724,466	728,174	673,696	681,805	800,402	777,362	708,142	469,932	7,521,682
1872	573.936	564.116	546,861	609 490	680,442	655,450	742,282	789,567	863,764	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of April, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$1,697,511	$1,333,942
" cotton...	2,041,486	1,566,406
" silk	2,222,776	1,258,990
" flax	1,102,326	1,006,666
Miscellaneous dry goods..	928,946	530,094
Total entered for consump.	$7,993,045	$5,696,098

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool	$968,860	$942,516
" cotton ...	526,018	760,120
" silk	901,567	855,561
" flax	418,635	499,005
Miscellaneous dry goods..	184,608	212,656
Total withdrawn from warehouse	$2,999,688	$3,269,948
Add entered for consump.	7,993,045	5,696,098
Tot. thrown on the market.	$10,992,733	$8,966,046

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$1,137,778	$950,333
" cotton ...	495,925	613,458
" silk.....	729,445	621,103
" flax	580,410	500,862
Miscellaneous dry goods..	295,074	212,977
Total entered for wareh'g..	$3,238,632	$2,898,733
Add entered for consump.	7,993,045	5,696,098
Total entered at the port.	$11,231,677	$8,594,831

The imports of foreign dry goods at New York for four months ending with April, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$10,991,452	$9,811,556
" cotton	10,303,897	9,645,504
" silk ..	11,692,345	8,518,497
" flax ..	5,661,446	4 954,468
Miscellane's dry goods.	4,448,599	3,147,326
Total entered for cons'p.	$43,097,739	$36,077,351

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$5,606,334	$5,674,546
" cotton..	3,246,811	4,229,750
" silk	4,000,112	4,245,664
" flax	2,701,800	2,963,544
Miscellaneous dry goods.	730,042	848,075
Total withdrawn from warehouse	$16,285,129	$17,956,579
Add entered for consump.	43,097,739	36,077,351
Total thrown on the market	$59,382,868	$54,033,930

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$5,671,292	$5,115,037
" cotton..	3,229,632	4,147,814
" silk	4,200,474	4,393,861
" flax	2,466,211	2,552,822
Miscellaneous dry goods.	1,011,242	906,412
Total entered warehouse.	$16,578,851	$17,114,946
Add entered for consump.	43,097,739	36,077,351
Total entered at the port..	$59,676,590	$53,192,297

Imports of foreign dry goods at New York for ten months from July 1.

Year.	Value.
1867 8....	$67,246,559
1868-9....	81,137,951
1869 70....	84,634,332
1870-1....	110,509,210
1871-2....	124,360,989
1872-3....	114,804,406

Locomotives for Wooden Railroads.

The Boston *Transcript* says that George E. Fifield, of South Newmarket, N. H., has been building, for a few years past, a novel class of locomotives for the wooden track railways in the lumber regions of Georgia. They are only six tons in weight, and have very large cylinders for so light machines. The capacity for carrying water and fuel is very great, the whole forming a very unique and serviceable machine, one of them being able to do the work of thirty mules easily. The rapid denudation of the timber lands along the rivers and lines of railroads all through the South is driving the lumbermen deeper into the forests to supply the demand for a material almost indispensable for heavy bridges, cars, and floors thoughout the country. No yellow-pine tree ever grows where one is cut, a soft, sappy, worthless scrup pine of another kind taking its place.

Statement of the Public Debt of the United States May 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	$20,000,000 00	$333,333 33
6 per cent. 1881 bonds, 1861..	18,415,000 00	368,300 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	18,900 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	3,788,427 00
6 per cent. 5-20 bonds, 1862..	265,507,750 00	7,905,232 50
6 per cent. 1881 bonds, 1863..	75,000,000 00	1,500,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	1,621,394 17
6 per cent. 5-20 bonds, 1864..	2,293,500 00	68,805 00
6 per cent. 5-20 bonds, 1864..	66,900,350 00	2,007,010 50
6 per cent. 5-20 bonds, 1865..	155,605,150 00	4,668,154 50
6 per cent. consols, 1865.....	207,451,500 00	4,149,030 00
6 per cent. consols, 1867.....	315,674,650 00	6,312,493 00
6 per cent. consols, 1868.....	38,624,400 00	772,488 00
5 per cent. funded loan of 1881	200,000,000 00	2,500,000 00
Aggregate of debt bearing coin interest.....	$1,748,305,950 00	$36,012,568 00
Interest due and unpaid	.....	3,556,456 77

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. certificates, 1867-68	$215,000 00	$4,763 00
3 per cent. navy pension fund, 1868.....	14,000,000 00	140,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	4,520 00
Aggregate of debt bearing interest in lawful money....	$14,893,000 00	$149,283 00
Interest due and unpaid.....	.....	260 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	172 00
6 per cent. bounty land scrip, 1847.....	3,800 00	235 60
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,300 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	653,250 00	98,418 64
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	19,450 00	1,481 01
5 per cent. 1 year notes, 1863.	88,715 00	4,447 85
5 per cent. 2 year notes, 1863.	59,450 00	4,149 10
6 per cent. compound interest notes, 1863-64.....	499,680 00	99,446 42
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	282,550 00	24,449 94
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
5 per cent. certificates called.	495,000 00	1,121 00
Aggregate of debt on which interest has ceased since maturity	$2,524,550 26	$321,184 15

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$82,622 50	
Legal tender notes, 1862-63...	357,148,962 00	
Certificates of deposit.....	25,120,000 00	
Fractional currency, 1862-3-4.	45,664,625 69	
Coin certificates, 1863.....	24,787,400 00	
Unclaimed interest.....	.....	16,604 84
Aggregate of debt bearing no interest.....	$452,803,610 19	$16,604 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$1,333,738,650 00	
Bonds at 5 per cent.....	414,567,300 00	
	$1,748,305,950 00	$39,569,024 77
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
Certificates, 3 per cent.....	215,000 00	
	$14,893,000 00	149,543 00
Debt on which interest has ceased since maturity.....	2,524,550 26	321,184 15
Debt bearing no interest, viz:		
Old Demand and legal-tender notes.....	357,231,584 50	
Certificates of deposit.....	25,120,000 00	
Fractional currency.....	45,664,625 69	
Coin Certificates.....	24,787,400 00	
	$452,803,610 19	
Unclaimed interest.....		16,604 84
	$2,218,527,110 45	$40,056,356 76
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,258,583,467 21

AMOUNT IN TREASURY.

Coin		$76,976,440 00
Currency.....		2,907,871 25
Special deposit held for redemption of certificates of deposit as provided by law...		25,120,000 00
		$105,094,311 25
Debt, less amount in Treasury, May 1, 1873.		$2,153,489,155 96
Debt, less amount in Treasury, on the 1st ult.		2,155,736,641 56
Decrease of debt during the past month..		$2,247,485 60
Decrease of debt since March 1, 1873.....		3,891,544 57
Decrease from March 1, '69 to March 1, '73.		368,082,559 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64.	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	32,566 40
Totals.....	$64,623,512 00	$1,292,470 24

Interest paid by United States, $18,509,280 90; interest repaid by transportation of mails, &c., $4,185,438 68; balance of interest paid by United States, $14,323,842 22.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, April 30, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

☞ Aid was granted to the railways undermentioned as follows during the session just closed:—Midland, $90,100; Northern extension, $56,000; Toronto, Grey and Bruce, $50,625; Wellington, Grey and Bruce, $50,450; Lake Huron and Bruce, $135,000; Prince Edward County, $86,500; Whitby and Port Perry, $42,000; Port Dover and Stratford, $120,000; Cobourg and Marmora, $18,000; total, $648,675.

☞ One of the freight conductors on the Atlantic, Mississippi and Ohio Railroad is said to have invented a new revolving signal light, to be attached to the rear of trains, by which engineers behind them can tell by the speed of their rotations, as shown by the succession of different colored lights, at what rate the trains are moving, and when they are at rest.

☞ The Richmond and York River Railroad was sold at auction on the 2d inst., to foreclose certain mortgages thereon. Thomas Clyde, of Philadelphia, and R. S. Burrows, of Albion, N. Y., became the purchasers at $350,000, of which $150,000 was paid in cash. The road will hereafter be known as the Richmond and Chesapeake Railroad.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.*.....100	$3 280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Apl. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 3½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar.... 100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref.100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence.100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*. 100	980,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Mar. '73 5a
" " prof.100	1,485,900	M & S.	Mar. '73 5a
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Apl. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv... 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref.100	789,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey.100	20,000,000	J.A.J&O.	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Mar. '73 5a
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & D.	Dec. '72 3½
Chicago, R. I & Pacific.100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10a
" " pref... 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	Feb. '73 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Dec. '72 2
Columbus & Hocking Val.100	2,500 000	F. & A	Feb. '73 5
Colum. & Hocking Val.100	2,500 000	F. & A	Feb. '73 5
Concord 50	1,000,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passump Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River..... 00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '72 2½
Detroit & Milwaukee *.. 5	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	Jan. '72 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef & Canand*..100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J. & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ..100	19,237,404	A. & O.	Oct '72 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	49 446,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	Apl. '73 7½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill*..... 50	2,640,100	J. & J.	Jan. '73 3½
Long Island..... 50	3,000,000	M. & S.	May '73 10a
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2.500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*..... 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989.548	J. & J.	Jan. '73 4a
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7a
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,456	J. & J.	Jan. '73 4
Morris and Essex*..... 50	14,098,100	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,060,000	M. & S.	Sept. '72 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,860,000	J. & J.	Aug '69 12a
N. Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*..... 100	4,000,000	irregular.	Jan '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5a
Northern Central 50	5 842,000	M. & N	Nov. '72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi.....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..160	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama.....100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*..100	630,000	J. & J.	Jan. '73 4
Paterson and Newark.*.100	500,000	J. & J.	.....
Paterson and Ramapo.*..100	244,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	842,160	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. '73 3
Philadelphia & Reading 50	32,884,375	J. & J.	Jan. '73 5
" " pref... 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Jan. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams..100	440,000	J. & J.	Jan. '73 3
Port'and and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5a
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 4a
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,000,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 5
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	680,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4e
Tol., Wau. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 5½
Utica and Black River.....100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*....100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,800,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '73 7
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.*10	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,400,000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio 25	3,229,504	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15,000,000	F. & A.	Feb. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	3,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" (pref.) 50	2,838,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50		— & —	.....
" preferred 50	2,007,850	— & —	.....
W. Branch and Susq.... 50	1,100,060	J. & J.	Jan. '66 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	May '73 3
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities May 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	113
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	118
.. ..coupon	4,666,000	6	" "	1880	121½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,555,650	6	Jan. & July	1881	118
.. ..coupon	63,765,700	6	" "	1881	121½
Loan of Feb. 25, 1862 (5-20s).....registered	30,761,850	6	May & Nov.	1882	114
.. .. .. (5-20s).....coupon	232,745,900	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,542,450	6	Jan. & July.	1881	118
.. ..coupon	21,457,550	6	" "	1881	121½
Loan of March 3, 1864 (5-20s).....registered	2,293,500	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s).....registered	32,534,950	6	May & Nov.	1884	114½
.. .. .. (5-20s).....coupon	34,365,400	6	" "	1884	115½
Loan of March 3, 1865 (5-20s).....registered	36.445,750	6	May & Nov.	1885	117
.. .. .. (5-20s).....coupon	119,159,400	6	" "	1885	118
.. .. 2d series (5-20s).....registered	58,816,200	6	Jan. & July.	1885	117½
.. .. .. (5-20s).....coupon	148,633,300	6	" "	1885	118½
.. .. 3d series (5-20s).....registered	90,974,200	6	Jan. & July.	1887	117½
.. .. .. (5-20s).....coupon	224,700,450	6	" "	1887	120½
.. .. 4th series (5-20s).....registered	14,191,500	6	Jan. & July.	1888	117½
.. .. .. (5-20s).....coupon	24,432,900	6	" "	1888	118½
Loan of March 3, 1864, (10-40s)....registered	140,099,750	5	Mar. & Sept.	1904	112
.. .. .. (10-40s).....coupon	54,467,550	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71. registered	129,182,300	5	F. M. A. & N.	1881	117½
.. .. coupon	70,817,700	5	" "	1881	116
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	215,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	402,896,210	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($16,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	50
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71.....	2,820,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,900,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	30
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	80,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	74
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1869	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,730,510):					
.. State Bonds 1838 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	300,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	646,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1627-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	708,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	51,000	6	Jan. & July.	1870	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	769,000	6	April & Oct.	'72-'74	97
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	108
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'88-'90	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	6	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	6	" "	plena.	....
.. General Fund Stock	1,189,780	6	" "	plena.	....
.. Canal Stock.....	1,104,420	6	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,728,000	6	Jan. & July.	'72-'92	27½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	17
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,621,400	6	April & Oct.	1878	18
.. Special Tax Bonds.....	11,407,000	6	" "	'93-'98	16½
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,496,309	6	" "	1881	106½
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	100
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1883	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	629,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct	1888	27
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	17½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81½
.. State Bonds (direct)	4,519,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	80
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	857,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	3,000,000	7	" "	" "	Var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R. gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1850-'80	579,500	6	" "	"	1880	98
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	95½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and 2d Mortgage (guar by C. & A. Co. and 3d Mortgage (guar by Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
	499,500	6	March & Sept.	Princeton.	1885	84
	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	91
1st Mortgage (consolidated)	168,000	7	" "	"	1890	85
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	78,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	800,000	7	March & Sept.	Boston.	1884	38
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50½
Mass. Issue'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,360,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	94
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	91½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,260,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	...
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y., L. & F.	1906	92½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	158,350	10	" "	"	'80-'89	102
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	81
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	87½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	90½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	104
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9:3,226	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., R. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	502,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	101
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1888	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99½
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	500 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101.000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	101½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	89½
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. R. & Q.):						
1st Mortgage $25,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C. S. & Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R. I. & Pac.)	8,600,000	7	" "	" "	1896	103½
Chi. & Southwes'n (C., R. I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I. C. & La. F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C. H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec	New York.	1860	79
1st Mort. (San., Day. & Cin.) S. F.	988,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div.) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	100½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	457,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	86
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1903	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1910	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	87½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	72½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	500,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1901	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	94½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1901	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1885	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C. H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	109,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	428,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	101
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	97½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1875	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,900,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	58½
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	N Y & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,069,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1885	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,682	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101½
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765.	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	6	" "	"	1881	....
Common (") Bonds	3,050,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1880	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	54,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	87½
1st Mort. (Q. & Palm. R.R. 15 m)	300,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N.Y.& O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	89½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,600,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7-	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ev.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	85
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	128,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	814,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C. & Minn.(TW.& W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	600,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW.& W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW.& W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.& Ph.	1890	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1880	99
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
1st Mort. (June.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1895	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	101
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	97
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ait.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	98
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1890	84
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1899	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$350,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	84
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,296,000	8	" "	" "	1882	110½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov	" "	1874	90½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,003,000	7	" "	" "	1870	84½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Chien)	1,319,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Onachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1890	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1869	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	753,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	102½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,300,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1880	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,600	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (N Y.&O M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	75
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3 000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern:(Vt. Cen.)						
1st Mortgage	300.000	6	March & Sept.	New York.	1865	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,026	6	May & Nov.	New York.	1883	90
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for R.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")B. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C& H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,800	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96½
2d Mortgage	1,858,500	7	May & Nov.	"	1896	96½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,228,000	6	April & Oct.	"	1900	89
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	93
Income Mortgage conv	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	97
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	97½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	91
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	79½
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	1*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	101½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1889	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1889	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1889	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	102½
	Dollar registered	3,414,000	7	" "	"	1911	105
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,306,630	7	Jan. & July.	"	1893	106
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free...		4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Mort. (Balt. Loan) of 1866..		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	108½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1883	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	92½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1881	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).		400,000	7	March & Sept.	New York	1896	....
1st Mort. (Troy, Salem & Rutl.)		600,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	78½
Rich., Fredericksburg & Potomac							
Sterling Loan		87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage		175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	77½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	98½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed....	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	600,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	691,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	709,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	560,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	195,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage...t.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y.(D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	92½
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	88
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	81
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	75
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, nar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1892	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	95
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	92
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	86½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	74½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	72½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £282,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,008	6*	April & Oct.	Philadelphia.	1875	97
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	94½
Sterling Loan £569,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	84
2d Mortgage consolidated	1,500,000	7	" "	"	1891	9½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,00	8	May & Nov.	"	'76-'77	76
Equipment Mortgage	1,000,000	8	" "	"	1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,489	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	818,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	81½
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	575,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	95½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	80½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1861	....
Currency Bonds	221,400	7	May & Nov.	"	1862	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1895	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	92
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	95
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	93½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	83½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	98
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg):						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1858	....
3d Mortgage stg	874,000	6*	" "	London.	1876	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1865	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	980,000	1,961,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed and	sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	.....	*	.....	.....	.....	960,000	.....	—	(Under	construct	ion—No p	art in use.)			—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley..... Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under	r construc	tion—No	part in u	se.)	—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	28	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶..... Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to		Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	20½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—		(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶..Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	mplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	58.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible re	turns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence..Me., N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,799	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	336	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	172½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	.....	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	(Owned by B.		& O., and	account	ed for as	an asset.)			103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	5½
Jan. 31, 1871	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442.059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware ..... New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	337,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Bloomsburg and Corning..... New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	142½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,980	23.4		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	378	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	8½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,208,108	252,264	8	100	134
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine..... Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,593	1,012,570	143.7	1,093,188	3,873,587	486,444	1,994,689	671,117	8	100	117½
Sept. 30, 1871	44.0	14.5	62.0	—	35	67	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	146
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0		(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,068	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased	and oper.	by Erie.)			—	100	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila..N.Y. & Penn.	963.932	150,612	270,030	.....	750,208	500,000	228,882	—	—	.....	.....	.....	.....	.....	7	500	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	142,164	2,784,526	10,118,290	734,145	433,681	349.6	1,609,941	249,396	320,574	2,406,840	1,111,881	10	100	108
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	—	—	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	*Cairo and Fulton*..... Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)			—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)			—	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Amboy..... New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jun. 30, 1871	28.5	—	4.3	51.0	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Canada Central..... Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	(9½ m.	28,540	.....	32,411	7,352	—	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Cape Cod ..... Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carbondale and Shawneetown....Illinois.	550,000	—	—	—	350,000	200,000	—	—	17.5	(Open	ed January	y 1, 1872.)			—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	—	—	376,594	150,000	—	—	—	(Compl	eted 18 m	iles Jan. 1	, 1872.)		—	100	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	595	Catasauqua and Fogelsville..... Penn.	742,151	*	—	—	426,000	—	—	—	24.0	64,600	22,480	321,661	128,032	55,521	6	25	....
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Catawissa..... Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,322	202,575	—	50	42½
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cazenovia and Canastota..... New York.	538,000	—	—	—	294,469	250,000	11,750	—	—	(Recently	opened—	No repor	t.)		—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	Cedar Falls and Minnesota..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	100.0	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	180.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,614	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of Iowa..... Iowa.	10,000,000	—	—	—	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central of New Jersey..... New Jersey.	10,786,639	6,891,559	1,489,674	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	102½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.6	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chartiers ..... Pennsylvania.	1,095,539	*	.....	.....	635,355	400,000	60,484	—	22.8		(Leased to	Pennsyl	vania.)		—	50	....
									Chesapeake and Ohio..... Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	—	223.1	451 522	133,427	99,596	769,265	290,008	—	100	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	—	90,738	63.8	586,386	197,274	370,840	787,815	157,649	—	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Reading.)	—	—	—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	8,359,987	715,662	1,501,496	5,278,910	1,810,051	10	100	109½
Chicago, Burlington and Quincy	Illinois.	35,444,000	*	—	—	—	—	—	18,649,910	5,534 957	—	—	754.0	.....	.....	.....	7,589,009	2,619,177	10	100	110
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper.by C.	B. & Q.)	—	—	100	....
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870–'71.)	—	—	—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	.....	(No retur	ns furnish	ed.)	—	—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	*	.....	.....	2,000,000	2,925 000	.....	.....	—	(Opene	d in Dece	mber, 187	1.)	—	—	100	....
Feb. 29, 1872	117.0	—	2.9	58.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	1,250,000	2,200,000	.....	.....	—	.....	(Recently	opened.)	—	—	—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*	.....	.....	3,916,300	810,000	.....	.....	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	105½
Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	—	—	—	762,000	4,200,000	—	—	—	(New	road—No	returns.)	—	—	—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	80
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and N. West'n	Ill., Wis. & Mich.	56,199,718	*	2,342,919	—	1,500,000	1,340,000	.....	.....	—	—	(New roa	d—No rep	ort.)	—	—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and Paducah	Illinois.	2,840,000	*	.....	.....	1,400,000	700,000	.....	.....	—	(Under	construct	on—length	160 m.)	—	—	100	....
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago, Pekin & South-Western	Ill. & Mo.	1,700,000	*	.....	.....	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	110½
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	—	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*	387,136	2,340 990	3,078 000	3,078,000	.....	.....	—	(Under	r construc	tion—ope	n 19 mile	s.)	—	—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	.....	.....	7,000,000	6,000,000	.....	.....	—	(Leased	to Chic. R.	I. & Pac.)	—	—	—	100	....
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and South Western	Iowa & Mo.	12,000,000	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	500,000	274,000	.....	.....	7.0	(Leased	to Mariett	a and Cin	cinnati.)	—	8	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Cincinnati and Baltimore	Ohio.	774,000	—	—	—	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,027,486	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	.....	.....	400,000	400,000	.....	.....	38.0	(Leased	to Ind., Cin	n. and Laf	ayette.)	—	6	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	4,000,000	1,500,000	.....	.....	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	882,600	585,000	86,298	.....	42.0	.....	.....	.....	211,854	42,782	—	100	....
Jun. 30, 1871	148.0	—	10.3	—	16	10	4	359	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813	3,000,000	1,800,000	—	—	—	(Leased	to Gr. Rap	ids & Indi	ana.)	—	—	100	....
Mar. 31, 1872	38.0	—	2.7	—	6	3	3	61	Cincinnati, Rich. & Ft. Wayne	Indiana.	4,800,000	—	—	—	2,419,421	93,855	149,119	—	191.0	648,835	.....	239,205	800,702	304,706	—	100	17½
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,514	*	176,417	61,060	3,409,956	6,000,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	2,000,000	—	—	—	—	—	—	—	—	—	100	....
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	347,860	225,000	282,126	—	470.4	3,270,327	518,611	1,177,557	3,866,076	6,215,537	7	100	89
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind	Ohio & Ind	13,774,883	*	1,629 225	1,386,437	12,781,350	3,008,000	197,355	693,840	—	(Leased	to Atl. & G	t. Wtn.)	—	274,272	7	50	....
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	—	—	—	—	—	—	100	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641.501	*	.....	.....	1,165,000	1,500,000	.....	.....	76.3	127,000	129,770	135,090	245,304	90,323	—	100	....
Mov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,950,875	2,537,719	.....	.....	7,867,950	3,859,600	.....	.....	225.0	1,968,331	609,736	1,606,903	3,080,647	1,519,609	10	100	88½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36.230,874	—	.....	.....	13,000,000	23,230,174	.....	.....	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	85½
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*	.....	.....	347,860	225,000	282,126	.....	18.0	34,500	17,404	12,811	56,537	5,219	...	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)	—	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Concord	New Hampshire	1,500,000	*	63,041	106,681	1,500,000	—	134,853	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	166
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337,464	150,026	128,555	695,587	283,665	6	100	88½
Sept. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,642	725 392	119,157	10	100	138
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut Valley	Connecticut.	2,500,000	*	.....	.....	1,500,000	1,000,000	—	—	41.6	(R	ecently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	3,505,723	*	.....	.....	1,497,223	2,008,500	.....	.....	68.0	.....	Recently	opened.)	—	—	—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	2,278,300	—	.....	.....	1,278,300	1,000,600	.....	.....	6.8	(Leased	to Phila.	and Trent	on.)	—	6	50	....
Connecting (Phila.)	Pennsylvania.	456,001	—	—	—	—	—	—	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	9.5	—	—	—	—	—	—	—	Cooperstown and Susquehanna	N. York.	1,583,445	*	517,418	94,798	1,328,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	3	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cumberland Valley	Penn. & Md.	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	.....	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Danv., Hazleton & Lehigh	Penn	700,569	137,783	74.882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danbury and Norwalk	Connecticut.	5,958,575	765,256	373,725	1,851	3,317,497	3,430,000	265,178	—	202.0	.....	.....	.....	1,101,612	371,376	3	100	....
Dec. 31, 1871	28.8	10.0	4.2	—	6	6	2	62	Dayton and Michigan	Ohio	602,594	*	.....	.....	82,350	527,445	12,906	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Union	Ohio.	1,011,276	—	.....	.....	309,276	701,000	.....	.....	—	—	(Leased	to Little	Miami.)	—	—	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Western	Ohio.	2,141,300	*	.....	.....	1,230,941	873,250	.....	.....	99.8	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Delaware	Delaware.	3,384,306	*	21,615,694	.....	5,000,000	10,000,000	.....	.....	62.0	.....	95,781	1,532,649	72,715	.....	10	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware and Hudson	Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,318,000	3,776,123	417,054	115.0	2,418,006	234,108	2,263,568	3,351,484	1,549,693	10s	100	102½
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware, Lack. and Western	Penn.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,863	371,903	196,597	—	100	....
Dec. 31, 1871	116.0	—	105.5	—	128	14	5	6,030	*Denver Pacific*	Colorado.	2,500,000	—	—	—	1,216,000	1,216,000	.....	.....	—	.....	(Opened	in May 18	72.)	—	—	100	....
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	Denver and Rio Grande	Col. & N. Mex.	—	—	—	—	1,216,000	uis, Keok	uk and	Dakota	R. R.)	—	—	—	772,962	235,001	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Des Moines Valley	Iowa.	2,500,000	(Will be	re-organi	zed as t	he St. Lo	1,500,000	.....	.....	—	(R	cently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Detroit, Kel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,470,000	.....	.....	65.0	(R	cently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	—	—	—	—	—	—	—	—	—	100	....
Dec. 31, 1871	66.0	—	3.2	—	4	2	2	50	Detroit and Milwaukee	Michigan.	9,673,528	*	361,673	218,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,239	377,769	1,507,217	565,633	—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit, Howell and Lansing	Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	.....	164.0	.....	(A new li	ne—no ret	urns.)	—	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	.....	.....	.....	.....	Dexter and New York	Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)	—	18,000	3	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dorcester and Delaware	Delaware.	—	(No info	rmation	furnishe	d.)	—	—	—	33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dover and Winnipisogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4.999,200	894,000	—	15,901	—	(Leased	to Illinois	Central.)	—	4	100	63
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,077	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—	—	(Opened	August 20,	1871.)	—	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771.393	1,475,688	1,500,000	562,926	—	58.0	131,635	154,702	73,443	133,242	40,250	—	100	....
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Duxbury and Cohasset	Mass.	310,407	—	—	40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Penney	lvania.)	—	—	50	....
Oct. 31, 1871	17.5	—	0 6	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,200	—	—	—	1,209,200	495,000	—	—	—	(Leased	to Phila.	and Readi	ng.)	—	6	50	80
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Tenn., Va., & Georgia	Tenn, & Ga.	9,165,895	*	138 971	222.368	1,989,624	3,581,400	244,991	3,731,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	40
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	Eastern	Massachusetts.	5,927,520	1,218,609	1,384,751	270,491	4,262,600	2,987,400	1,832,081	194,325	116.2	1,152,426	4,610,277	365,965	1,871,637	635,308	8	100	106½
Sept. 30, 1871	44.2	54.4	48.0	—	55	94	27	1,110	Eastern	Kentucky.	—	(No info	rmation	furnishe	d.)	—	—	—	28.0	37,507	14,400	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	23.0	5.0	2.5	—	3	2	—	86	Eastern Shore	Maryland.	875,000	*	.....	.....	295,000	58 0,000	.....	.....	40.0	(N	o statemet	nt furnish	ed.)	—	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	....	....	....	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2,982,000	374,475	—	—	—	(Complet	ed in 1871 a	nd 1872.)	—	—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500 000	—	—	—	64.2	240,660	212,388	796 854	409,592	361,524	5	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000.000	1,620,000	—	—	78.0	504,154	108,714	360,870	541,297	.....	5	50	54½
Dec. 31, 1871	78.0	—	4.0	—	—	—	—	—	Erie	New Jersey, N. York & Pa.	59,842,740	*	.....	.....	86,536,910	26,398,800	.....	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,006	1,895,403	—	100	64½
Sept. 30, 1871	460.0	455.0	508.3	—	476	283	71	9,886	Erie and Genesee Valley	New York.	158,854	*	.....	.....	134,600	—	40,000	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Louisville	Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	—	—	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Pittsburg	Pennsylvania.	5 177,000	*	.....	.....	2 000,000	3,177,000	.....	.....	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	European and North American	Maine.	5,463,964	*	.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	154,752	97,942	280,014	93,338	—	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,663	1,544,264	1,164,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville, Henderson and Nashville	Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	.....	98.0	.....	(No retur	ns furnish	ed.)	—	—	100	....
Dec. 31, 1871	98.0	—	6 0	—	9	7	4	275	Evansville, Terre Haute & Chi	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—	—	(Recently	completed	.)	—	—	100	....
Jun. 30, 1871	66.0	—	2.7	—	7	4	2	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	180,000	200,000	272,607	—	5.8	11,154	82,136	—	38,187	9,866	—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	12.7	(Leased	to Phg. an	d Connell	sville.)	—	71	50	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fitchburg	Massachusetts.	3,440,000	560,000	521,002	.....	817,680	177,000	96,824	41,740	93.3	666,657	1,793,222	.....	1,327,341	316,738	8	100	134½
Sept. 30, 1871	50.0	43.3	82.6	—	86	43	11	646	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,096	—	12.0	(Leased	to Belv. D	elaware.)	17,368	loss.	—	100	....
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—																			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	2	—	11	Flushing and North Side .....New York.	989.941	*	.....	.....	306,045	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville, N. Y.	461,489	*	.....	.....	300,000	300,000	27,225		10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	.....		100.0	200.152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707		—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	...
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745		99,267		22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387 800	33,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000		11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,860,000	8,000,000	.....		239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—		94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	6.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....		.....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....		14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	—	—	—	—	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	(No statement furnished.)		99,700	62,000	—		5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—		28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—		70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—		52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	16,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	41½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123.300	50,000	—	38,139	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509		116.0	164 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—		—	(Leased to Pennsylvania.)					7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven.....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated in N. Y., N.Haven and Hartford R. R.)											
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. &R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,538	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	—	—	1,000,000	1,000,000	—		—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50,000		10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899		119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	206.0	10	6	2	276	Houston and Great Northern.....Texas.	1,439,941	287,051	162,601	86,861	1,970,804	—	5,636		93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	18	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....		62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,358	*Illinois Central* .....Illinois	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370		1,110.9	5,710,954	1,286,584	1,831,944	8,401,142	2,782,847	10	100	118
Dec. 31, 1871	65.5	—	8.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—		65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000		—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,260,000	.....		212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,028	Indianapolis, Cin. and Lafayette.Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517		217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486		72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717		117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	188.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....		183.7	(Leased to Illinois Central.)			304,369	126,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....		73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,000	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....		11.0	11,380		82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,800,000	—		—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	156.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—		—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—		—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	—	—	185,250	800,000	—		4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—		58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—		32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....		—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905		672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	861,097	2,020,000	6,730		.....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271		80 0	9 9,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—		—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,078	—	—	—	117,078	666,000	—		—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,587,330	26,899,000	3,606,970	1,369,927	1,073.8	10,178,663	1,943,162	3,725,425	14,797,975	4,884,369	8	100	92½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	.....		—	(Recently opened.)					—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. R.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N. Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,901	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—					New York and Mahopac	New York.	229,110	*	.....	.....	135,300		74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,208	1,940,972	1,676,566	2,228,875	15,566,000	1,641,000	377,541	1,377,592	126.25	1,700,591	124,919,238	38,662,529	4,483,584	1,868,554	10	100	139
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	480	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—					Niagara Bridge and Canandaigua.	N. York.	3,210,616																
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	1,000,000				—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
May 31, 1871	223.0	—	9.6	—	26	26	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	500,000	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,099,950	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.		(No a	ccounts o	btainabl	e.)	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	72.0		(No accou | nts.)			—	100	....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	95
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	70
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....		82.6	523,592	181,100	445,210	722,774	187,741	8	100	110½
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.		(In pro	gress.)	.....	100,000,000	50,000 p.m.	.....					(Leased to	Erie Com	pany.)		8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	804,710	749,117	261,746	10	100	128½
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	806	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	163,412	388,837	1,027,699	347,857	6	100	52
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	34,259	450,000	.....	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,372	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943		393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	43½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	65
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,600	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185,604	121,911	939,680	359,077	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	.....	.....	.....	.....	Osage Valley and Southern Kansas	Mo.	600,000	*	.....	.....	375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—					Oswego and Rome	New York.	950,953	*	.....	.....	268,000	612,100	27		28.6	(Leased	to Rome,	Watertown & Ogdensburg.)			—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,269,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	*Pacific of Missouri* ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	47
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....		63.5		(No return	s furnished.)			—	100	....
Feb. 28, 1872	—	—	65.0	2	—	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000						(Under | construction.)		.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No | returns.)			—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	.....	.....	.....	.....	Pares and Decatur	Illinois.	1,000,000		800,000		600,000	1,200,000	.....		34.0		(Construc	tion in pro	gress.)	245,662	5	100	114
Dec. 31, 1871	14.5	—	14.5	—					Paterson and Hudson	New Jersey.	330,000				330,000				14.5		(Leased t | o Erie.)			—	100	....
Dec. 31, 1871	12.0	—	2.6	—					Paterson and Newark	New Jersey.	1,000,000				500,000	500,000			12.0	(Leased	to Erie at	35 p. c.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—					Paterson and Ramapo	New Jersey.	350,000				248,000	80,000			15.1		(Leased t | o Erie.)			—	100	....
Jan. 31, 1872	67.3	—	3.3	—					Pekin, Lincoln and Decatur	Illinois.	2,488,250		87,758		1,500,000	1,078,000			67.3	(Leased	to Tol. Wa	b. and We	stern.)	29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—					Pemberton and Hightstown	N Jersey.	538,692				342,150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—					Pemberton and New York	New Jersey.	875,000				500,000	375,000			18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,887	6,896,404	10	50	107½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,436	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,868	.....	.....	20	50	228
Dec. 31, 1871	—	—	—	21.0	.....	.....	.....	.....	Pennsylvania and Delaware	Penn.	231,098		.....	.....	132,412	700,000	100,000				(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—					Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000			46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co	mpleted in	1871.)	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	.....	.....	.....	.....	Perth Amboy and Woodbridge	N. Jersey.	214,581		.....	.....	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	1,719,113	*	.....	63,753	1,342,200	558,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,989	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	52
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900				33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	176
Nov. 30, 1871	198.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	115½
Dec. 31, 1871	26.6	—	36.2	—	.....	.....	.....	.....	Philadelphia and Trenton	Pennsylvania.	1,259,600		329,020	.....	1,259,100			286,850	30.8	.....	1,276,762	668,196	1,308,498	248,705	8	100	113
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	116
Dec. 31, 1871	11.3	—	0.4	—	.....	.....	.....	.....	Pickering Valley	Pennsylvania.	468,478		.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Reading	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	.....	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic.	P., O., L. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	.....	.....	.....	.....	Pittsfield and North Adams	Mass.	443,678		.....	.....	450,000						(Leas	ed to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in r	unning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	19.—	—	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000				51.3	331,257	389,322	.....	628,430	180,561	10	100	129½
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....				(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	58	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170 000	200,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	93
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830		.....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	43.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,600,000	"	167,600	122,092	1,500,000	50,006	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line.....N. Car.	1,137,500	"	.....	.....	837,600	.....	299,900	— —	44.0	69,127	.....	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	— —	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,935	"	934,015	.....	6,000,000	1,925,000	.....	— —	181.0	724,626	625,781	457,454	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	"	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,972	341,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,219,989	"	454,301	160,946	1,599,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,226,504	"	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.3	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	"	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	8	1	1	24	Rome.....Georgia.	235,235	"	.....	.....	250,844	.....	.....	—	20.0	.....	(No return	s furnished.)	—	—	—	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	"	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	"	.....	.....	1,262,922	269,000	555,522	.....	—	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	18	1,011	Rutland .....Vermont.	5,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central.)	—	—	—	—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	"	.....	.....	.....	.....	.....	.....	112.0	.....	(No return	s furnished.)	—	—	—	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	"	.....	256,483	4,340,000	7,000,000	250,483	.....	266.0	.....	.....	.....	940,788	666,966	—	100	23
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	"	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	86
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	"	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 26	, 1871—No	returns.)	—	—	—	—	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern..Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)	—	—	—	—	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	168	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	"	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	"	8,594,240	220,419	1,968,600	16,206,500	318,425	5,313,636	—	—	—	—	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	"	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	12.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	—	—	17,711	14	31
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	"	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,388	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna...N. York.	380,868	"	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	....	....	Schuylkill and Susquehanna .....Penn.	1 283,490	"	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke..Va. & N. Carolina.	1,811,863	"	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	"	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,600	"	.....	.....	2,667,600	1,629,000	.....	—	157.0	.....	(No report	furnished.)	—	—	—	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	"	1,575,529	230,881	5,819,175	4,340,230	1,146,759	—	243.0	898,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	"	3,650	19,850	259 685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	33	7	89	South Side (L. I.) .....New York.	3,055,371	"	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	"	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,088	"	.....	.....	1,250,000	222,000	432,085	—	66.0	.....	49,466	.....	301,549	158,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	26	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	"	.....	.....	4,000,000	4,000,000	.....	—	....	(Recent	ly opened	—No retu	rns.)	—	—	—	—	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	"	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,855	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	"	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	"	1,285,248	235,096	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	18	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,848	—	100	32
Dec. 31, 1871	461.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	"	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,568,888	633,166	.....	5,736,666	1,959,838	—	100	70
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	"	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	281,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	5	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	"	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	....	....
Dec. 31, 1871	144.9	20.1	120 4	—	128	103	40	1,328	United Companies of New Jersey..N. Jer.	28,529,394	"	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	120
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	"	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	"	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	"	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central.)	—	—	8	100	63
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	6,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	264,674	24,488	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	83
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	136,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland..... .....New Jersey.	1,826,192	"	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)	—	—	—	—	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., L	acka. and	Western.)	—	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	55,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	35,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	16.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	102,009	2,008,324	3,160,000	814,344	—	160.6	27,571	113,980	.....	668,175	225,158	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	—	—	306,088	.....	—	138.0	966,389	.....	384,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	"	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,790,268	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	—	—	—	—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	"	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.059	234,867	842,169	208,796	—	100	....
Dec. 31, 1871	89.7	—	14.5	—	18	6.3	8	171	West Jersey.....New Jersey.	2,241,892	"	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,910	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	"	.....	.....	918,462	2,500,000	40,000	—	168.0	143,289	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	"	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	315,818	216,935	—	100	....
Oct. 31, 1871	62.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	102.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	"	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	"	.....	.....	400,000	4,315,000	71,633	—	143.5	247,360	70,848	126,839	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	18	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,617	45.7	314,457	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	93
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	los.	10	100	114
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	763,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,978	50	80	
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	—	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,870	2,200,000	1,021,965	197,816	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	178.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,487,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,458,048	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	651,424	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,857,105	—	.....	.....	2,062,710	2,636,310	270,505	—	84.0	—	—	501,674	144,099	37,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,860	—	.....	.....	2,907,860	3,000,000	.....	—	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.3	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)	—	—	—	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	58 —	@ 60 —
" Gartsherrie		57 —	@ 58 —
" Glengarnock		50 —	@ 52 —
" Eglinton		48 —	@ 49 —
Pig, American, No. 1		49 —	@ 50 —
Pig, American, No. 2		47 —	@ 48 —
Pig, American, Forge		40 —	@ 42 —
Bar, Refined, English and American		110 —	@ — —
Bar, Swedes, assorted sizes	(gold).	137 50	@142 50
	—STORE PRICES.—		
Bar, Swedes, 1½ x¾ & ¼ 1½ x ¾ to ¾ & ¾ sq. 1¾ to 5x¾ to ¾ & ¾ to 2 sq. 6 to 12 x ¾ & ½		150 —	@160 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ¾ to 1 in		— —	@100 —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in		— —	@105 —
Bar, Refined, 1 & 1½ by ¾ & 5-16		— —	@107 50
Large Rounds, 2½ to 2¾ to 3¾ to 4 in.		110 —	@120 —
Scroll		120 —	@165 —
Ovals and Half-round		125 —	@145 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@117 50
Horse Shoe		— —	@125 —
Rods, ¼@3-16 inch		165 —	@160 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		125 —	@172 50
Nail Rod	per lb.	— 9½	@ — 9¾
Sheet, Russia, as to assortment	(gold)	— 16 @	— 17
Sheet, Single D. and T. Common		— 6¾ @	— 7¾
Sheet, Doubles and Trebles, Charcoal		— 7¾ @	— 8¾
Sheet, Galvanized		Lis. 10 per ct. disc.	
Rails, English	(gold) per ton.	70 —	@ 71 —
Rails, American, at Works in Penna.	c'y.	80 —	@ 82 50
Anvile, (Eagle)	per lb currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18½@ — 23
English Spring (2d and 1st quality)		— 9½@ — 10¾
English Blister (2d and 1st quality)		— 14 @ — 18½
English Machinery		— — @ — 14½
English German (2d and 1st quality)		— 12½@ — 14½
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Cast Spring		— — @ — 11
American Machinery		— 11½@ — 12
American German Spring		— 9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	5 —	@ 5 25
8d. and 9d. "		5 25	@ 5 50
6d. and 7d. "		5 50	@ 5 75
4d. and 5d. "		5 75	@ 6 —
3d. "		6 50	@ 6 75
Cut, 2d and 3d. Fine		7 25	@ 7 50
Cut Spikes, all sizes		5 25	@ 5 50

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	—	@ — 37½
Straits	(gold).	— 32	@ — 32½
English	(gold).	—	@ — 31½
Plates—Fair to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal	per box. 11 75	@12 —	14 25 @ 14 50
I. C. Coke	9 25	@10 50	11 25 @ 12 50
Coke Terne	8 25	@ 9 50	10 — @ 11 25
Charcoal Terne	10 25	@11 —	12 25 @ 13 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 10 ½	@ — 10½
Crude, 40 @ 47 gravity (in shipping order)	— 14½	@ — 14½
Refined, Standard White (in ship'g order)	— 20	@ — 20½
Refined, S. W. (in jobbing lots)	— 20½	@ — 21
Refined, S. W. (in tin)	— 26½	@ — 27½
Naptha, Refined, (65 @ 73 gravity)	— 10	@ — 11½
Residuum....(in shipping order)	— 11	@ — 11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

	All Cash.
Copper, New Sheathing, (over 12 oz.) per lb.	— @— 43
Copper, Bolts	— @— 45
Copper, Braziers' (over 16 oz.)	— @— 45
Copper, Nails	— @— 45
Copper, Old Sheathing, &c., mixed lots	— 28 @— 30
Copper, American Ingot	— 33 @— 33½
Copper, English Pig	— 29½@— 30
Yellow Metal, New Sheathing & Bronze	— @— 27
Yellow Metal, Bolts	— @— 32
Yellow Metal, Nails, Sheathing & Slating	— 27 @— 30

LEAD—DUTY: Pig, $2 per 100 lb.: old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75 @ 6 87½
German Ordinary	(gold)	6 75 @ 6 87½
English	(gold)	6 75 @ 7 —
Bar		— — @ 9 25
Pipe		— — @10 50
Sheet		— — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe		16½c. per lb.
Tatham's improved Tin-Lined Lead Pipe		16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other sizes cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 — @18 —
Liverpool House Cannel		— — @20 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
Boston, Hart. & Erie	3½	3	3	3½	3¼	3½
Canton Co.	93½	....	....	....	101½	104
Central Pacific 6s	102¾	103¼	102¾	103⅞	103¾	103¾
Central of N. Jersey	....	....	....	102	102½	102½
Chicago & Alton	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M	104	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	112	....
Chic. & Northwestern	80½	80	....	....	....	....
" pref.	85½	87½	85½	86½	86¾	87½
" 1st M.	99	....	....	99½	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	89½	....	....	89½
Chic., Rock Isl. & Pac.	107¾	108	107¾	108¾	110¼	110¼
Chi., R. I. & Pa. 7s, 1896	103½	....	103¾	....	....	....
Clev., Col., C. and Ind.	88	....	88½	89	....	....
Clev. & Pittsburg guar.	88	88½	88¾	88¾	88¾	88¼
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	85½	....	86	....	86	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	37⅞	35⅝	33¾	34½	35½	35⅝
" 1 M.	86¾	86¾	86⅝	86¾	87	87¼
" 2 M.	72	72¼	72½	....	72¾	72¾
Del. & Hudson Canal	115	114¼	114¼	114¼	114¼	114⅜
Del. Lack. & Western	102	....	101	101½	....	102¼
" 1 M. 7s	....	101	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	64¼	64¼	64¼	65⅜	65¾	64¼
" pref.	....	73	....	73	....	....
" 1 M. 7s, 1897	....	....	....	101x	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	99½	....	....
" 4 M. 7s, 1880	....	....	....	100	....	99
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	86¼x	....	86¼	....	....
Hannibal & St. Joseph	40	40½	40½	41½	41¾	....
" pref.	....	....	....	....	....	....
" 8s, conv.	....	....	....	....	87½	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	116½	....	117	117	118	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	91½	91½	91½	92½	93	92½
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	23	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	105½	....	....	105	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	101x	....	....	....
" 2 M.	....	....	....	....	....	97
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	1	....	....	....	....	....
Milw. and St. Paul	57½	56¾	57	57	57¾	58¼
" pref.	72¼	73	71½	72¾	....	73½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	108	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	98	....	....
Missouri 6s	94	94	....	....	94	94
" H. & St. J. 1s.	....	....	....	....	....	....
Morris and Essex	....	92½	92½	92	92½	92¾
" 1st mort.	....	....	....	102	102½	....
" 2d mort.	97	97½	97¾	97½	....	....
N. Y. Cen. & Hud. Riv.	100¾	100¾	100¾	101½	102	101¾
" 7s, S.F. 1876	102	100	....	....	....	....
" 6s, S.F. 1883	....	91½	91	....	....	90
" 6s, S.F. 1887	....	....	92	....	....	....
N. York and Harlem	125	122½	124½	126	127	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	....	138	....	....	....	139
N. Carolina 6s, old	....	....	....	27	27½	....
" new	....	....	....	....	....	....
Ohio and Miss.	43	42½	42½	43	43¾	43½
" pref.	....	....	....	74	74	....
" 2d M.	....	....	85	....	....	....
Pacific Mail S. S. Co.	56¾	55½	53	51½	53¾	53½
Panama	111	110	109	112	113	114
Pitts., Ft. W. & Chi. gtd.	93½	93½	93¼	93	93½	....
" 1 M.	106¾	....	....	....	....	....
" 2 M.	....	....	100	100	100½	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	40	40½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	88	....	....	....	....	88
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	79	....	....	....	80½	81½
" new	78½	....	....	80½	80½	....
Tol., Wab. & Western	69½	69½	68¾	69½	70	70½
" pref.	....	....	....	....	....	....
" 1 M.	96	....	....	96	....	96
" 2 M.	....	....	....	....	92	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	91	....	....	....	....	91
Union Pacific	30½	29⅝	29⅞	31½	32¼	32½
" 1st mort.	86½	86	86	86½	86¾	86½
" L. Gt. 7s	....	75	75	75	75	74½
" Inc. 10s	72¾	....	72½	73	72¾	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	....	....	....	....	53½
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 7.

	Th.1.	F.2.	Sat.3.	M.5.	Tu.6.	W.7
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	112	....	....	....	....	....
U. S. 5s, 10-40s, coup.	113¾	113¾	....	....	113¾	113¾
U. S. 5s, 1881, reg.	....	....	117¾	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	117¼	....	....	....	118	....
U. S. 6s, 1881, coup.	120¼	....	120¼	120¼	121¼	121¾
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	....	115¼x	....
U. S. 6s, 5-20s, reg. '64.	114¼	....	....	114¾	....	....
U. S. 6s, 5-20s, c. 1864	114¾x	114¾	115	115¾	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	117¼x	117¼	117¾	118	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	117¾	....
U. S. 6s, 5-20s, c. n '65	117¾	117¾	117¾	117¾	118¼	....
U. S. 6s, 5-20s, reg. '67	117	....	....	117¾	117¾	....
U. S. 6s, 5-20s, c. 1867.	119¾	119¾	119¾	119¾	120¼	....
U. S. 6s, 5-20s, reg. '68	117	....	....	....	117¾	....
U. S. 6s, 5-20s, c. '68	....	118	....	118	118¼	....
U. S. 6s, Pac. R.R. issue	....	....	115¼	116¼	115¾	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 6.

	W.30.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	91½	....	....	....
" 6s, 1889	....	....	....	....	90	....
" mort. 6s, '89	97	94½x	94½	....	....	94½
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	98
Lehigh Navigation	40½	40½	40	39¾	40½	40½
" 6s, 1884	87	....	....	....	....	....
" Gold L.	93½	....	....	93½	94	95
" R. R. L.	92½	92	....	....	92½	92
" Conv. L. '77	....	....	....	....	83½	....
Lehigh Valley R. R.	60	60	60½	60	60	60
" 6s new coup.	....	....	....	....	98	....
" 6s new reg.	99	99	99	....	99	....
Little Schuylkill R.R.	....	....	47	47	....	....
" 7s	....	....	....	....	....	....
Minehill	52½	52¾	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	96½x	96¾	96¾	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	37¾	....	....	36	35	....
Oil Creek & Allegh. Riv.	32½	....	32	32	32½	....
" 7s	....	....	....	....	71½	....
Pennsylvania R. R.	57	57	54½x	54½	54½	....
" 1st M.	100½	....	....	....	....	....
" 2d M.	....	....	....	....	....	....
" Gen. mort.	94½	94½	94½	94	94	94
" " reg.	96¼	....	97½	....	....	97½
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	107½	....	....	....	....	107½
" 6s, 3d series	109	....	....	....	....	....
Philadelphia City, 6s	97½	....	....	....	....	....
" new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	58	57½	57½	57½	58	57½
Philadelphia and Erie	....	....	....	....	26	....
" 6s	....	....	....	....	....	....
" 7s	91½	....	....	....	91½	91½
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	7	....	....	....
" pref.	....	....	....	....	14½	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	75	....	....	....	....	....
" 6s, 1872	....	82	....	....	....	82
United Co. of N. Jersey.	119½	120	120	120	119¾	120
Hestonville, (Horse)	....	19½	....	....	19½	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	57½	....	....
Spruce and Pine	32	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 6.

	W.30.	Th.1.	F.2.	Sat.3.	M.5.	Tu.6
Baltimore City 6s, 1875	98	98	98	98	....	98
" 1886	....	....	....	....	....	....
" 1890	99	98½	98¾	98¾	....	99
" 1884	....	....	....	....	....	....
" 1900	....	....	98¼	98¼	....	....
Balt and Ohio	172	....	....	....	172½	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	95¼	....	....	95½	....	....
Marietta & Cin. 1st M.	100	100	99¾	....	....	....
" 2d M.	93½	90½x	90½	....	90	89½
" 3d M. 8s	83¾	84	84	....	....	84
Northern Central	37	....	....	35½	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	85	....	....	....	....
Pittsb. & Connellsv. 7s	95½	95½	95	....	95½	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	....	....	....	....
" Defer. Certif.	....	....	....	13½	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 7.

	Th.1.	F 2.	Sat.3.	M.5.	Tu.6.	W.7
Boston and Albany	....	144	....	143¼	143	142
Boston and Lowell	....	....	....	....	....	134
Boston and Maine	....	117½x	....	....	....	....
Boston and Providence	....	146x	145¾	146	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	38¾	37½	37	39¼	....	38¼
Cheshire, pref	....	....	76	....	....	75½
Chi., Burl. & Quincy	109¾	109¾	109¼	109¼	109¾	109¾
Concord	....	....	84	....	83	....
Connecticut River	....	....	....	....	....	....
Eastern	107	....	107	107	....	106¼
Fitchburg	....	....	....	135	....	134½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	105¼	104¾	....	105	105¼	105¾
Northern, N. H	....	....	....	110¼	....	110¼
Ogdens. & Lake Champ	....	....	....	....	54	52
" pref	....	....	97½	....	....	97
Old Colony	111	111	111¼	111	111¼	111¼
Ph., Wil. & Baltimore	....	57½	....	57⅝	....	58
Portl'd, Saco & Ports	....	....	....	130	130	129¾
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	83¾	....	....
" Land Grant 7s	....	....	....	74	....	....
" Income 10s	71¾	71½	....	71	71	70
Vermont & Canada	59¾	60	....	60	61	63
Vermont & Mass	....	84½	....	....	....	83
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	102	....
Metropolitan	....	....	56¾	56¾	....	57
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	30	....	....	....	....	30
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	12¼	....	....	12¼	....	....
Quincy	47	....	....	46¼	46½	....

London Stock Exchange.

	—Closing Prices.— April 18.	April 10.
Atlantic & Gt. W. 1st mort., $1,000	80 — 81	80½ — 81½
Do. 2d mort., $1,000	71½ — 72½	70½ — 71½
Do. Con. mort. B'nds Bisch's Cert.	54 — 55	52 — 54
Do. Reorg. Scrip	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds	93 — 94	93 — 94
Detroit & Milwaukee 1st mort. Bonds	73 — 75	73 — 75
Do. 2d do.	70 — 75	70 — 75
Erie shares 100 dol. all paid	51 — 51½	51½ — 51¾
Do. Ticket of Protec. Com. attached	— —	— —
Do. 6 per cent Convertible Bonds	95½ — 96½	95½ — 96½
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid	92½ — 93½	91 — 93
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	86 — 90	85 — 90
Panama 2d mort	— —	— —
Panama General mort	95 — 97	95 — 97
Pennsylvania, 2d mort	97 — 99	97 — 99
Do. General mort	98 — 99	98 — 99
Do. $50 shares	45 — 47	44½ — 45½
Philadelphia and Erie 1st mort	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, May 10, 1873.

Stock Exchange and Money Market.

The city banks have made a decided and very encouraging gain in their reserves since our last, and the course of the Money market has been much more favorable for the borrowing interests, the later call loan negotiations having been on the basis of legal rate of 7 per cent per annum to the more prominent of the Stock Exchange firms and 6@7 per cent to the leading Government houses. The discount market also worked more smoothly for the mercantile classes, and strictly prime to very good commercial paper was quoted in request at 8@10, and railway notes and acceptances, more salable at 10@12 per cent per annum. There has been far less pressure for aid, and the general tendency of the movement has been toward a further relaxation in rates. The return of currency from the country, and the usual tendency to ease in the Money market in the month of May go very far to restore confidence after the recent prolonged pressure and extravagant rates for Money. The effect upon the general trade of of the city, cannot fail to tell upon business at a season like the present, when the reopening of Canal and Lake navigation favors a free demand for merchandise for the West and a liberal export demand for domestic produce from the West. The banks are once more ahead in their obligatory reserve, the last statement showing that they had $2,729,425 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance over a million dollars; while adding nearly two millions to its currency reserve. Its currency reserves at the close of the week were $20,391,184; and its coin hoard, $42,-204,931.

The clearances of the banks averaged through the week 116⅜ millions a day, and amounted in the aggregate, for the whole week, to $698 038,786 as against $693,515,940 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,946,765 and cut down its coin reserve $1,083,621 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $18,677,800, against $18,325,400 same time last year. The city bank deposits are now $196,471,900 against $211,636,400, week ending May 4, 1872. The legal tender reserve amounts to $40,051,700, against $47,407,400 same time last year. The circulation now stands at $27,564,400 against $27,809,800 same time last year. The loans are now $270,721,100 against $280,284,900 at this date last year.

The coin reserve of the city banks is now about 18⅝ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is nearly 40⅛ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 196½ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $4,402,682 of currency, and $5,872,550 of gold, the latter including $2,114,000 from customs; and disbursed $2,455,916 of currency and $6,957,171 of gold, the latter embracing $4,249,-816 of coin interest.

Government revenues have been yielding rather less satisfactory since our last. The excises yielded within the week about 1⅝ millions, and thus far in the current fiscal year beginning with July 1, 1872, $94,869,578. The customs at the port of New York, for the week, were $2,016,936, and at the outports, about $700,000 more, in coin or coin certificates.

The cash balances under the control of the Treasury Department on Tuesday were as follows: Currency, $4,474,615; special deposit of legal tenders for the redemption of certificates of deposit, $26,230,000; coin, $73,737,874. Coin certificates outstanding, $25,997,100. Legal tenders outstanding $357,180,919.

The Gold speculation has been comparatively weak and hesitating, on a restricted volume of dealings, though toward the close there was rather more animation apparent. The customs and export drains were light. The enlarged produce exports tended to lessen the confidence of operators for higher figures. The range of the price during the week has been from 116⅝ @117⅜ and the closing quotation on Wednesday was 117¼ against 117¼ on Wednesday of the preceding week. The specie outflow last week, was $401,818. The Gold Exchange Bank clearances have averaged about 63⅛ millions per day during the week.

The customs demand for Gold last week, averaged $352 333 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been $1,097,018 against $622,639 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $115,269,464 against $136,466,924 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $67,305,192, against $67,943,970 during the same time in 1871-2.

The export drain of specie was $401,818 last week, against $1,735,018 same week preceding year. The shipments since July 1, 1872, have been $53,388,447 against $33,275,268 during the same portion of 1871.

Foreign Exchange has been held more firmly, though not remarkably active. Bankers' sixty day bills on London closed at 108⅜@108⅝; sight bills on London, at 109¼@109½. The week's exports of Domestic Produce have been to the currency value of $7,518,679.

Under the Treasury programme for May, Government proposes to sell through the Sub-Treasury Gold as follows: Thursday, May 15, $1,000,000; Thursday, May 22, $1,500,000; Thursday, May 29, $1,000,000. And to buy in Five-Twenties as follows; Wednesday, May 21, $500,000.

On Wednesday, Government bought in $500,000 Five-Twenties from 115 74@115 92, net out of an aggregate offering of $1,351,400.

Government securities have been in much better request at firmer and buoyant prices, favored by the growing ease in Money and the encouraging debt exhibit May 1, which showed a further liquidation in April of $2,155,228.

U. S. sixes of 1881 closed on Wednesday of this week at 121¼@121⅜; U. S. Five-Twenties of 1862, 115½@116; U. S. Five-Twenties of 1864 at 115½@116; U. S. Five-Twenties of 1865, 117⅜ @117⅝; U. S. Five-Twenties of 1865 consolidated, 118¼@118⅜; U. S. Five-Twenties of 1867, 120 @120⅛; U. S. Five-Twenties of 1868, 118⅛@ 118⅜; U. S. Ten-forties at 113¾@114; U. S. Fives of 1881 (Funding Loan) 114⅞@115; Six per cent. currency Sixes from 115⅜@115⅝.

State bonds have been attracting more attention from investment buyers and have been held with increasing firmness.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 23.	April 30.	May 7.
Consols	93½	93⅝	93⅜
U. S. 5-20s, 1865	*91⅝	92	92
" 1867	93¾	93¾	93⅞
" 10-40s	89¼	89¼	89¼
New Fives of 1881	90	90	89⅜
Erie	51⅛	50½	50⅜

* Ex-May coupon.

The Metal trade has been devoid of animation. Trade in Copper has been quite dull, with prices quoted easier. Lake closing at 32½c., without important sales; 75 tons best selected English changed hands at 30¼c.@30½c., cash and 30 day's credit. Scotch Pig-iron has been offered more freely at yielding prices, without leading to much activity; sales have been reported of 350 tons Glengarnock on private terms, and 100 tons

Eglinton at $49. American Pig-iron depressed and lower, with a slack demand noted. Other kinds quiet. We quote Glengarnock Pig at $50; Eglinton do. at $49; No. 1 American Pig at $48; No. 2 do. at $45; Wrought Scrap at $50 @$52; English rails at $70@$71, gold; American Rails at Works, $80@$83; Pig lead firmer and in more request at 6¾c.@6⅞c., gold, for ordinary foreign; sales, 100 tons. Spelter has been quiet at 7⅞c.,@8c., gold. Pig-tin has been very quiet with Straits quoted at 32c., and English at 31⅞c., gold. Tin Plates dull; 500 boxes Charcoal sold at $12, gold. Charcoal Plates quoted here at $11 75@$12 25; Charcoal Terne, $10@$10 75; Coke, $9 75@$10 50; Coke Terne, $8 50@9 75, gold, per box. Zinc quiet at former prices.

The Railway and Miscellaneous share speculation has shown more activity, and though disturbed by the course of Pacific Mail, under its embarrassing connections, the market towards the close showed comparative firmness and buoyancy, influenced in part by the growing ease in Money.

Railway Mortgages Bonds have been in more request, for investment purposes, at firmer rates. Central Pacific Sixes have been more sought after closing at from 103½@104. Chesapeake and Ohio Sixes have been more freely purchased at 88 and interest. Western Pacific Sixes have been in better demand at 95. The Northern Pacific 7-30 Loan has been in good request at par and interest.

General business has been moderately active, and toward the close quoted steadier as to values. Breadstuffs met with a freer sale, in good part for export. Cotton, moderately dealt in. Groceries, brisker. Sugars and Coffee firmer. Middling upland Cotton left off at 19¼c. per lb. The receipts at all the ports, since Sept. 1, have been 3,272,024 bales, against 2,576,914 bales same time in the preceding year; exports 2,178,643 bales against 1,776,028 bales in the previous year; stock at the ports at latest dates, 430,234 bales against 272,255 bales same date 1871.

Foreign goods have been rather more sought after on the basis of previous quotations. The week's imports amounted to $6,970,387 including $1,721,428 of dry goods.

Ocean freights have been more active, closing more firmly.

At the Live Stock Markets, Beeves have been in less request at from 9¼@13¼ cts. Veals in more demand at 5@12 cts.; Sheep at from 5@8 cts.; Swine at 6¼@6½ cts. per lb., all live weight. The week's receipts were 9,586 Beeves, 3,383 Veal Calves, 11,688 Sheep and Lambs, and 41,919 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Hannibal and St. Joseph L. G. Bonds, 105; Belleville and Southern Illinois 1st mort., 97; Western Pacific R. R. bonds, 95½; Mil. and St. Paul 1st mort., Iowa div., 84½; do. La C. div., 90½; Toledo, Peoria and Warsaw 1st mort., W. D., 88; do. E. D., 92¼; Delaware and Hudson Canal 1st mort. 1884, 102⅜; Louisville and Nashville 7s, consol., 1898, 93; Buffalo, New York and Erie, 1st mort., 94; Pacific R. R. 7s, guar. by Mo., 98½; Albany and Susq. R. R., 95; do. 2d mort., 97; Clev., Col., Cin. and Ind. 1st mort., 100⅛; Long Dock bonds, 98; Lake Shore and Michigan Southern 7s, consol., reg., 99; St. Louis, Jacksonville and Chicago 1st mort., 91; Central of New Jersey 1st mort. new, 103¾; Burlington, Cedar Rapids and Minnesota 1st mort., 91¼; Boston, Hartford and Erie 1st mort., 38; Nashville and Decatur 1st mort., 91; Cedar Falls and Minn. 1st, mort., 81; North Missouri 1st mort., 91; Detroit, Monroe and Toledo 1st mort., 97½; New York and New Haven 6s, 97; New Jersey Southern 1st mort., 75; Canada Southern 1st mort., 92½; Pacific R. R., of Mo., 47; Atlantic and Pacific pref., 23½; St. Louis and Iron Mt. R. R., 86; do 1st mort., 98⅜; Ohio and Mississippi 7s, consol. S. F., 94; Western Union Tel., 87⅜; do. 7s, 94½; Quicksilver pref., 48½; Am. Mer. Union Exp., 68; U. S. Exp., 74; Adams Exp., 95½; Wells-Fargo Exp., 81¼; Consol. Coal of Md., 57½; Maryland Coal, 24½; New Central Coal 42; Pennsylvania Coal, 225; Alabama 8s, 1893, 85½; N. Y. State 7s, B. L., coup., 105½; South Carolina 6s, new, Jan. and July, 17½; Brooklyn 6s, W. L., 94¼; do. P. L., 98.

Philadelphia.—Lehigh Valley 7s, new, 104¾; Philadelphia and Reading Gen'l mort. 7s, reg. 105; do. coupon, 102⅞; do. 7s, new conv., 106; Pennsylvania and New York 7s, 101¼; Allegheny Valley 7 3-10s, 94; Pittsburg, Cincinnati and St. Louis 7s, 75½; Morris Canal 2d mort., 93; do. B. L., 90; Ithaca and Athens 7s, 100; Connecting R. R. 6s, 87; Westchester and Philadelphia R. R. 7s, 101½; Harrisburg and Lancaster R. R. 6s, 94; Elmira and Williamsport 5s, 58½; Wilmington and Reading 7s, 100; Pensylvania Canal, 17; Camden and Atlantic pref., 42; Nesquehoning R. R., 53¾; Pennsylvania R. R. allotments, 53½; Lombard and South St. R. R. 21; Pittsqurg 5s, 74; do. 7s, 101. The latest quotations are: City 6s, 97¼@97½; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 101½@—; do. 2d series, 107@107½; do. 3d series, 109@109¼; Philadelphia and Reading 57¾@57⅞; do. Gen'l mort. 7s, coup., 102¾@103; do. reg., 104@105; do. mort. 6s, 1880, 94@95; do. 7s, new, conv., 105½@106½; United New Jersey R. R. and Canal Co., 119¾@120; Camden and Amboy mort. 6s, 1889, 94⅜@94½; do. 1883, 91½@92; do. 1889, 89¾@90½; Pennsylvania R. R., 53⅜@53¾; do. allotment, 53½@53⅝; do. 1st mort., 100@101; do. 2d mort., 97@97½; do. General mort coupon, 93⅞@94; do. reg., 97½@98; Little Schuylkill R. R., 46⅞@47; Morris Canal, 49@50; do. pref., 125@127; do. 6s, 92@95; Susquehanna Canal, 7@8; do. 6s, 75@75; Schuylkill Nav., 7@8; do. pref., 14¼@14½; do. 6s, 1882, 76½@77¼; do. 1872, 82@83; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 97@99; do. 5s, 58@59⅜; Lehigh Coal and Navigation, 40@40¼; do. 6s, 1884, 88@—; do. R. R. Loan, 92@92½; do. Gold Loan, 94@95; North Pennsylvania, 47@48; do. 6s, 96½@98; do., 7s, 96½@97; do. Chattle 10s, 106½@—; Philadelphia and Erie, 25¾@26½; do. 6s, 89@90; Minehill, 52@52½; Catawissa, 21@21½; do. pref. 44⅞@45¼; do. new pref., 33@33¼; do. 7s, 1900, 101@101; Lehigh Valley, 60@60⅛; do. 6s, new coupon, 97½@98; do. reg., 98½@99; do. 7s, 103¾@104; Fifth and Sixth streets, (horse,) 51½@52; Second and Third, —@57; Thirteenth and Fifteenth, 20½@22; Spruce and Pine, 32@33¼; Green and Coates 49@50; Chestnut and Walnut, 60—@; Hestonville, 19@19⅜; Germantown, 81@—.

Boston.—Chicago, Burlington and Quincy 7s, 94½; do. rights, 5 45; Burlington and Missouri R. R., 108; do. in Nebraska, 66; do. 8s, in Nebraska, old, 100¼; Atchison, Topeka and Santa Fe R. R., 20½; do. 1st mort., 74; do. 7s, L. G., 78¾; Cheshire 6s, 1875, 95¼; do. 1877, 95¾; do. 1830, 94¾; Ogdensburg and Lake Champlain Equip. 8s, 97; Eastern R. R. 7s, 1882, 101; Cedar Rapids and Missouri 7s, 1894@1916, 87¼; West Wisconsin 7s, 1896, gold, 84¾; Old Colony and Newport 6s, 1875, 97½; Boston, Clinton and Fitchburg 7s, 91; Malden and Melrose Horse R. R. 6s, 1880@1883, 90¾; Vermont Central 1st mort., 34; do. Equip. 8s, 76; Eastern (N. H.) R. R., 100¾; Rutland R. R., 10; do. pref., 58; do. scrip, No. 3, 91; do. No. 1, 90; Connecticut and Passumpsic Riv. R.R., 88¾; Portsmouth Gt. Falls and Conway R. R., 93; Cincinnati, Sandusky and Cleveland R. R., 17¼; Worcester and Nashua R. R., 135; Boston Water Power, 31; do. scrip, 71; Cary Imp., 13½; Waverly Land, 4½; Brookline Land, 5⅞; Boston Land, 6; New Hampshire 6s, 98¾; Maine 6s, 1889, 99; Charlestown 6s, 1888, 94¾; Portland 6s, 1887, 90; St. Louis 6s, 1886, 90; Bangor 6s, 1894, 89½; Cambridge 6s, 1876, 95; Bath 6s, 1888, 89½; Chicago 7s, 1892, 98½; Lowell 6s, 1890, 95¼; Springfield 6s, 1882, 94¼; Boston 6s, 1880, reg., 98½; Allouez Mining Co., 20; Calumet and Hecla, 160; Dawson Silver, 25c.; Mesnard, 2½; Petherick, 4; Ridge, 10¾; Rockland, 3¼; St. Clair, 3⅞.

Baltimore.—Central Ohio R.R., 40; do. 1st mort., 86¼; Orange and Alexandria 4th mort. 8s, 81½; Northern Central 6s, 1900, gold, 93; Orange, Alex. and Manasses 7s, 82; Maryland Defense 6s, 104; Memphis City 6s, 57; Virginia consols, coupons, 82; Santa Clara Mining Co., 3.65. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80@81; Pittsburg and Connellsville 7s, 1898, 95@95¼; Baltimore and Ohio, 172@173; do. 6s, 1875, 98½@99½; do., 1880, 97@97⅛; do., 1885, 95@95⅜; Parkersburg Branch, 11@—; Northern Central, 85@87; do. 6s, 1885, 92@93; do., 1900, 85@85½; do., 6s, 1900 gold, 92¾@94; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 89@—; Marietta and Cincinnati 1st mort. 7s, 1892, 99½@99¾; do., 2d mort., 7s, 89⅞@90; do., 3d mort., 8s, 83¾@84; Central Ohio, 42@42½; do. pref., 41@41; do. 1st mort., 86@86⅜; Western Md. 1st mort. 6s 1890, 85@90; do. 1st mort. guar., 97@97½; do. 2d mort. guar., 97@97¼; do. 3d mort., guar., 97@98; do. 2d mort. pref., 75@85; do., 2d mort. guar. by Washington Co., 82½@84; Richmond and Danville 1st mort., 76@77; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 87@91; do., 3d mort. 8s, 95@97; do., 4th mort. 8s, 81@81; Orange Alex. and Manassas 7s, 81½@81⅞; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77½@78; do. 8s, 3d mort., 87½@88½; Baltimore 6s, 1875, 98@98; do., 1884, 96¾@—; do. 1886, 98½@99; do., 1890, 98@99¾; do., 1893, 97@97; do. 1893, exempt, 101½@101½; do., 1900, exempt, 98½@99; do. 1900, new, 98@98⅝; do. 1902, 98@99¼; Memphis City 6s, 56@58; Maryland Defense Loan, 1883, 104¼@104¼; Virginia 6s, old, 36@40; do. coupons old, 46@50; do. consol. 6s, 52⅞@53¼; do. reg. 51@53; do. coupons, 82@82¼; West Virginia, 13@13½; City Passenger R. R., 20@21; George's Creek Coal, 120@128.

Baltimore, Chesapeake and Delaware Bay Railway.

A meeting of the corporators of this company, for which a charter was obtained at the last session of the Maryland Legislature, was held in this city yesterday, for the purpose of electing a president and board of directors, and which resulted in the choice of the following gentlemen: Dr. G. W. Goldsborough, of Caroline county, president; Dr. Alexander Hardcastle, of Queen Anne's county, R. W. Ericson, of Kent Island, J. B. Penington, of Dover, John Manlove, of Caroline county, and Sydney C. Long, of Baltimore, directors. The route of the proposed road has been surveyed, and though it will bring lower Delaware nearer to Baltimore than to Philadelphia, the ultimate object, it is understood, is to make a connection with New York other than that now had by way of Philadelphia. The route selected was originally one that had been agreed upon by several gentlemen of Delaware, and who obtained a charter for the same, but failing to avail themselves of the charter, it was repealed by the late Legislature and one granted to the corporators of the proposed new road.

There is at present a road from Lewes, on Delaware Bay, to Harrington, and it is intended to run the road from Harrington to Queenstown, Md., by way of Greenboro' where it will cross the Maryland and Delaware Railroad leading from Oxford to Clayton. Kent Island will be the Maryland terminus, and from thence steamboats will run to this city. Should the road be so constructed as to make a new connection with New York, it will connect at Harrington with the Junction and Breakwater Railroad, and thence to Delaware Bay, where a line of steamboats will connect with New York. In all about eighty miles of track will be laid, and a desire was evinced at the meeting yesterday that the work of constructing the road should be commenced without delay. It was also stated that perhaps a summer resort, similar to Holly Grove, will be established at the Kent Island terminus, that place being represented as well adapted for such a purpose. A meeting of the directors will be held in a few days, when the question of opening books for subscription to the stock of the road will be discussed.—*Balt. Sun, Apl.* 30.

☞ The directors of the Port Royal Railroad Company recently elected are: George T. Jackson, John P. King, H. R. Cook, B. W. Lawton, Josiah Sibley, D. F. Appleton, W. F. Herring, R. E. Robbins, W. W. Clark, T. P. Branch, J. C. Durant, W. E. Jackson, M. P. Stovall. George T. Jackson was elected President.

☞ Some twenty miles of the eastern extension of the Allegheny Valley Railroad, which is to form the great low grade road between Pittsburg and the seaboard, has been completed, and that portion from Red Bank to New Bethlehem was opened on the 5th inst. for passenger and freight traffic.

☞ The Athens and Schenactady Railroad has commenced operations, and during the navigation season will be used for the transportation of cattle.

☞ H. J. Jewett has been elected President, Daniel Applegate Treasurer, and Wm. Wing Secretary of the Central Ohio Railroad Company.

☞ The grading of the Bucksport and Bangor Railroad will be completed by September 1, 250 men being at work upon it.

☞ The Calumet and Hecla Mining Company has declared a dividend of $5 per share, payable on the 15th inst.

☞ Columbus, Ohio, has voted, 2,393 to 1,053, to give $300,000 to the Toledo and Columbus (West Line) Railroad.

New York Canal Tolls, Tonnage, etc.

The following particulars of interest to canal forwarders and others are condensed from the tables published in the report of Mr. Wm. Thurstone, Secretary of the Buffalo Board of Trade.

	1870.	1871.	1872.
Canal tonnage..	6,173,769	6,467,888	6 673,370
Tolls at Buffalo.	$1,060,055	$1,389,910	$1,416,049
Tolls at Oswego.	331,166	402,210	338,155
Total tolls of all N. Y. canals..	2,611,577	3,100,838	3,072,412

The tolls from 1847 to 1872 exclusive were:

Tonnage	119,396,718
Tolls at Buffalo	$34,703,307
Tolls at Oswego	10,037,971
Total tolls of all New York canals	86,410,653

The actual amount of tolls collected to the credit of the Oswego canal, were as follows:

1867	$151,174 71	1870	$111,232 87
1868	184,627 97	1871	109,491 24
1869	160,155 00	1872	88,704 48

The per cent of toll revenue received was:

	1868.	1869.	1870.	1871.	1872.
At Buffalo	48.0	43.5	40 6	44.8	46.0
Oswego	13.2	14.9	15.0	13.0	14 0
Other places	38.8	41.6	44.4	42.2	43.0

The total amount of tolls and freight received on all the New York canals for thirty-six years was	$237,752,561
Total freight to carriers same period.	130,561,729
Balance to State	$107,190,832

The last three years show as follows:

	1870.	1871.	1872.
Total tolls and freight	$7,552,988	$10,779,887	$10,468,711
Total tolls to carriers	4,941,410	7,679,049	7,576,300

The average per tons freight on upward and downward merchandise between Buffalo and Albany was in

	1869.	1870.	1871.	1872.
Av. upward freight..	$2 60	$2 60	$2 60	$2 60
Av. downward freight	4 44	3 06	3 70	3 70

☞ Regarding Bessemer steel, which is now so largely manufactured in the United States, a Sheffield (Eng.) correspondent observes, "Bessemer steel continues in great request, its application to new purposes being almost weekly extended. It can be produced so much cheaper than cast steel made in the old way, and yet is so tough and endowed with many of the virtues of best cast steel, that there is no wonder that its use is becoming pretty nearly universal."

☞ The Watson Manufacturing Company, of Paterson, N. J., are building 14 iron bridges for a Costa Rica Railroad. They are also building a bridge for Morris County, N. J.; one for Newark, to cost, $11,000; one for Jersey City, to cost $20,000; and they recently completed one for Fourth Avenue, New York, which was 600 feet long and cost between $35,000 and $40,000.

☞ The earnings of the Central Pacific Railroad in April, 1873, were $1,132,920—an increase over April, 1872, of $183,322. For the first four months of the year the earnings were $3,654,255—an increase over the corresponding four months of 1872, of $664,834.

☞ The earnings of the Erie Railway Company for the week ending April 30, 1873, were $384,329, and since November 1, 1872, $8,800,582—an increase over the corresponding six months of the previous year of $281,843.

BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, May 5, 1873.

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds; and it is reasonable to suppose the present difference of from TWENTY to THIRTY per cent. cannot be obtained for any great length of time.

We are recommending the following for Exchanges or for new investments—all of them payable in gold, principal and interest:

The CHESAPEAKE AND OHIO SIX PER CENTS at **88** and accrued interest, interest payable May and November; these bonds are issued in denominations of $100, $500, and $1,000. The road, 420 miles in length, is now completed, and the business offering is very large, and increasing daily.

The WESTERN PACIFIC SIX PER CENTS at the market price, which is to-day **95**, flat. These bonds are $1,000 each; interest payable January and July. This road having been consolidated with the great CENTRAL PACIFIC, and payment of its bonds, principal and interest, assumed by them, we see no good reason why they should not soon approximate in price to Central Pacifics—now 103.

Also, the CHESAPEAKE AND OHIO SEVEN PER CENTS, interest payable January and July, secured by a First Mortgage on the Extension to deep water on Chesapeake Bay, on the proposed Kanawha River Branch, and on the Great Bridge to be built over the Ohio River at Huntington, and a Second Mortgage on the Main Line, with all its equipments, depots, &c.

Only **$3,000,000** of these Bonds will be offered for sale at present. Price **90** and accrued interest.

We consider them amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

We continue to deal in Government and Central Pacific Bonds, receive deposits on which we allow interest, make collections, execute orders at the Stock Exchange for cash, and conduct a general banking business.

We have just published a pamphlet giving a full description of the Chesapeake and Ohio Railroad and its advantages, and particular information concerning the agricultural, mineral and mechanical resources; the remarkable coal and iron deposits; and the opportunities for settlement, investment, and the employment of capital and labor in various industries along its route, copies of which may be had free of charge, upon application in person or by mail to

FISK & HATCH.

☞ The Chief Engineer of the Ligonier Valley Railroad will receive proposals at his office, Latrobe, Westmoreland Co., Pa., until noon, May 12, 1873, for the graduation and masonry of Sections 9, 10 and Y, at Latrobe, of the Ligonier Valley Railroad.

☞ In 1872, 301 cars of pig iron, 285 cars of coal, 3,600,000 feet of lumber, and other materials in proportion were used in the manufacture of Fairbank's scales.

Journal of Railroad Law.

RAILROAD COMPANIES—CONTRIBUTORY NEGLIGENCE—RIGHTS OF CARRIERS AND PASSENGERS.

The facts in the recent case of The Chicago and Alton Railroad Company *vs.* Randolph, (53 Ill., 510), are fully and clearly stated in the following opinion by—

WALKER, J.—This action was brought by appellee, in the Logan Circuit Court against appellants, to recover for damages received by him while leaving appellants' train of cars, about the 21st of September, 1868. It appears that, on the evening of the day that the injury was received, appellee procured a ticket at Lincoln for the station at Atlanta, and got upon a freight train while it was still in motion, the employees not intending to stop at the station at Atlanta. There was another passenger got on the train at the same time, who was going to the same place. The train was a through stock and freight train which stopped regularly at certain stations for fuel and water, but not at others, unless signaled to do so to take stock from them, or where there was freight to be delivered.

There is no evidence as to whether appellee made any inquiry, when he purchased his ticket to learn whether the train would stop at Atlanta. Appellee and the other passenger who got on the train at the same time, both swear that before leaving Lincoln, the conductor informed them that it would. This is denied by the conductor, who swears that he was not in the caboose while at Lincoln, and not until they reached Lawndale, when he took up the tickets of appellee and the other passenger, when, he swears, he informed them that the train would not stop at Atlanta, unless there should be stock at that point for shipment, but that he would run very slowly on the grade south of Atlanta, where they might jump off safely if they chose, which they agreed to do. The conductor seems to be corroborated in his statement by the brakesman and another passenger on the train.

It appears that, when the train reached the grade and was running slowly, the conductor informed appellee and the other passenger for Atlanta, that then was their time to leap from the train, which they refused to do, whereupon they were informed that the train would not stop. On reaching that point both men went out on the platform, and appellee leaped from the train, and in falling injured himself, but the other passenger remained on the train and was carried to the next station, where he was put off without injury. On a trial in the court below, appellee recovered a verdict for $1200, upon which judgment was rendered, and the case is brought to this court on appeal, and various errors are assigned.

It is contended by appellee, that he leaped from the train under the orders of the conductor; but on the other side it is denied that the conductor gave any such orders, or that he, at that time, even made any suggestion that he could or might leap from the train in safety. On the trial, appellants asked this instruction, but it was refused.

"The court further instructs the jury, for the defendant, that even if the jury should believe, from the evidence, that the conductor or brakeman told the plaintiff, at the time he jumped off the train, that he would do so with safety, and yet eft it voluntary with plaintiff to get off or not, then what the conductor or brakeman might have said at the time (if the jury believe, from the evidence anything was said by them) did not release the plaintiff from the duty of exercising reasonable judgment and caution as to whether it was safe to get off or not. If the jury believe, from the evidence, that, under all the circumstances existing at the time, a man of ordinary prudence, situate as the plaintiff was, would not have jumped off, the jury should find for the defendant."

It is urged that it was error in the court to refuse this instruction.

In the conflict in the testimony, this instruction should have been given. If the conductor only gave it as his opinion that appellee could leap from the train in safety and appellee acted upon his suggestion, still it was his duty to exercise his judgment whether or not it was safe; and if the conductor only gave it as a matter of opinion, still, if the danger was so apparent that a prudent man, similarly situated, would not have attempted to leap from the train, then appellee was guilty of negligence, and should not be permitted to recover. He was bound to exercise ordinary prudence, if left to act voluntarily, and was not acting under constraint. The instruction only asserted these propositions, and it should have been left to the jury to determine whether appellee was under constraint when he leaped, and if not, whether he acted with ordinary prudence.

It is also urged that the court erred in refusing to give appellant's tenth instruction, which is this:

"If the jury believe, from the evidence that the train in question sometimes did and sometimes did not stop at Atlanta and that this was known to the plaintiff before getting on said train, or before the same left Lincoln, then it was the duty of the plaintiff to ascertain, from some one authorized person before becoming a passenger, whether said train would or would not stop at Atlanta on the trip in question. And if the jury believe, from the evidence that the plaintiff got on said train, knowing such stoppage to be uncertain, then the defendants were not bound to stop said train at Atlanta for his accommodation, and the taking plaintiff's ticket by the conductor did not constitute a contract to stop at Atlanta."

No one will question the legal right of a railroad company to appropriate a portion of their trains exclusively to the carrying of freight, and to entirely exclude passengers from such trains. Their obligations to the public only require them to furnish sufficient passenger trains to accommodate the travel, and such freight trains as the business of the country along their line requires. They are not required to carry passengers on their freight trains, or freight on their passenger trains. But they may if they choose do either. It then follows, that when a passenger purchases a ticket, he only acquires the right to be carried according to the custom of the road. When he obtains a ticket, he has a right to go to the place for which it calls, on any train that usually carries passengers to that place. But he does not acquire the right to insist that the company shall send him on a special train, or out of the customary course of their road.

When a traveler obtains such a ticket, he should inform himself as to the usual mode of travel on the road, and so far as the customary mode of carrying passengers is reasonable he should conform to it. These companies have passenger trains that only stop at the principal stations on their roads, and the right so far as we know has never been challenged, when they furnish a reasonable number of other trains, stopping at all stations, to accommodate public travel. And when a person purchases a ticket, he should ascertain whether the train will only stop at the principal stations, or at all of them, before he gets on a passenger train, and were he to get on one that was not accustomed to stop at the station to which he desired to go, he would not without an agreement to stop, have any right to insist upon the company's changing the course of their business for his accommodation. The requisite information can always be had from the agent when the ticket is procured, and it is but reasonable to require passengers to obtain the information and to act upon it.

If, then, the company may run passenger trains that only stop at designated stations, furnishing reasonable means for carrying passengers to all their stations, it is more reasonable that they may run freight trains which only stop at certain stations for fuel and water, or at such other stations as the transportation of stock or freight may require. And it is but reasonable that the company may exclude all passengers from such trains, or only carry them to the places at which they are accustomed to stop; and if a porson gets upon such a train, without any agreement that they will stop at an unusual place of stopping he cannot require the company to change the usual course of their business for his accommodation, and to serve his convenience. Should a person get on such a train, without the consent of the employees of the road, the taking up of his ticket merely without an agreement to stop at the desired station, would not amount to an undertaking by the company to put him off at that place. In such a case, the passenger is in the wrong, and has no right to insist that he should be safely put off at the point he desires, or to be carried through without charge. The instructions are in harmony with these views, and should have been given. For the refusal to give these instructions, the judgment of the court below must be reversed and the cause remanded.

Judgment reversed.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending April 26, at 415,484 tons, and for the coal year at 4,821,932 tons, against 4,805,231 tons to corresponding time last year, being an increase of 16,701 tons. The bituminous tonnage for the week is 61,346 tons, and for the year 597,266 tons, giving a total of all kinds for the week of 476,830 tons, and for the year 5,419,197, tons, an increase as against production to same time last year of 117,303 tons.

☞ Agreeably with their custom of spreading information concerning enterprises they have in hand, Messrs. FISK & HATCH have issued in pamphlet form a summary of the advantages of the Chesapeake and Ohio Railroad for carrying a large through traffic, together with suggestions on the production and shipment of breadstuffs, &c., the consumption of iron and coal and other topics in which the Chesapeake and Ohio Railroad has a direct interest.

☞ The total tonnage of the Columbus and Hocking Valley road for the month of April was 73,844 tons. Total earnings of company for same time, $93,137 53.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, May 8, 1873.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, the 28th day of May instant, at 11 o'clock A. M. The transfer-books of the Company will be closed after the 14th instant until the 2d day of June next.

A subsequent closing for the new stock subscriptions will be duly announced.

L. A. CATLIN, Secretary.

Notice to Contractors.

SEALED PROPOSALS WILL BE RECEIVED until noon of THURSDAY, May 15th, 1873, for the GRADING AND MASONRY of the Second Track on the main line of the Pittsburgh, Fort Wayne and Chicago Railway.

Between Highland and Enon, Pa., about 8 miles in length.

Between Beloit and Alliance, Ohio, about 5 miles in length.

Between Alliance and Louisville, Ohio, about 11½ miles in length.

Between Orville and Wooster, Ohio, about 13 miles in length.

Between Mansfield and Cresline, Ohio, about 11 miles in length.

Between Crestline and Bucyrus, Ohio, about 12 miles in length.

Between Lafayette and Delphos, Ohio, about 19 miles in length.

Between Fort Wayne and Hadley, Indiana, about 4 miles in length.

Between Columbia and Pierceton, Indiana, about 11 miles in length.

The work will be divided into sections, and proposals may be submitted for the grading or masonry separately.

The company reserve the right to reject any or all proposals. Good and sufficient security for fulfillment of contracts (by bond or bonds) will be demanded. Profiles can be seen and all information obtained on and after May 1st, 1873, for that portion of the proposed work situated between Highland and Cresline, at the Chief Engineer's Office, Pittsburgh, Pa., and for the portion west of Cresline at the Engineer's Office, Fort Wayne, Ind.

Proposals must be enclosed in sealed envelopes endorsed "Proposals for Second Track," and addressed to the undersigned at his office in Pittsburgh, Pa.

FELICIAN SLATAPER,
Chief Engineer.

Pittsburgh, April 22, 1873.

DREDGING MACHINES AND SCOWS FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.

One, Almost New. Price $22,000.

Two Large Dumping Scows, $3,500 Each.

Apply to

A. W. LADD,
5 and 7 Dey Street.

DUNCAN, SHERMAN & CO.,

BANKERS,

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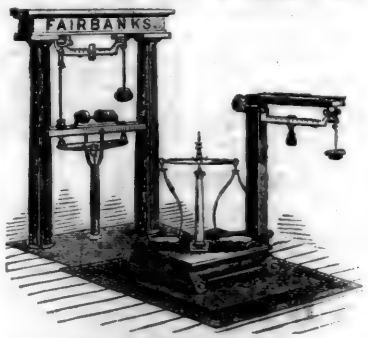


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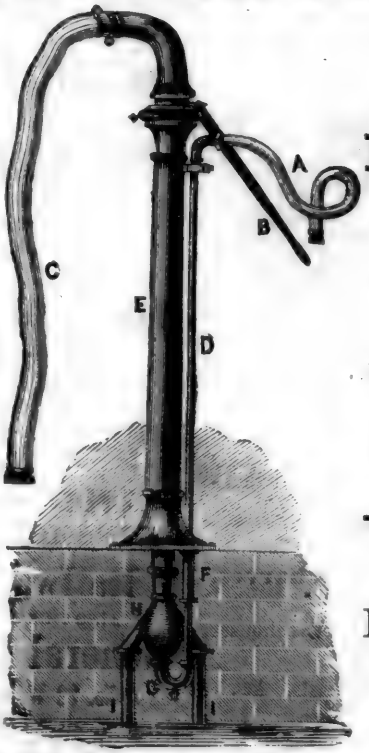
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OR
ALARM TORPEDOES.
ALWAYS RELIABLE.
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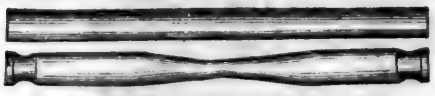
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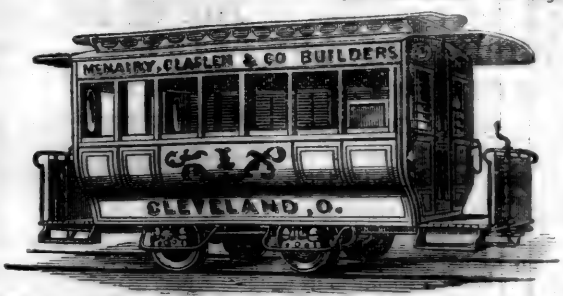
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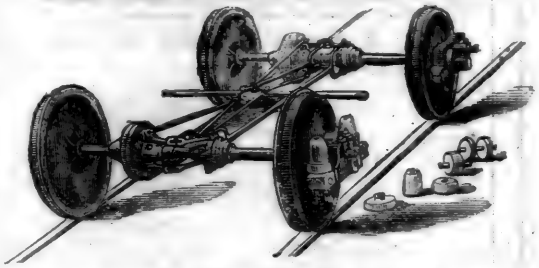
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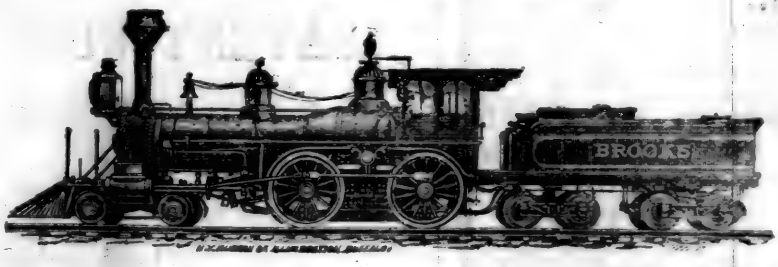
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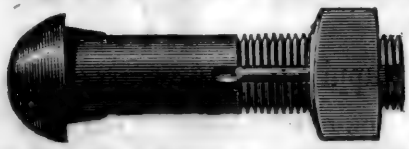
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Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



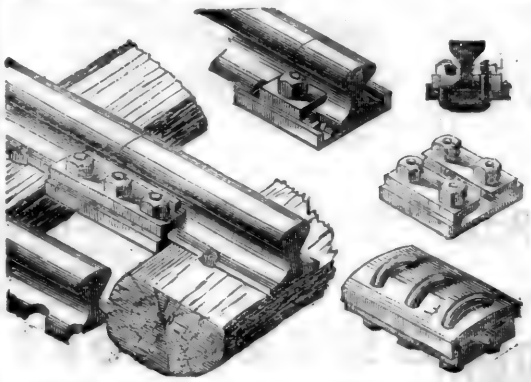
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DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

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Wrought Iron

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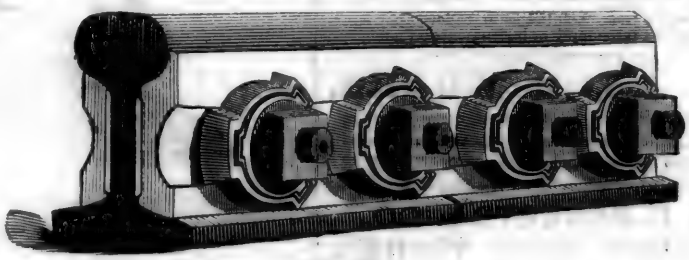
MADE BY

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The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXIX., No. 20.] SATURDAY, MAY 17, 1873. [WHOLE No. 1,934. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 17, 1873.

Central Ohio Railroad.

The annual meeting of the stockholders of this company was held at Columbus, Ohio, on the 30th ult. A very favorable report was submitted to the meeting. The road, under the management of the Baltimore and Ohio Railroad Company, who operate it, is constantly improving in its roadway, bridges, buildings, and other structures. The gross earnings of the road for the year ending November 30, 1872, were $1,008,726 39, being an increase of $62,220 55 over the year ending November 30, 1871. The sinking fund for the redemption of the first mortgage bonds of the company amounts to $216,013 78. It is the opinion of the board of directors that no further suspensions of the payment of regular dividends upon its stock will be likely to occur hereafter. The following named persons were elected as directors for the ensuing year: Hugh J. Jewett, Joseph R. Swan and William Dennison, Columbus, Ohio; Walter B. Brooks, Baltimore; John H. Heaton, St. Clairsville, Ohio; Daniel Applegate, Zanesville, Ohio; John King, Jr., Joseph H. Rieman, Joseph W. Jenkins and Jas. Harvey, Baltimore; W. C. Quincy, Columbus, Ohio; Wm. H. Clement, Morrow, Ohio; Joseph B. Ford, Wheeling, W. Va. The board organized by the appointment of Hugh J. Jewett president, Daniel Applegate treasurer, and Wm. Wing secretary.

INVESTMENT BONDS.

The NORTHERN PACIFIC RAILROAD 7.30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 3-10 per cent. gold interest, and have the following elements of security, viz.:

1. They are the obligation of a strong corporation.

2. They are a First Mortgage on the Road, its Equipments, Rights, and Franchises.

3. They are a first lien on its Net Earnings.

4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized $5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

JAY COOKE & CO.,
No. 20 Wall Street, New York.

Leather Belting.

We invite the attention of our readers to the advertisement of Messrs. J. B. HOYT & Co., Nos. 28 and 30 Spruce St., N. Y., which appears at the head of the column on the last page of this week's issue. This firm is extensively engaged in tanning White Oak Leather, to which, by its durability and the handsome finish it gives to whatever it is adapted, they are no doubt indebted for their great success. While at their office our attention was directed to a large diagram of a tanned hide which showed from what parts the short-lap belting and long-lap belting are made; and in an admirably clear and concise manner presents even to the comparatively ignorant observer convincing proof of the superiority of what they term their "Short-Lap Belting." Curiosity prompting, we were informed that the hides are selected with much care, especially those to be used for this purpose. We take pleasure in referring those interested in good machinery and its accessories to the belting made at the above establishment.

JAY COOKE & CO.,
No. 20 Wall Street,
NEW YORK.

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BERLIN,
FRANKFORT,
BREMEN,
VIENNA.
CABLE TRANSFERS,
Circular Letters,
COMMERCIAL CREDITS,
—ON—
Jay Cooke, M'Culloch & Co.,
No. 41 Lombard St., London.
CABLE TRANSFERS UPON VIENNA DIRECT

Funding Tennessee Bonds.

In regard to the funding of Tennessee bonds, Gov. Brown, of that State, has issued a circular, saying that the funding and registering will commence as early as 1st of July next, perhaps sooner, of which due notice will be given, and adds:

As to what bonds will be rejected, it is proper to state that those known as the Mineral Home Railroad bonds, amounting to $100,000, and numbered as follows, to wit: from No. 9 861 to 9,885, and from 9,896 to 9,980, all of said numbers included; all being green bonds, without letter denoting series; and those known as the bonds of the Insurance Company of the Valley of Virginia, amounting to $20,000, and numbered as follows, to wit: from 6,001 to 6,017, including both numbers; also Nos. 6,740, 7,546 and 7,547, all of green issue, without letter denoting series, as well as the Tennessee Confederate war bonds, will be rejected. If there be any others that may not be registered or funded under the provisions of the funding act, their

existence is not known at this department. And when it is considered that out of more than $13,000,000 retired since the early part of 1870 no such bond has been detected, the presumption is very strong that none such are in existence.

I see no necessity for an extra session of the General Assembly. I believe the assessment act now in force will develop a largely increased amount of taxable property—ample under the present law to meet the necessities of the State. Should I be mistaken in this, however, and should the assessment returns disclose the fact that the revenue will not be sufficient to meet the current wants of the State after paying the interest as provided for in the funding act, the General Assembly will certainly be called together in ample time to meet the emergency.

Lake Shore and Michigan Southern Railway.

The earnings of this road for the years ending December 31, 1871 and 1872, were as follows:

	1871.	1872.
Freight	$10,151,352 93	$12,613,499 35
Passengers	3,949,873 83	4,163,513 76
Express	285,460 59	316,591 92
Mails	169,983 74	237,985 55
Rents	40,686 56	39,545 64
Sixty per cent earnings J. & F. Railroad	150,711 48	162,458 73
All other sources	49,905 94	58,034 51
	$14,797,975 07	$17,591,629 46
Expenses, viz:		
Repairs of road	$1,506,143 37	$1,762,777 90
" engines	618,908 04	799,861 01
" cars	878,481 14	961,107 57
" bridges	84,342 79	151,290 14
" fences	95,204 96	121,319 86
" build'gs.	326,399 29	320,978 15
General office exp	182,196 29	193,612 89
Conductors, etc	556,987 08	681,884 94
Engine and firemen	617,785 55	783,133 05
Agents and station labor	1,451,000 02	1,807,863 27
Telegraph repairs & supplies	27,503 54	31,239 44
Gas light account	22,016 23	34,694 59
New and re-rolled rails	731,908 62	939,258 28
Fuel consumed	1,169,072 64	1,449,481 75
Oil, waste, etc	178,914 95	206,888 75
Office, train and station supplies	160,971 22	242,931 44
Loss and damage	147,208 66	151,494 76
Law expenses	35,544 99	28,079 45
New York office	13,803 61	6,743 50
Rents payable	56,853 22	68,671 51
Outside agencies and advertising	225 533 48	209 803 67
Contingencies	22,142 13	32,290 03
Insurance	185 40	50 00
Hire of cars	334,152 21	487,580 70
Taxes, State, county and town	346,510 80	366,493 97
	$9,779,806 23	$11,839,525 62
Net earnings	$5,018,168 84	$5,752,103 84
From which deduct—		
Int. on funded debt	$1,842,094 81	
Do. on floating debt	63,908 50	
Rental Erie and Kalamazoo Railroad	30,000 00	
Rental Kalamazoo, Allegan and Grand Rapids Railroad	103,800 00	
Ten per cent dividend on guaranteed stock	53,350 00	
Eight per cent divid'nd on common stock	3,356,300 00	
First & second installments scrip	109,796 00	
		5,559,249 31
Surplus for the year		$192,854 53

To this surplus add—	
Installments on new stock	$2,041,015 22
Proceeds of sale new stock ($1,000,000)	878,815 40
Proceeds of sale new bonds(330,000)	305,543 87
Proceeds of sale 24,000 shares Toledo and Wabash Railway stock	1,720,801 59
Forty per cent earnings J. and F. R. R. $108,305 82	
Less advances to do. 50,670 63	
	57,635 19
Increase floating debt	2 809,488 65
Decrease floating assets	788,411 94
Sundry other items	13,587 88
Total to be accounted for	$8,808,104 27
Disposed of as follows—	
Construction	$5,504,217 99
Equipment	1,953,852 90
Advances to Northern Central Michigan Railroad	923,488 38
Pacific Hotel Company stock	18,750 00
Pacific Hotel Co. 2d mort. bonds	117,600 00
Great Western Despatch Co. stock	12,000 00
Grand Rapids, Newaygo and Lake Shore Railroad bonds	10,000 00
Bonds redeemed—	
L. S. & M. S. $200,000 00	
C. & T. Junction. 68,000 00	
	268,000 00
M. S. & N. I. bond scrip redeemed	70 00
Buffalo and Erie bond scrip purchased	125 00
Total, as above	$8,808,104 27

The company is a consolidation of the following roads:

The Buffalo and State Line Railroad—extending from the city of Buffalo, in the State of New York, westward, to the State Line of Pennsylvania. 68 miles.

The Erie and North East Railroad—extending from the State line of Pennsylvania to the city of Erie, in the State of Pennsylvana. 20 "

These two roads were consolidated, under the name of the Buffalo and Erie Railroad Company, in the year 1867, in pursuance of laws of the States of New York and Pennsylvania.

The Cleveland, Painesville and Ashtabula Railroad—extending from the city of Erie, in the State of Pennsylvania, to the city of Cleveland, in the State of Ohio. 95 miles.

The Cleveland and Toledo Railroad—extending from the city of Cleveland, in the State of Ohio, to the city of Toledo, in the State of Ohio. 113 "

With a Branch, (or Northern Division,) extending from Elyria, (twenty-six miles west of Cleveland,) via the city of Sandusky, in the State of Ohio, to Millbury, (Junction with Main Line near Toledo). 76½ "

These two roads last mentioned were consolidated, under the name of the Lake Shore Railway Company, in March, 1869, pursuant to the laws of the States of Ohio and Pennsylvania.

The Michigan Southern and Northern Indiana Railroad—extending from the city of Toledo, in the State of Ohio, to the city of Chicago, in the State of Illinois. 244 miles.

This road was consolidated with the Lake Shore Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, in May 1869, pursuant to the laws of Pennsylvania, Ohio, Michigan, Indiana and Illinois.

In August, 1869, the Buffalo and Erie Railroad Company was consolidated with the Lake Shore and Michigan Southern Railway Company, under the name of the Lake Shore and Michigan Southern Railway Company, pursuant to the laws of the States of New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois, thus forming a continuous line of Railway, five hundred and forty miles in length, between the cities of Buffalo, in the State of New York, and Chicago, in the State or Illinois.

This company owns Branches as follows:

Ashtabula, Ohio, to Jamestown, Pa. 36 miles.
Elyria, Ohio, via Sandusky, to Millbury, (Junction with Main Line,) 76½ "
Toledo, Ohio, to Elkhart, Indiana, (Air Line) 131 "
Adrian, Michigan, to Jackson, Michigan 46 "
Adrian, Michigan, to Monroe, Michigan 33 "

The following roads are under separate organizations, but the capital stock thereof is owned wholly by this company:

The Detroit, Monroe and Toledo Railroad—extending from Toledo, in the State of Ohio, to the city of Detroit, in the State of Michigan. 65 miles.

The Kalamazoo and White Pigeon—extending from White Pigeon, Michigan, to Kalamazoo, Michigan. 37 "

The Northern Central Michigan Railroad extending from Jonesville, Michigan, to Lansing, Michigan. 60 "

The following roads are operated by this company under leases:

The Jamestown and Franklin Railroad—extending from Jamestown, Pennsylvania, (where it connects with the Ashtabula Branch,) to Oil City, Pennsylvania. 51 miles.

This company has a large proprietary interest in this road, and operates it under a lease for sixty per cent of the earnings.

The Kalamazoo, Allegan and Grand Rapids Railroad—extending from Kalamazoo, Michigan, to Grand Rapids, Michigan. 58 miles.

The terms of this lease are, the payment of interest on bonds and stock amounting to $103,800 per annum.

That portion of Main Line, from Toledo, Ohio, to Adrian, Mich., thirty-three miles, was acquired by a perpetual lease from the Erie and Kalamazoo Railroad Company, by the terms of which this company pays the sum of $30,000 per annum.

Under a contract with the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company, this company has the right to use their track between Cleveland and Berea, (twelve miles,) for all passenger trains, at an annual rental of $12,000 for sixty trains per week; for any trains beyond that number, $8 per train.

The whole number of miles of railroad owned and leased by this company is one thousand one hundred and thirty-six.

The company now has two hundred and twenty-two miles of double track, (independent of its double lines between Cleveland, Ohio, and Elkhart, Ind.,) and in addition three hundred and ten miles of side tracks.

During the year 1872, the Northern Central Michigan Railroad was opened from Jonesville on our Main Line, seventy miles west of Toledo, to Lansing, the capital of Michigan, a distance of sixty miles.

This company has made large advances in aid of the construction of this road, and now controls and operates it. It is known as the Lansing Division of this road.

The Capital Stock of the company is $50,000,000. Of this sum $533,500 is the ten per cent guaranteed stock of the late The Michigan Southern and Northern Indiana Railroad Company. The claim of the holders of a portion of this stock for dividends from 1857 to 1863, (when dividends were not actually earned,) is still in litigation.

This claim has been released on three thousand five hundred and six shares, leaving one thousand eight hundred and twenty-nine shares unassented.

Since the consolidation of 1869, dividends have been regularly paid at the rate of eight per cent per annum—four per cent February 1st, and four per cent August 1st, each year.

On the guaranteed stock, five per cent February 1st, and five per cent August 1st, have been paid each year.

The bonded debt of the company now stands as follows:

	Principal.	Annual int.
L. S. & M. S. Railway	$24,971,000	$1,747,970
Detroit, Monroe and Toledo	924,000	64,680
White Pigeon and Kalamazoo	600,000	44,000
Total		$1,856,650

To provide for the large expenditure required to complete the new double track from Buffalo to Elyria, Ohio, and to procure the additional equipment, etc., the Board of Directors authorized the issue of bonds to the extent of $6,000,000. The bonds are dated October 1, 1872, and mature October 1, 1882. A sinking fund provides for the retirement of ten per cent., or $600,000, annually. The bonds bear interest at the rate of seven per cent per annum, payable April 1st and October 1st. $235,000 of the $6,000,000 were sold and proceeds used in 1872.

The balance, $5,765,000, are being sold in 1873, and avails used to pay the temporary loans made to enable the company to press vigorously the construction of 1872.

Including this issue of bonds, the annual charge for interest on the bonded debt, and leases, will be $2,436,000.

Increase in gross earnings 1872 over 1871, $2,798,654 39, of which $2,462,146 42 was from freight, $218,639 93 from passengers, and $117,868 04 from other sources.

The increase in freight earnings is twenty-four and one-fourth per cent; but, as the average rate per ton per mile is less than the rate of 1871, (being one and thirty-seven one-hundredths cents in 1872 against one and thirty-nine one-hundredths cents in 1871,) we moved twenty-six and one-half per cent more tonnage to secure this result.

It is a fact worthy of note that rates have, of late years, tended downward so steadily and so rapidly that the rate per ton per mile in 1872 is but little more than half the rate of 1868.

The ascertained results are as follows:

1868	2 43-100 cents per ton per mile.
1869	2 34-100 " "
1870	1 50-100 " "
1871	1 39-100 " "
1872	1 37 100 " "

Had we received the rate of 1868 (two and forty-three one-hundredths cents per ton per mile) on the immense tonnage of 1872, the earnings from freight would have been $22,133,781, instead of $12,613,499, yielding—instead of barely eight per cent upon the capital stock—twenty-eight per cent.

These figures thoroughly disprove the assertion, so frequently and so falsely made, that railroad companies make extortionate rates for their own benefit and against the public interest; and they establish the fact that the policy of this company has been to steadily reduce the rates, as rapidly as could be safely done consistently with the maintenance of the property in good condition; and this has been accomplished notwithstanding the very considerable increase of taxation in the six States through which the road runs.

But for the substitution of steel rails for iron rails in renewals of the track, the low rates of 1871 and 1872 could not have been submitted to and dividends maintained.

It has become evident that low rates must prevail, and that a Trunk Line like this must depend for its prosperity upon the increase of the volume of its traffic, moved on double track steel rails at a moderate rate of speed.

The reduction of the fraction of two one-hundredths of one cent per ton per mile resulted, in 1872, in a loss to our net revenue of $182,000, which of itself accounts for the increased per centage of operating expenses, not mentioning the very considerable advance in labor and material of all kinds (notably iron and steel) established early in 1872 and maintained through the year.

The average rate per mile in 1872 on all passenger business was two and fifty-nine one-hundredths cents, against two and seventy-nine one-hundredths cents in 1871.

The great work of building the second track from Buffalo to Cleveland, one hundred and eighty-three miles, also the thirty-two miles of new second track between Cleveland and Toledo, is completed.

This gives the company practically a double track railroad from Buffalo, four hundred and forty miles westward, to Elkhart, Ind., one hundred miles east of Chicago.

Of this second track, one hundred and eighty-six miles was constructed in 1871 and 1872, at a cost of $3,165,727.

In this work steel rail has been for the most part used.

In addition to the new second track, there was laid in 1872 fifty-three miles of side track, at a cost of $1,025,328 77.

The average cost of second track and side track, including widening of masonry and purchase of additional right of way where needed, was, in 1871 and 1872, $22,000 per mile.

The Northern Division, from Elyria, Ohio, via Sandusky to the junction with the Main Line at Millbury, near Toledo, was completed early in 1872, at an expenditure of $309,881 25. Total cost of this extension, $942,615 47.

The Ashtabula Branch was also completed in 1872, at an expenditure of $224,498 60. Total cost of this branch, $1,161,601 37.

In the work of the substitution of stone and iron bridges in place of wood, now nearly completed on our Main Line, there was expended in 1872, $811,877 82.

The reconstruction of the passenger depot at Chicago, owned conjointly by this company and the Chicago, Rock Island and Pacific Railroad Company, was vigorously pushed in 1872, at an outlay for our half, of $144,179 42. We expect to occupy this depot May 1, 1873.

At the junction of our Main and Air Lines, just west of Toledo on a tract of one hundred and eighty seven acres owned by this company, a large distributing freight yard has been arranged, with ten miles of tracks, an engine house, a machine shop, water tanks, etc., enabling us to make up trains of through cars for their different destinations, and to run them directly past Toledo, instead of halting them upon the crowded and inconvenient "Middle Ground," as heretofore.

The new grain elevator at Toledo, in place of the old elevator "B" destroyed by fire, is approaching completion, and will be in operation by May 1st.

New round-houses have been erected at Buffalo, Ashtabula and Air Line Junction.

Other new structures, imperatively demanded by the increased volume of business, such as water tanks, depot buildings, grain-houses, coal platforms, etc., where none existed previously, have been erected.

The expenditure for these items of construction in 1872, amounted to $474,910 43.

There is much more work of this character yet to be done.

The site for new general offices at Cleveland, and additional land required at Chicago, Toledo, etc., was purchased in 1872, at a cost of $167,906 74.

The entire outlay for construction was—

1872		$5,504,217 99
1871		3,343,383 70
1870		1,113,560 90
Total—three years		$9,961,162 59
For additional equipment—		
1872	72 Engines, 1,718 Cars	$1,953,852 90
1871	47 Engines, 1,151 Cars	1,301,402 50
1870	25 Engines, 601 Cars	654,309 45
Total	144 Engines, 3,470 Cars	$3,909,564 85

In addition to the new construction, the renewals of track and equipment have been sufficient to make good the annual depreciation. There has been charged to operating expenses in 1872—

New locomotives, to replace those old and worn out	19
New cars, to replace those old and worn out	266
Miles track renewed with steel	79
Miles track renewed with iron	163
Miles track renewed with repaired iron	168
	410
Miles of new ties	182

We enter upon the year 1873 with the road and equipment in better condition than at any previous period of its history.

We have between Buffalo and Toledo, where the service is the heaviest, about three hundred miles of steel rail.

There is need of further equipment to carry the great increase of business offered to us and pressed for our acceptance.

We shall proceed with the construction of the new second track between Elkhart and Chicago as soon as practicable, and shall during this year make various improvements, which cannot fail to result in increased efficiency and prosperity.

The number of engines on the road December 31, 1872, was 418. Miles run by engines, 13,477,534. Cost per mile run, 5 93 cents. The cars are classified as follows: first class passenger 122, second class and smoking 14, emigrant 23, railroad postal 13, baggage 56, directors' 2, paymasters' 2, express freight 11, box 4,595, stock and oil 1,823, platform 1,757, coal 962, caboose 2,321, derrick 8, and dumper 148.

Tons of through and way eastward bound freight, 2,944,495; do., westward, 1,437,748—total freight movement, 4,382,243. Tons carried one mile eastward, 664,945,394; do., westward, 245,909,801—total, 910,855,195.

Number of through passengers carried: 1st class, 62,116; 2d class, 10,046; emigrant, 8,518—total, 80,680. Way passengers: 1st class, 1,992,544; 2d class, 22,369; emigrant, 17,240—total, 2,032,153. Total through and way, 2,112,833. Passengers carried westward, 1,093,169; do., eastward, 1,019,664. Miles traveled by through passengers, 43,567,200; do., way passengers, 117,018,203—total mileage of passengers 160,585,403.

Tons of eastward bound freight carried on the Jamestown and Franklin Railroad, 68,178; do. westward, 264,312—total, 332,490. Tons carried one mile, 13,988,945. Through passengers carried, 6,115; way do., 93,806—total, 99,921. Total mileage of passengers, 1,723,092.

CONDENSED BALANCE SHEET, Dec. 31, 1872.

Capital stock—common		$49,466,500 00
" preferred		533,500 00
Total stock		$50,000,000 00
Funded debt—		
Lake Shore and Michigan Southern Railway [see Railroad Journal Bond List, p. 625]		24,971,000 00
Detroit, Monroe and Toledo R. R.		924,000 00
White Pigeon and Kalamazoo R R.		600,000 00
Bills payable	$2,325,219 27	
Union Trust Co. of New York	450,524 06	
December liabilities, payable in Jan.	1,569,962 21	
Dividend of February 1, 1873	2,004,315 00	
		6,850,020 54
Income account, or profit and loss.		1,417,629 74
		$84,262,650 28

Railroads as consolidated		$59,983,606 72
Detroit, Monroe and Toledo R. R.		1,291,968 13
White Pigeon and Kalamazoo R.R.		610,000 00
Ashtabula branch		1,161,601 87
Total railroads		$63,047,176 22
Equipment		12,384,186 80
Jamestown and Franklin R. R.—		
Advances to date	$869,687 40	
First mort. bonds	279,300 00	
Second mort. bonds	255,000 00	
Stock	320,000 00	
		1,723,987 40
Lake Shore and Michigan Southern Railway stock owned by this company		251,400 00
Detroit, Monroe and Toledo Railroad stock		413,600 00
General office building, Cleveland (40 per cent)		11,612 14
Supplies fuel, etc.		2,442,516 54
Cash		62,220 83
Uncollected earnings		864,287 68
Individual accounts		105,362 79
Advances to Northern Central Michigan Railroad		1,165,954 81
Advances to P. H. Watson (for right of way)		20,978 66
Sunbury and Erie Railroad stock		500,000 00
Toledo, Wabash and Western Railway stock		77,416 11
Union Stock Yard stock		100,000 00
Empire Transp. Company stock		60,750 00
Buffalo, Cory and Pittsburg Railroad first mort. bonds		100,000 00
Do., Advances to		55,898 11
Erie and Pittsburg R. R. bonds		14,000 00
Dunkirk, Warren and Pittsburg Railroad first mort. bonds		45,000 00
Do., Loan		30,000 00
Grand Rapids, Newaygo and L. S. R. R. first mort. bonds		10,000 00
Leavenworth County bonds		49,500 00
Oil Creek and Allegheny River Railroad stock		300 00
Toledo, Wabash and Western Railway sinking fund bonds		4,695 00
White Pigeon and Kalamazoo Railroad bonds		52,200 00
Michigan Lake Shore R. R. bonds		6,000 00
Pacific Hotel Company stock		125,000 00
Do., Second mort. bonds		117,600 00
Bond scrip		656 00
Bills receivable		36,851 19
Bills receivable—Lockwood		322,000 00
Merchants Despatch Transportat'n Company stock		50,000 00
Great Western Despatch Company.		12,000 00
		$84,262,650 28

President.—HORACE F. CLARK.

Vice President—AUGUSTUS SCHELL.

Directors—Horace F. Clark, James H. Banker, Augustus Schell, Azariah Boody, New York; William Williams, Buffalo, N. Y.; Henry B. Payne, Amasa Stone, Jr., Stillman Witt, Cleveland, O.; William L. Scott, Charles M. Reed, John A. Tracy, Erie, Pa.; Albert Keep, Chicago, Ill.; William D. Bishop, Bridgeport, Conn.

Treasurer.—JAMES H. BANKER.

Secretary & Ass't Treas.—GEORGE B. ELY.

Auditor.—C. P. LELAND.

General Manager.—J. H. DEVEREUX.

General Superintendent.—CHARLES PAINE.

☞ At a meeting held at Putnam, Conn., on the 8th inst., arrangements for a survey of the proposed route for the road were perfected, and it appears to be now among the probabilities that the Pascoag Railroad will be pushed on to Putnam, and westward through Woodstock, and a brough route from Providence to the West established at no distant day.

The New Illinois Railroad Law.

The following is a copy of the railroad bill as finally passed by both Houses of the General Assembly of Illinois on the 1st inst.:

A BILL, for an act to prevent extortion and unjust discrimination in the rates charged for the transportation of passengers and freights on railroads in this State, and to repeal an act entitled "an act to prevent unjust discriminations and extortions in the rates to be charged by the different railroads in this State for the transportation of freights on said roads," approved April 7, A. D. 1871.

SECTION 1. *Be it enacted by the People of the State of Illinois represented in the General Assembly*, If any railroad corporation, organized or doing business in this State, under any act of incorporation, or general law of this State, now in force, or which may hereafter be enacted, or any railroad corporation organized under the laws of any other State, and doing business in this State, shall charge, collect, demand or receive more than a fair and reasonable rate of toll or compensation, for the transportation of passengers or freight of any description or for the use and transportation of any railroad car upon its track, or any of the branches thereof, or upon any railroad within this State which it has the right, license, or permission to use, operate, or control, the same shall be deemed guilty of extortion, and upon conviction thereof shall be dealt with as hereinafter provided.

Sec. 2. If any railroad corporation aforesaid shall make any unjust discrimination in its rates or charges of toll, or compensation, for the transportation of passengers or freight of any description, or for the use and transportation of any railroad car upon its said road, or upon any branches thereof, or upon any railroads connected therewith, which it has the right, license or permission to operate, control, or use, within this State, the same shall be deemed guilty of having violated the provisions of this act, and upon conviction thereof shall be dealt with as hereinafter provided.

Sec. 3. If any such railroad corporation shall charge, collect or receive for the transportation of any passenger, or freight of any description, upon its railroad, for any distance within the State, the same, or a greater amount of toll or compensation than is at the same time charged, collected or received for the transportation, in the same direction, for any passenger, or like quantity of freight of the same class, over a greater distance of the same railroad; or if it shall charge, collect or receive, at any point upon its railroad, a higher rate of toll or compensation for receiving, handling or delivering freight of the same class or like quantity, than it shall, at the same time, charge, collect or receive at any other point upon the same railroad; or if it shall charge, collect or receive for the transportation of any passenger, or freight of any description, over its railroad, a greater amount as toll or compensation than shall, at the same time be charged, collected or received by it for the transportation of any passenger, or like quantity of freight of the same class, being transported in the same direction, over any portion of the same railroad, of equal distance; or if it shall charge, collect or receive from any person or persons a higher or greater amount of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons for receiving, handling or delivering freight of the same class and like quantity, at the same point upon its railroad; or if it shall charge collect or receive from any person or persons, for the transportation of any freight upon its railroad, a higher or a greater rate of toll or compensation than it shall, at the same time, charge, collect or receive from any other person or persons, for the transportation of the like quantity of freight of the same class, being transported from the same point in the same direction, equal distances of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, for any distance, the same or a greater amount of toll and compensation than is at the same time charged collected or received from any other person or persons, for the use and transportation of any railroad car of the same class or number, for a like purpose, being transported in the same direction, over a greater distance of the same railroad; or if it shall charge, collect or receive from any person or persons, for the use and transportation of any railroad car or cars upon its railroad, a higher or greater rate of toll or compensation than it shall, at the same time charge, collect or receive from any other person or persons, for the use and transportation on any railroad car or cars of the same class or number, for a like purpose, being transported from the same point, in the same direction, over an equal distance of the same railroad; all such discriminating rates, charges, collections or receipts, whether made directly or by means of any rebate, drawback, or other shift or evasion, shall be deemed and taken, against such railroad corporation, as *prima-facie* evidence of the unjust discriminations prohibited by the provisions of this act, and it shall not be deemed a sufficient excuse or justification of such discriminations on the part of such railroad corporation that the railway station or point at which it shall charge, collect or receive the same or less rates of toll or compensation, for the transportation of such passenger or freight, or for the use and transportation of such railroad car the greater distance, than for the shorter distance, is a railway station or point at which there exists competition with any other railroad or means of transportation. This section shall not be construed so as to exclude other evidence tending to show any unjust discrimination in freight and passenger rates. The provisions of this section shall extend and apply to any railroad, the branches thereof, and any road or roads which any railroad corporation has the right, license or permission to use, operate or control, wholly or in part, within this State. *Provided, however*, that nothing herein contained shall be so construed as to prevent railroad corporations from issuing commutation, excursion or thousand-mile tickets as the same are now issued by such corporations.

Sec. 4. Any railroad company guilty of extortion, or of making any unjust discriminations as to passenger or freight rates, or the rates for the use and transportation of railroad cars, or in receiving, handling, or delivering freights, shall upon conviction thereof, be fined in any sum not less than one thousand dollars ($1 000), nor more than five thousand dollars ($5,000), for the first offense; and for the second offense not less than five thousand dollars ($5,000), nor more than ten thousand dollars ($10 000), and for a third offense of not less than ten thousand dollars ($10,000), nor more than twenty thousand dollars ($20,000); and for every subsequent offense and conviction thereof, shall be liable to a fine of twenty-five thousand dollars ($25,000); *Provided*, that in all cases under this act either party shall have the right of trial by jury.

Sec. 5. The fines hereinafter provided for may be recovered in an action of debt, in the name of the People of the State of Illinois, and there may be several counts joined in the same declaration as to extortion and unjust discrimination, and as to passengers and freight rates, and rates for the use and transportation of railroad cars, and for receiving, handling or delivering freights. If, upon the trial of any cause instituted under this act, the jury shall find for the people, they shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than one thousand dollars ($1,000), nor more than five thousand dollars ($5,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been once before convicted of a violation of the provisions of this act, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed.

upon the defendant, at any sum not less than five thousand dollars ($5,000), nor more than ten thousand dollars ($10,000), and the court shall render judgment accordingly; and if the jury shall find for the people, and that the defendant has been twice before convicted of a violation of the provisions of this act, with respect to extortion or unjust discrimination, they shall return such finding with their verdict, and shall assess and return with their verdict the amount of the fine to be imposed upon the defendant, at any sum not less than ten thousand dollars ($10,000), nor more than twenty thousand dollars ($20,000); and in like manner for every subsequent offense and conviction such defendant shall be liable to a fine of twenty thousand dollars ($20,000): *Provided*, that in all cases under the provisions of this act a preponderance of evidence in favor of the people shall be sufficient to authorize a verdict and judgment for the people.

Sec. 6. If any such railroad corporation shall in violation of any of the provisions of this act, ask, demand, charge, or receive of any person or corporation any extortionate charge or charges for the transportation of any passengers, goods, merchandise, or property, or for receiving, handling, or delivering freights, or shall make any unjust discrimination against any person or corporation in its charges therefor, the person or corporation so offended against may, for each offense, recover of such railroad corporation, in any form of action, three times the amount of the damages sustained by the party aggrieved, together with costs of suit and a reasonable attorney's fee, to be fixed by the court where the same is heard, on appeal or otherwise, and taxed as a part of the costs of the case.

Sec. 7. It shall be the duty of the Railroad and Warehouse Commissioners to personally investigate and ascertain whether the provisions of this act are violated by any railroad corporation in this State, and to visit the various stations upon the line of each railroad for that purpose as often as practicable: and whenever the facts in any manner ascertained by said commissioners shall in their judgment warrant such prosecution, it shall be the duty of said commissioners to immediately caused suits to be commenced and prosecuted against any railroad corporations which may violate the provisions of this act. Such suits and prosecutions may be instituted in any county in this State, through or into which the line of the railroad corporation sued for violating this act may extend. And such railroad and warehouse commissioners are hereby authorized, when the facts of the case presented to them shall, in their judgment, warrant the commencement of such action, to employ counsel to assist the attorney-general in conducting such suit on behalf of the State. No suits commenced by said commissioners shall be dismissed, except said railroad and warehouse commissioners and the attorney general shall consent thereto.

Sec. 8. The Railroad and Warehouse Commissioners are hereby directed to make, for each of the railroad corporations doing business in this State, as soon as practicable, a schedule of reasonable maximum rates of charges for the transportation of passengers and freight and cars on each of said railroads; and said schedule shall, in all suits brought against any such railroad corporations, wherein is in any way involved the charges of any such railroad corporation, for the transportation of any passenger or freight or cars, or unjust discrimination in relation thereto be deemed and taken, in all courts of this State, as *prima facie* evidence that the rates therein fixed are reasonable maximum rates of charges for the transportation of passengers and freight and cars upon the railroads for which said schedules may have been respectively prepared. Said commissioners shall, from time to time, and so often as circumstances may require, change and revise said schedules. When such schedules shall have been made or revised, as aforesaid, it shall be the duty of said commissioners to cause publication thereof to be made for three successive weeks, in some public newspaper in the city of Springfield, in this State. *Provided*, that the schedules thus prepared shall not be taken as *prima facie* evidence as herein provided until schedules shall have been prepared and published as aforesaid for all the railroad companies now organized under the laws of this State, and until the 15th day of January, A. D. 1874, or until ten days after the meeting of the next session of this general assembly, provided a session of the general assembly shall be held previous to the 15th day of January aforesaid. All such schedules, purporting to be printed and published as aforesaid, shall be received and held in all such suits as *prima facie* the schedules of said commissioners, without further proof than the production of the paper in which they were published, together with the certificate of the publisher of said paper that the schedule therein contained is a true copy of the schedule furnished for publication by said commissioners, and that it has been published the above specified time; and any such paper, purporting to have been published at said city, and to be a public newspaper, shall be presumed to have been so published at the date thereof, and to be a public newspaper.

Sec. 9. In all cases under the provisions of this act, the rules of evidence shall be the same as in other civil actions, except as hereinbefore otherwise provided. All fines recovered under the provisions of this act shall be paid into the county treasury of the county in which the suit is tried, by the person collecting the same, in the manner now provided by law, to be used for county purposes. The remedies hereby given shall be regarded as cumulative to the remedies now given by law against railroad corporations, and this act shall not be construed as repealing any statute giving such remedies. Suits commenced under the provisions of this act shall have precedence over all other business, except criminal business.

Sec. 10. The term "railroad corporation" contained in this act shall be deemed and taken to mean all corporations, companies or individuals now owning or operating, or which may hereafter own or operate, any railroad, in whole or in part, in this State; and the provisions of this act shall apply to all persons, firms and companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon any of the lines of railways in this State (street railways excepted), the same as to railroad corporations hereinbefore mentioned.

Sec. 11. An act entitled "An act to prevent unjust discriminations and extortions in the rates to be charged by the different railroads in this State for the transportation of freights on said roads," approved April 7, A. D. 1871, is hereby repealed; but such repeal shall not affect nor repeal any penalty incurred or right accrued under said act prior to the time this act takes effect, nor any proceedings or prosecutions to enforce such rights or penalties.

☞ The earnings of the Michigan Central Railroad for the first quarter of 1873 show an increase of $159,780 over those for the first quarter of the previous year. The earnings of the Lake Shore and Michigan Southern Railway for January, February and March show and increase of $690,000 over the corresponding months of 1872, and the company have no reason to doubt that this ratio of increase will continue during the year.

☞ The Cleveland, Mt. Vernon and Columbus Railroad is rapidly approaching completion. The last bridge on the line, that over Alum creek, ten miles from Columbus, is finished, and the track laying is making satisfactory progress. The construction train will enter Columbus about the 20th, and as soon as the necessary arrangements can be made regular through passenger trains will commence running.

Awards of Contracts.

The following awards of contracts have been made by Chief Engineer Fisher for the construction of the two additional tracks for freighting purposes on the New York Central and Hudson River Railroad between Albany and Buffalo, and the work of construction will be commenced at an early day, and carried on to a speedy completion.

Section No. 1, from Albany to the Center, to Stephen V. Trull, of Cohoes.

Section No. 2, from the Centre to Schenectady, to Holler & McIneroe, of Albany.

Sections Nos. 3, 4 and 5, from Schenectady to Fort Plain, to N. H. Decker, of New York.

Section No. 6, from Port Plain to Little Falls, to A. M. Peck, of Albany.

Section No. 7, from Little Falls to Herkimer, to Hoblitzell, Champlain & Co., of New York.

Section No. 8, from Herkimer to Utica, to J. A. Nichols, of Syracuse.

Section No. 9, from Utica to Rome, to Nichols & Canbee, of Syracuse.

Section No. 10, from Rome to Oneida, to G. H. Thompson, of Rochester.

Section No. 11, from Oneida to Canaseraga, to L. M. Hans, of Albion.

Section No. 12, from Canaseraga to DeWitt, to Page & Williams, of Little Falls.

Section No. 13, from DeWitt to Geddes (Syracuse), to Belden, Dennison & Company, of Syracuse.

Sections Nos. 14 and 15, to John Hunter & Co., of Sterling Valley.

Seneca River Bridge, to Lord, Bellows & Co., of Rochester.

Sections Nos. 16 and 17, to A. M. Slocum & Co., of Rochester.

Section No. 18, to A. Marcellus, of Fairport.

Section No. 19, to G. W. Phelps, of Rochester.

Section No. 20, to A. Marcellus, of Fairport.

Section No. 21, to Larbett & Cragie, of Buffalo.

Section No. 22, to Bradley & Canfield, of Phelps.

Rushville, Wabash and Toledo Railroad.

Articles of association of the Rushville, Wabash and Toledo Railroad Company were filed on the 7th inst., in the office of the Secretary of State at Indianapolis, Ind. The Indianapolis *Journal* says:

The company propose to build a railroad from Rushville, Henry county, to Marion, Grant county, a distance of about seventy miles. The following gentlemen comprise the board of directors for the first term: Frank J. Hall, Rush county, J. W. Griffin, J. P. Jessup, U. L. Risk, J. S. Elliot, W. T. McLucas, L. V. Hess, Joel McCormick, Denney Reese, Frederick Tykle, S. H. Summers, and R. Wynhart, Henry county, and J. P. Winslow, Grant county. U. L. Risk, was elected President, John W. Griffin, Vice President, and Frederick Tykle, Secretary and Treasurer. The capital stock of the organization has been fixed at $2,000,000, the greater portion of which will be immediately taken by the capitalists along the line. It is proposed to advertise for proposals for the work of laying the track immediately, and have the line completed by fall. The route will connect on the north (at Marion) with the Michigan, Wabash and Cincinnati, and on the south (at Rushville) with the Louisville and Toledo.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 3, at 428,224 tons, and for the coal year at 5,199,248 tons, against 5,164,234 tons to corresponding time last year, being an increase of 35,014 tons. The bituminous tonnage for the week is 58,560 tons, and for the year 655,825 tons, giving a total of all kinds for the week of 496,784 tons, and for the year 5,855,073, tons, an increase as against production to same time last year of 140,241 tons.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,787
1869	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,266	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	823,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,225	571,836	876,763	949,508	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,576	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,666,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,669	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	368,235	342 309	384,999	368,964	461,290	466,097	533,055	554,163	507,617	473,227	465,607	377,987	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,201	540,756	431,315	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,303	486,830	565,145	480,710	519,306	669,005	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	952,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	820,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,356,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,482	774,934	787,641	1,094,101	952,899	951,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,217
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,606	218,347	271,425	257,451	293,296	202,798	230,661	2,918,342
1869	204,112	180,840	259,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,089	226,897	244,182	248,046	290,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,264	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,795,343
1872	340,791	320,022	372,974	381,113	373,819	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	358,612	408,849	465,517	432,928	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,382,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 248	1,643,484	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 320,422	1,515,382	1,541,958	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,525	889,967	931,530	685,401	681,041	7,817,029
1869	659,158	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	625,383	661,789	691,826	555,087	684,539	712,047	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	559,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,764
1873	580,499	562,949	651,962	544,035	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	123,673	152,264	247,411	303,915	306,944	266,086	282,723	332,555	305,446	387,999	303,305	210,197	3,321 518
1872	189,606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,695,183
1873	150,567	194,786	300,719	352,500	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 309	1 368,948	1,402,597	1,245.316	1,235,286	14,797,975
1872	1,339,589	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,568,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,755,736	1.694,643	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	110 169	121.408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	103,246	110,213	111,117	111,127	138,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029 927
1873	170,023	162,585	180,467	190,562	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442 665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940.102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,808	580,908	667,849	785,338	616,024	576,783	6,988,479
1873	476,897	542,008	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 889	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 135	496,563	7,250 069
1870	396,171	382,833	377,571	443,132	730,700	755,737	636,434	661,020	898,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	433,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,706	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,946	344,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,185	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1-9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	607,318	645,090	823,683	1,044,251	1,116,387	1,167,098	1,071,407	1,142,241	1,193,695	1,522,847	1,127,033	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130.545	140,408	143,987	204.597	196.910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,960	171,868	157,398	164,133	144,164	186,889	202,238	205,750	189,361	160,085	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,480	152,515	102,995	1,786,547
1872	158,198	140,471	165,960	154,641	147,540	149,832	130,145	167,496	177,085	201,048	178,169	155,480	1,926,674
1873	144,209	169,454	177,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	139,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	266,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	309,439	4,013,203
1869	284,193	240,395	242,705	311,853	312,530	348,891	310,800	450,246	4 0,720	422,389	323,377	424,284	4,242,343
1870	257,604	293,645	295,279	318,099	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	570,290	405,110	471,301	446,527	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	23,560	617,585	758,467	999,665	857,388	716,829	5,700,183
1870	528 529	560 139	539,238	706,603	802,586	746,450	643,658	644 051	728,521	719,698	570.168	506,053	7,654,094
1871	479,573	373,925	499,809	584,540	724,466	728,174	673,606	681,865	800,402	777,362	708,142	669,932	7,521,682
1872	278,936	334,115	565,861	699 490	980,442	835,459	748,382	789,567	883,784	980,706	915,727	757,851	8,892,606
1873	533,975	491,785	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	167,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	....	Allentown.....Pa.	31,452	102,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	....	....	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.5	100	100	....
Sept. 30,'71	1.25	....	....	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,215	13,1 3	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19¼	....
Oct. 31,'71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyp)..N.Y.	647,363	500,000	215,000	49,593	100,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.& B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	37	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Sept. 30,'71	1.63	13	3	Easton and S. Easton.....Pa.	25,982	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,500,134	1,000,000	203,000	35,000	702,672	154,682	12	100	100	....
Oct. 31,'71	5.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,064 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & Fdham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,800	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10¼	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	16	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	325	Metropolitan (Boston).....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	56½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	71½
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,099	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)...Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,008	705	—	50	50	....
Dec. 31,'71	11.71	172	35	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peopies' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Lease	ed)	4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	200,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	25	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	38,700	—	50	15	45
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Lease	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	560	55	2d and 3d street (Phila.).....Pa.	695,223	673,417	109,300	—	484,034	151,593	15.0	50	30	56
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	280	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	69
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	25,910	25,000	25,000	—	16,207	6,484	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga.....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19¼	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,800	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,672	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	895,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown...Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	21	Watervliet (Albany).....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	489	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	95
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,800	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,800	17,070	609	—	100	100	....
Oct. 31'71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	2.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	25	Worcester .....Mass.	51,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest. When Payable.	Principal Payable.	Market Price.
	$	pc		
Albany: 1st Mortgage	40,000	7 J. & J.	1883	....
Avenue C: 1st Mortgage	681,000	7 M. & N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7 J. & J.	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7 J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	600,000	7 J. & D.	1884	....
Brooklyn City: 1st Mortgage	300,000	7 J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	7 J. & J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage	200,000	7 M. & N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6 J. & J.	1881	....
Central Park, N. & E. River: 1st Mortgage	550,000	7 F. & A	1882	....
2d Mortgage	200,000	7 M. & N	1890	....
Citizens' (Pbg): 1st Mortgage	50,000	7 J. & J.	1879	....
Coney Island & Brooklyn: 1st Mortgage	215,000	7 J. & J.	1876	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7 M. & S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7 J. & J.	1881	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	215,000	7 A. & O.	1873	....
Frankford and Southwark: 1st Mortgage	175,800	7 J. & J.	1877	....
2d Mortgage	51,500	7 M. & N	1891	....
Germantown: 1st Mortgage	250,000	7 J. & J.	1879	....
2d mortgage	100,000	7 A. & O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	.....	....
Green and Coates street: 1st Mortgage	100,000	7 J. & J.	1876	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage	137,000	7 J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	125,000	7 J. & D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	188.	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7 J. & J.	1885	....
Marginal Freight: 1st Mortgage	500,000	7 A. & O	1871	....
Malden and Melrose: 1st Mortgage	60,000	6 A. & O	1880	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6 J. & D.	1884	92½
2d Mortgage	25,000	7 J. & J	1873	....
Ninth Avenue (N. Y.): 1st Mortgage	107,000	7 J. & J.	1870	....
Orange and Newark: 1st Mortgage	300,000	6 J. & J.	'8071	....
2d Mortgage	500,000	6 J. & J.	1885	....
Park Avenue (Bkly): 1st Mortgage	188,000	7 J. & J.	189'	....
Philadelphia City: 1st Mortgage	200,000	7 J. & J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7 M. & N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)	62,350	.. J. & J.	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7 J. & D.	1877	....
2d Mortgage	200,000	7 F. & A	1876	....
3d Mortgage	154,000	7 A. & O	1885	....
Conv. bonds	315,000	7 M. & N	1888	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7 J. & J.	1878	....
2d Mortgage	15,800	7 A. & O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7 J. & J.	189	....
South Brooklyn and Park: 1st Mortgage	50,000	7 J. & J.	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7 J. & J.	189	....
Real estate	619,000	7 var.	var.	....
Troy and Albia: 1st Mortgage	35,550	7 A. & O.	1890	....
Troy and Lansingburg: 1st Mortgage	75,000	7 M. & N	1888	....
Union (Boston): 1st Mortgage (R. E.)	75,000	6 J. & J.	1879	....
Union (Phila.): 1st Mortgage	100,000	6 J. & J	1885	....
General Mortgage	100,000	7 J. & J.	1881	....
Utica, Clinton & Bingham: 1st Mortgage	200,000	7 J. & J.	1889	....
Watervliet: 1st Mortgage	130,000	7 A. & O.	1887	....
West Philadelphia: 1st Mortgage	100,000	7 J. & D.	1878	....
Williamsburg & Flatbush: 1st Mortgage	125,000	7 A. & O.	1890	....
Worcester: 1st Mortgage		7	....	....
2d Mortgage		6	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280.000	J. & J.	Jan. '73 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " pref.100	538 976	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref...50	5,080 685	— & —	.....
Berkshire*.....100	600,000	J. A J & O	Apl. '73 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633 200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M. & N.	May '73 4
Boston and Providence..100	3,950,000	M. & N.	May '73 5
Buffalo, N. Y. and Erie*..100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5s
" " pref.100	1,485,900	M. & S.	Mar. '73 5s
Camden and Amboy*...100	5,847,800	J. A. J.O.	Apl. '73 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref. 50	752,760	— & —	Oct. '72 3½
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref.....50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*.....50	589,130	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850 400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J & J	Jan. '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	Jan. '73 2½
Central Ohio*.....50	2,425,000	J. & D.	Dec. '72 3
" pref.....50	400,000	J. & D.	Dec. '72 3
Chemung*.....100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18 852,910	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3
" " pref.100	21,2?8,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Clin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Clin., Sand. and Clev.*.. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	4?9.040	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb. '73 3?
Cleveland & Mahoning*. 50	2,057,500	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11 236,150	F.M.A.N	May '73 1,
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,?80,800	M.J.S.D.	Mar. '?3 2
Colum. & Hocking Val..100	2,500 000	F. & A	Feb. '73 5
Concord.....100	1,500,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River.....00	1,85?,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	207,383	— & —	.....
Cumberland Valley.....50	1,494,250	A & O.	Oct. '72 4
Danbury and Norwalk..50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Westn. 50	18,868,850	J.A. J.O.	July '72 2½
Detroit & Milwaukee*.. 5?	822,140	— & —	.....
" " pref. 50	2,093,600	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*.....50	1,300,200	J. & J.	Jan. '73 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	Jan. '72 3
Eastern (N. H.).....100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway.....100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,539,910	J & J.	Mar. '73 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg.....100	4,000 000	J. & J.	Jan '73 4
Georgia.....100	4,156,000	J. & J.	July '72 4
Grand River Val. *100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)..100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top.. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,616	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv. Mud. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49,468,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence*.....50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley.....50	21,468,800	J.A. J.O.	Apl. '73 2½
Little Miami*.....50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*.....50	2,646,100	J. & J.	Jan. '73 3½
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '73 5
Lykens Valley.....20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	17,989,548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	July '72 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*.....50	14,008,100	J. & D.	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,296,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418.800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central.....50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,668,400	J. & D.	June '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama.....100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	249,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626.250	M.J.S.D.	Mar. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '73 2½
Phila., Wil. & Balt.....50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '73 4½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '73 3
Port and and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,998,900	J. & J.	.....
Rutland*.....100	2,700,000	— & —	Feb. '73 5s
preferred.....100	4,300,000	F. & A.	.....
St. Croix and Penobscot.100	100,000	J. & J.	Feb. '73 3½s
St. L., Alt. & T. Haute.100	2,300,000	— & —	July '71 2
" " " pref.100	2,040,000	May.	.....
St. Louis and Iron Mt...100	10,000,000	F. & A.	May '68 7
St. L., Kan. C. & North.100	12,000,000	.....	Feb. '73 3
" pref.100	12,000,000	.....	.....
Saratoga and Schenec.*.100	300,000	A. & O.	Nov. '72 4
Schuylkill Valley*.....50	676,050	J. & J.	Apl. '73 3½
Seaboard and Roanoke..100	1,151,400	M. & N.	Jan. '73 2
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Nov. '70
Shore Line*.....100	995,800	J. & J.	Feb. '73 3
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 5½
South Carolina.....100	5,819,275	F. & A.	Jan. '72 3
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb '72 1
Staten Island.....100	600,000	J. & J.	Feb. '72 4
Stockbridge and Pitts.*.100	445,700	J. & J.	July '67 4
Stony Brook*.....100	267,300	M. & N.	Jan. '72 3½
Summit Branch*.....50	2,502,250	F. & A.	May '72 3
Sussex (N. J.).....100	317,850	J. & J.	Feb. '73 3
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Jan. '72 2½
Taunton Branch.....100	500,000	J. & J.	Sept. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 4
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jan. '73 6
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Jn. '70 11-4s
Troy and Greenbush*...100	274,400	J. & D.	Nov. '72 3½
Utica and Black River...100	1,666,000	J. & J.	Dec. '71 3½
Vermont and Canada*...100	2,500,000	J. & D.	Jan. '73 3
Vermont and Mass.....100	$2,500.000	M. & N.	Dec. '72 0
Warren (N. J.).....100	1,800,000	J. & D.	May '73 2
Warwick Valley.....100	225,000	A. & O.	Dec. '71 3½
West Jersey.....100	1,208,000	F. & A.	Apl. '73 2½
Winchester & Potomac*100	180,000	J. & J.	Feb. '73 4
Winchester & Strasburg*100	500,000	J. & J.	Jan. '73 3
Worcester and Nashua. 7s	1,400,555	J. & J.	July '72 3½
HORSE-POWER R. R.			Jan. '73 $5
Albany City.....100	110,300	— & —	.....
Baltimore City.....100	800.000	F. & A.	..... 2½
Bleecker st. & F. Fy. (NY)100	900,000	— & —	Aug. '72 1
Boston and Chelsea.....100	110,000	A. & O.	.....
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Apl. '73 4
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan. '73 3
Brooklyn City.....100	1,500,000	F.M.A.N	Jun. '70
Brooklyn City & Newt..100	600,000	J. & J.	May '73 3
Brooklyn and Jamaica...100	488 100	— & —	July '70
Bushwick (Brooklyn)....100	302,000	J. & J.	.....
Cambridge.....100	727,800	A. & O.	July '71 3½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Apl. '73 4½
Citizens' (Phil.).....5	500,000	J. & J.	Oct. '67 2½
Citizens' (Pbg.).....50	200,000	M. & S.	Jan. '73 7
Coney Island & Brookl..10	500,000	— & —	Nov. '71 7
D. Dock, E. B'dw & Bat..100	1,200,000	F.M.A.N	.....
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	May '73 2
Elizabeth and Newark ..100	200,000	— & —	Oct. '71 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	 3
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Nov. '71 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '73 5
Girard College (Ph.)....50	500,000	J. & J.	Jan. '73 3
Grand St. and Newton...100	170,000	J. & J.	July '71 3
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '71 2
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '73 3
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Jan. '73 4-5
Lynn and Boston.....100	200 000	— & —	Oct. '71 6
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	.....
Middlesex (Boston).....100	400,000	A. & O.	Jan. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	Apl. '73 3
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	.....
Philadelphia and Darby 20	200,000	J & J.	July '73 4
Phila. and Grey's Ferry 50	284,775	J. & J.	July '71 2
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Jan. '73 2½
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Nov. '69 8
Second & Third St. (Ph.) 50	982,100	J. & J.	Apl. '73 2
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 5
Sixth Avenue (N. Y.).....100	750.000	M. & N.	Jan. '73 2
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '71 5
13th & 15th street (Ph.). 50	1,000,000	J. & J.	May '73 3
Somerville (Boston).....100	75,000	M. & N.	Jan. '73 1½
South Boston.....100	400,000	J.A. J.O.	May '73 3
Union (Boston).....100	200,000	.....	Jan. '73 2½
Union (Phila.).....50	400,000	J. & J.	July '72 7½
West Philadelphia.....50	400,000	J. & J.	Jan. '72 5
CANALS.			Jan. '73 3
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	8,229,591	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000.000	F. & A	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,789,800	M. & N	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50		— & —	.....
" preferred.....50	2,907,850	— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D	Mar. '73 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec'69 85c
Canton.....100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car.....100	4,000.000	F.M.A.N	Feb. '71 5
Quicksilver, common ...100	5,700.000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '73 2
United States Trust.....100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	113
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	118½
.. .. coupon	4,656,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861....coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,555,650	6	Jan. & July	1881	118½
.. .. coupon	63,765,700	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s).....registered	30,761,850	6	May & Nov.	1882	115½
(5-20s).....coupon	232,745,900	6	" "	1882	115½
Loan of March 3, 1863.....registered	53,542,450	6	Jan. & July.	1881	118½
.. .. coupon	21,457,550	6	" "	1881	120½
Loan of March 3, 1864 (5-20s).....registered	2,293,500	6	May & Nov.	1884	115½
Loan of June 30, 1864 (5-20s).....registered	32,534,950	6	May & Nov.	1884	115½
(5-20s).....coupon	34,565,400	6	" "	1884	115½
Loan of March 3, 1865 (5-20s).....registered	36,445,750	6	May & Nov.	1885	117
(5-20s).....coupon	119,159,400	6	" "	1885	117½
.. .. .. 2d series (5-20s).....registered	58,818,200	6	Jan. & July.	1885	118
(5-20s).....coupon	148,633,300	6	" "	1885	118½
.. .. .. 3d series (5-20s).....registered	90,974,200	6	Jan. & July.	1887	118
(5-20s).....coupon	224,700,450	6	" "	1887	120½
.. .. .. 4th series (5-20s).....registered	14,191,500	6	Jan. & July.	1888	117½
(5-20s).....coupon	24,432,900	6	" "	1888	118½
Loan of March 3, 1864, (10-40s)....registered	140,999,750	5	Mar. & Sept.	1904	112
(10-40s).....coupon	54,467,550	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71. registered	129,182,300	5	F. M. A. & N.	1881	117½
.. .. coupon	70,817,700	5	" "	1881	116
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	215,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	402,896,210	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'84-'02	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871.....	250,000	7	" "	1891	....
Connecticut—($5,707,590):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($?,728,866):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa, & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	89
.. Bonds to W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	92
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,631):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1834 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	300,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'96	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,965,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	90½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1866.....	511,366	6	J. A. J. & O.	1893	105
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,580	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,800 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863..	431,000	6	" "	1879	96
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1876	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,609,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	72-'74	97
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1876	....
.. General Fund Stock	348,107	6	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,100,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	27½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	17
.. State (new) Bonds, 1867 to 1870	1,829,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1898	18
.. Special Tax Bonds.....	11,467,000	6	" "	'90-'99	15
Ohio—($9,022,721):					
.. Loan of 1840 Bonds, stg f'd.....	882 894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,369	6	" "	1881	105½
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'72-'82	....
.. Loan of Feb. 1867 (10-15s).....	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-20s).....	723,950	5	" "	'82-'87	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	110
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1883	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct.	1888	28
.. .. .. '66-'69.....	2,202,714	6	Jan. & July.	'87-'89	17
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1886	....
.. .. .. 1870.....	500,000	6	April & Oct.	1890	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81½
.. State Bonds (direct)	4,519,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870....	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($8 2,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856-'75	803,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1850-'80	579,500	6	" "	"	1880	98
Loan of 1853-'56	1,710,500	6	April & Oct.	"	1885	95½
Loan of 1855-'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mfg. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	85
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	91
1st Mortgage (consolidated)	168,000	7	" "	"	1890	85
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	78,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	36
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. Loan (sec'r'd by $4,000,000 Ber.)	8,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	95
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89
Burlington and Missouri River:						
Land and R. R. Mortgage	5,065,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y., L. & F.	1906	94½
Carthage & Burlington (C. B. & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	158,350	7	" "	"	'80-'89	102½
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	81
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	103
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (1st. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'80	93½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,913,225	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	90½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	200 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101.000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	2,550,000	7	F. M. A. & N.	" "	1915	89½
Equipm't (Eng & Cars $2,750,0.0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi. R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,136,000	7	Jan. & July.	" "	1898	95
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	103½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	600,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	79
1st Mort. (San., Day. & Cin. S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $5,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	86
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	88½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	75½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1876	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	$03,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	101
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept	" "	1851	97½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Am.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

"Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage. (D.& M.R.'y)cony.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,900,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds.....	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds.....	250,000	8	Feb. & Aug.	" "	1880	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free.....	594,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen..	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar..	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free.....	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed.....	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage.....	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed.....	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., stg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862.....	383,000	6*	Jan. & July.	London.	1872	...
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85.....	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.....	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89.....	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82.....	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed ..	570,000	5	April & Oct.	"	1872	58½
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage.....	6,000,000	7	"	" "	1883	99
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	98½
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	100½
Buffalo Branch, 1st mortgage...	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871.....	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage.....	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)stg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold.....	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)t.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan.....	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold.....	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage.....	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.....	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee...	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment).....	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage.....	500,000	8	Jan & July.	"	1896	....
Framingham and Lowell:						
1st Mortgage.....	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold.....	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage.....	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase..	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)...	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold.....	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees..	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees..	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000.....	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £4,838,835.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock....	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds....	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds....	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds....	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds....	4 867	5	" "	"	1861	....
Common (") Bonds....	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.....	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage.....	675,000	7	May & Nov.	New York.	1896	87
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free.....	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage.....	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan.....	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan.....	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.).....	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)....	3,476,000	8	March & Sept.	" "	1885	87
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K. City&Cam.R R55m)	1,200,000	10	Jan. & July.	" "	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage.....	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co...	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage.....	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)stg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)stg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free.....	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage.....	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869.....	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. stg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage.....	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y&OMid):						
1st Mortgage gold.....	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold.....	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage.....	367,500	7	Feb. & Aug.	"	1875	89½
3d Mortgage (Consol).....	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. stg f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency....	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling.....	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold.....	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,5'0 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold.....	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage.....	1,500,000	8	Jan. & July.	" "	1869	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co...	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co....	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, stg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	6	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,088,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe(LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y.& Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,339,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	2.0,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
3d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,1: 2,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	100
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1.500,000	7	" "	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	95½
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855 M. S. & N.I.	5,266,000	7	May & Nov.	" "	1885	101
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	95
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug.1, 1856(D. M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ait.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1888	98½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	93
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	690,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1100	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.)						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	100
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	83½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	110½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	92
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207.000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	84½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	104
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Loud.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1867	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1892	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $900,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,4000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.& O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	76
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3 000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B.& N. St'l.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754.000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	167,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	85
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	93½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	98½
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	84½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1883	72
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1898	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	90
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.R.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	88½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	76
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	101½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'86	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	309,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	90
Loan of 1870, convertible	25,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	93,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	102½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	105
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,880	7	Jan. & July.	"	1893	106½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1899	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1899	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	92½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	.....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	78½
Rich., Fredericksburg & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1876	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.	.....	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	77½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1889	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	98
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	90½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	91½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,023,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1880	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	167,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1891	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1880	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,180,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car....	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	92½
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	85½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	74
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	74½
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	80½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,600,000	7	" "	" "	1871	90½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	86
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	86
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	74½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	71
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	97
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,760,000	6	" "	Philadelphia.	1883	92
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	95
Sterling Loan £369,200	1,848,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	"	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	24
2d Mortgage consolidated	1,500,000	7	" "	"	1891	10
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,00	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1850	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	87½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All.R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	309,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	81½
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	575,000	6	" "	"	1900	97
Western Pacific (Cen. Pac):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	96½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57.m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,276,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	80½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	95
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	99
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1894	102½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	104
Delaware & Raritan Canal Co'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	92
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	94½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	94
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	89½
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	93½
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	60
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,854	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,870	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80½
Boat and Car Loan	756,150	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July	"	1896	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1896	....
3d Mortgage stg	874,000	6*	" "	London.	1876	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. M. to Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stocks.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30 1871	60.2	—	1.5	125.0	3	3	2	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	96.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama	3,600,000	*	.....	.....	2,000,000	.....	.....	—	92.8	(Forec sed and sold—No re urns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,369,000	83,440	—	164.0	587,211	267,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg †.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,401,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under	construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350 000	—	—	95,000	20.5		(No retu	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0	(Leased to	Cheshire	.)		7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	20½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—	(Unfinish	ed—No o	perations.)			—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,577	86.7	.....	61,715	76,090	453,716	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	mplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.8	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible re	turns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	16.0	26	19	6	631	Atlantic and Gulf †.....Georgia.	7,592,283	*	460,243	174,262	4,582,176	2,974,200	632,319	85,084	347.0	638,161	162,800	.....	1,044,698	358,988	—	100	....
Sept. 30, 1871	408 0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* †..Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242.504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio †....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913 890	4,006,503	8	100	172½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	472,700	1.650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264.168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	(Owned by B.	& O., and	account	ed for as	an asset.)			103.5	836,437	.....	.....	783.095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	.....	680,000	150,000	1,000	.....	33.5	(Leased	to Maine	Central.)		36.000	—	50	....
Dec 31, 1871	21 2	1.0	3.4	—	5	2	—	58	Bellefonte and Snow Shoe..Pennsylvania.	442.659	*	coal &c.	.....	600.000	99.000	.....	.....	36.7	61,649	17,798	94,077	102.302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784.387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	337,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582.376	—	—	.....	250,000	48,000	.....	.....	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715.973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,982,342	2,127,983	10	100	142½
Sept. 30, 1871	23.4	—	1 0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80.452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H	2,850,000	*	267,192	218 888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	76,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie †..Mass. & Conn.	28,770.008	—	21 573.900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517.592	1,760.942	294.177	691,882	135,334	—	100	2½
Sept. 30, 1871	26.7	13 8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667 699	1.767.952	548,762	1,208.108	252,264	8	100	134
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921.274	—	646,893	1,012,570	14 .7	1,093,138	3,873 587	486,444	1,994,689	571,117	8	100	122
Sept. 30, 1871	44.0	14 5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	2,844.114	*	590,372	110.097	3,950.000	—	20,394	574,189	66.4	587,069	2,642,903	662,565	1,415,481	430,461	10	100	140½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647.004	—	201,861	11 105	424,704	1,664,202	131,197	646,867	87.0	235.167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	—	—	4,898,000	5,980,000	.....	—	172 0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	2 .0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869 500	—	—	—	2,286,000	583.500	.....	—	26.0		(Leased	to Erie.)			—	100	....
Sept. 30, 1871	48.2	—	5.2	—	7	6	3	88	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532.055	*	.....	.....	428,717	700,000	463,674	—	48.2	140,211	89,348	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	—	—	950,000	2,389,000	.....	—	—	(Leased	and oper.	by Erie.)			7	100	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150.612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	2 9.0	—	20.0	—	22	15	10	590	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,764,526	10,118,290	734,145	483.651	349.6	1,609,941	249,398	320,574	2,406,840	1,111,881	10	100	107½
Jan'y 1, 1872	100 0	—	3.0	16.0	5	5	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	—	—	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	—	—	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	.....	—	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131.719	1,071,655	174,386	—	60.0	.....	386,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338.000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4.087	—	683,467	3,776	3,800	28 5	(9½ m.	28,540	.....	32,411	7.352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171.764	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	—	—	350,000	200,000	.....	—	17.5	(Open	ed January	1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	—	—	376.593	150,000	.....	—	—	(Compl	eted 18 m	iles Jan. 1	1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	420,000	—	—	—	24.0	64 000	22,430	321.661	128,032	55,521	6	25	....
Dec. 21, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	42½
Sept. 30, 1871	14 7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	588,000	—	—	—	294,469	250,000	11,750	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1.587,000	.....	—	—	(Leased	to C. & N.	W.)			—	100	....
Dec. 31, 1871	71.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	—	—	7,620,000	3.614.000	.....	—	—	(Leased	to C. & N.	W.)			—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	680.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	103.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	—	—	6.000.000	4,000,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	16,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	180 0	.....	44,377	92,860	310,573	132,181	—	100	....
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	—	.....	.....	3,000,000	2,500,000	.....	—	271.7	3,702 373	3,944,103	990,591	6,841,379	3,035,236	10	100	105½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* †..California.	120,432,717	5,784,303	.....	.....	64,283,190	62,208,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911.920	*	206,804	65,182	2,578.000	2,100,000	250,000	—	1,009.0	.....	.....	.....	8,9 2,554	5,021.251	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095.839	*	.....	.....	635.355	400,000	60,484	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,298,380	11,426,257	1,234,906	.....	22.8		(Leased t	o Pennsyl	vania.)		—	50	....
																		273.1	451 522	133,427	99,596	762,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Fr asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	39.0	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537.467	311,240	282,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461 409	*	.....	.....	300,000	300.000	27,225		10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	.....	1,050,000	1,871 000	.....		100.0	200.152	100.989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3.300 000	.....	.....	.....	1.000,000	2,300,000	.....		—	(Oper. by	Ft. Wayne Jackson & Sag.)				—	100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707		—	(Oper. by	Boston, Clinton & Fitchbu g.)				—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	388,611	*			283,743		99,267		22.0	70,617	124 254	39,375	57.588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,556	72,540	10,551	1,738,468	524,000	.....		85.0	72,651	17.900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387 800	83,286	11,285	1,000,000	1,500 000	272,609	11 381	51.0	51,494	29,971	37,790	214.674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	568	26	14	594	Georgia.....Georgia.	4,156,600	*	1,405,739	210,201	4,200,000	722,500	190.174	658.533	232.0	971,050	.....	.....	.....	.....	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently	opened.)		1,334,012	527,777	—	100	....
Sept. 30, 1871	11.6	—	0.3	8.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.8	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....		239.0	(Opera	ed by contractors.)				—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492 000	1,500,000	—	—	94.0	(Leased	to Michigan Central.)				—	100	....
Jun. 30, 1871	711.0	247.0	200.0	—	336	233	89	3,968	Grand Trunk †.....Canada.	95,565,830	*	6,421.233	2,061.502	17,442,945	86.608 620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western †.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245.333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5†	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	—	—	200,000	—	120,386	—	8.0	(Leased	to Del., Lacka.& Western.)				—	100	....
Mar. 31, 1872	40.6	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....		....	(Opened	December 19, 1871.)				—	100	....
Mar. 31, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,090	150,000	—	—	14.0	17.528	15,714	7,415	26,898	11.061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	6	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey	191,246	*	.....	.....	99,700	62,000	.....		5.7	(Leased	to Erie Company.)				—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—	—	28.0	(Leased	to Erie Company.)				—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased	to Tol., Wab. & Western.)				—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased	to Tol., Wab. & Western.)				—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* †.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,251,924	9,508,000	2,079,80	375,497	277.0	2,066,880	868,894	416,791	3,104,969	1,089,035	—	100	38†
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	1: 3 300	50,000	.....	38,139	7.8	19.200	75,124	13.019	62.662	21.242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30.000	116,850	.....	222.150		12.2	41,982	31.903	84.714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000.000	4,000,000	40,509		116.0	184 414	109.915	64,464	207,113	32,298	—	100	....
Oct. 31, 1871	86.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,560	—	—	—	1,182,550	700.000	—	—	—	(Leased	to Pennsylvania.)				7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N. H	aven and	Hartford R. R.)				—	.....	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill.Conn & R.I.	4,704 886	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263.447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	180,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		—	(Leased	to Flint & Pere Marquette.)				—	100	....
Sept 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450 003	—	.....	.....	200,000	200,000	50,000		10.3	(Leased	to New Haven & Northampton.)				—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899		119 8	321.600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No	returns furnished.)				—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central †.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	1,796.682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn	2,792,475	*	.....	.....	870,000	2,000,096	.....		62.8	197.972	52.246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central*.....Illinois	33 610,185	*	.....	1.212 539	25,280,510	5,764,500	16,370		1,110.9	5.710,564	1.286,584	1.831,944	8.401,142	2,732,847	10	100	118
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	65.5	(Leased	to Chicago Burl. & Quincy.)				—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under	construction, to cost $4,500,000.)				—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200.000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,133.863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,0 3	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,766,517		217.0	.....	.....	.....	1,827,824	622,313	—	100	13
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	267	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No	returns furnished.)				—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589.143	222.168	600.000	3.338.000	702.486		72.0	.....	.....	.....	671,557	286.415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	40,841	1,402,000	3,150,000	32,717		117.0	215,952	.....	.....	255,684	66,704	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased	to Illinois Central.)		304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	—	—	1,314.000	1,314,000	—	—	73.0	(Leased	to Chicago & N. Western.)				—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,800	37,705	130,099	30,000	10,681	204,977	13.0	.....	28,882	120,501	92.878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400.000	100,000	.....	.....	11.0	11.380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1.408,100	2,935,000	66,667	263.757	121.0	281,640	[8 months.]		357,864	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,396.700	—	—	—	2.695,700	2,300,000	—	—	—	—	(Leased to Erie.)		—	—	—	—	....
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500.000	500,000	—	—	—	(Leased	to Chicago & Alton.)				—	100	....
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800.000	—	—	—	(Leased	to Michigan Central.)				7	100	92
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	—	—	185,250	800,000	—	—	4.6	21.489	206,270	.....	127,843	43,894	8	100	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No	returns furnished.)				—	50	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840.000	—	—	58.0	(Leased	to Lake Shore & Mich. Southern.)				6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	32.0	(Leased	to Michigan Central.)				—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789.414	5,776,500	382,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	—	515.5	5	3	—	40	Kansas City (3 feet gauge)	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently	opened—operations not reported.)				—	100	....
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased	to Leav. Lawr. & Galveston.)				—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030.840	1,220,319	8,972.500	26,116,350	1,610,905		672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	60	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2.020.000	6,730		....		(Recently opened.)				—	100	24
Dec. 31, 1871	80.0	—	28.6	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80.0	969.043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300.000	—	—	—	1,000.000	1,300,000	—	—	—	(Leased	to Tol. Western.)				—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,078	—	—	—	117,073	666,000	—	—	—	(Leased	to Tol. Western.)				—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	64,309	—	—	138,261	192,510	—	—	—	—	(Under	construction.)				—	100	....
Dec. 31, 1871	5 0.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	48,311.203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943.162	3.725.425	14,797,975	4,884,369	8	100	90†
Aug. 31, 1872	92.0	—	5.1	—	10	...	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	—	.....	—	—	(Recently opened.)				—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,993	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110				135,300	—	74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124 3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,691	124,919,238	38,662,529	4,483,584	1,868,554	10	100	140
Sept. 30, 1871	262.0	*	28.2	104.0	35	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,068,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*			1,887,400	1,099,000	.....	.....	70.0	381,634	—	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616				1,000,000	—	—		(Leased	to New Y	ork Cent. & Har. R.)		60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858				500,000	500,000	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	25	15	314	North Carolina ¶	North Carolina.	4,947,746	*			4,000,000	553,413	292,020	783,241	223.0	.....	98,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	89,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.		(No a	ccounts o	btainable.)					72.0						—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,106,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	629,651	666,476	1,179,200	530,541	—	50	96
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,400	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,381	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	70
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160.570	252,916	3,068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	110½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....					(Leased to Erie Company.)			8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	0.	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)			100,000,000	50,000 p.m	.....		278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	6	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,150	*	1 448,971	217,215	2,823,400	750.000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	128½
Dec. 31, 1871	115.0	22.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*			(Govern	ment bon	ds and c	ash.)	145.6	336,549	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153 412	388,837	1,027,699	347,857	6	100	54
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*		34,259	450,000	—	2,767	24,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	63.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534 8 0	298,943		393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	41½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	780,466	569,290	813,502	1,675,008	651,502	10	50	63½
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671 478	592,236	6	100	112
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	546	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690.000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185.604	12' 911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000				375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953				268.000	612,100	27		28.6	(Leased	to Rome,	Watertown	n & Ogdensburg.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,269,324	*			1,141.400	183,000	.....		35.0	166,568	186,707	170.816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)		1.500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	25	1,221	*Pacific of Missouri* ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	699,200	.....	3,597,299	947,801	—	100	46
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Padu ah and Gulf	Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	.....	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250.000	—	—				(Under	construct	ion.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No | returns.)			—	100	....
Apl. 20, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	.....	800,000	1,200,000	.....		34.0		(Construc	tion in pr	ogress.)	245.662	5	100	110
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330.000	—	—		14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500.000	500,000	—		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248.000	80.000	—		15.1		(Leased t | o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076.000	—		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	—	—	342,150	100,000	36,642		22.0	(Leased	to United	Companies.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500.000	375,000	—		18.0	(Leased	to New J	ersey Sou	thern.)		—	100	....
Dec 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	—	—	1,995,000	2,779,000	—		118.0	(Recently	opened	—No retur	ns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,333	41,339,475	34,418.205	13,060,505	1,253,887	699.0	11,904.317	4,699,985	6,575,842	18,719,837	6,890,404	10	50	108½
Dec. 31, 1871	47.0	15.9	57.0	—	23	5	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,937,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	228
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098	—	—	—	132,412	700,000	100,000				(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	—		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	82.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80.722	181,216	333,402	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co	mbo y.)		—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.	N. Jersey.	214,581	—	—	—	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.9	—	11	8	8	106	Petersburg ¶	Virginia.	1,719,113	*	—	63,763	1,342,200	558.500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167.474	254,944	109.939	271.205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	84	15	2,517	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	50½
Nov. 30, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—		33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175
Dec. 31, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,188	5,766,934	9,465,572	12,562,843	5,006,940	10	50	115½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	*	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	118
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997.900	1,745,000	284,988	496,889	105.1	1,065.517	1,608.033	348,216	2,678,865	1,069,943	8	50	117
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	—	—	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pig, Clin. & St. Louis.	Pa. & W. Va.	Ohio.	18,030,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,308	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8.639	.....	14.159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330 816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932.848	700,423	717,299	964,989	178,099	7	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	5,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,683,000	.....	.....	369.3	6,508,725	1,985.782	2,047,114	8,393,974	4,040,644	7	100	93
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—		—	(Lease	d to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,230	551,000	218,338		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in r	unning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	681,712	934,000	70,468		52.5	106,614	105.285	31,200	85.570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,369,836	*	585.069	79,576	1,500,000	—	—		51.3	331,257	389,322	.....	628,430	180,561	10	100	130½
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....				(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	28.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	1,011.071	*	.....	.....	170 000	200,000	.....		26.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	642,009	63,611	120,523	.....	524,464	380,200	226,830		.....	40,208	53,052	6,110	97,204	33,611	—	100	91
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.			2,236	4,981	437,917	50,000	63,611		13.6	42,413	257,232	13,020	85,905	29,609	—	100	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	58 —	@ 62 —
Gartsherrie		57 —	@ 58 —
Glengarnock		50 —	@ 51 —
Eglinton		48 —	@ 49 —
Pig, American, No. 1		49 —	@ 50 —
Pig, American, No. 2		46 —	@ 47 —
Pig, American, Forge		40 —	@ 42 —
Bar, Refined, English and American		110 —	@ — —
Bar, Swedes, assorted sizes	(gold)	137 50	@142 50
—STORE PRICES.—			
Bar, Swedes, 1½ x ⅜ & 1 1-8 x ½ to ⅝ sq. 1½ to 5-8 x ½ & ⅝ to 2 sq. 6 to 12 x ½ & ⅜		150 —	@160 —
Bar, Refined, ½ to 2 in. rd. & sq.—1 to 6 in. x ½ to 1 in.		— —	@100 —
Bar, Refined, 1½ to 6 by ½ & 5-16 in.		— —	@105 —
Bar, Refined, 1 & 1½ by ½ & 5-16		— —	@107 50
Large Rounds, 2½ to 2⅞ to 3½ to 4 in.		110 —	@120 —
Scroll		120 —	@165 —
Ovals and Half-round		125 —	@145 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@117 50
Horse Shoe		— —	@125 —
Rods, ½@3-16 inch		105 —	@150 —
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14		125 —	@172 50
Nail Rod	per lb.	— 9½	@ 9¾
Sheet, Russia, as to assortment	(gold)	— 16	@ — 17
Sheet, Single D. and T. Common		— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7¾	@ — 8¼
Sheet, Galvanized	List. 10 per ct. disc.		
Rails, English	(gold) per ton.	70 —	@ 71 —
Rails, American, at Works in Penna.	c'y.	80 —	@ 82 50
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	— —	@ 5 —
8d. and 9d.	"	— —	@ 5 25
6d. and 7d.	"	— —	@ 5 50
4d. and 5d.	"	— —	@ 5 75
3d.	"	— —	@ 6 50
Cut, 2d and 3d. Fine		— —	@ 7 25
Cut Spikes, all sizes		— —	@ 5 25

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 37½
Straits	(gold).	— 32	@ — 32½
English	(gold).	— 31½	@ — 31½

Plates—Fair to good brands. —Gold.— —Currency.—

I. C. Charcoal	per box.	11 75	@12 —	14 25	@ 14 50
I. C. Coke		9 25	@10 50	11 37½	@ 12 50
Coke Terne		8 37½	@ 9 50	10 —	@ 11 25
Charcoal Terne		10 25	@11 —	12 25	@ 13 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 43 gravity (in bulk)		— 9½	@ — —
Crude, 40 @ 47 gravity (in shipping order)		— 14	@ — —
Refined, Standard White (in ship'g order)		— 20	@ — —
Refined, S. W. (in jobbing lots)		— 20½	@ — 20½
Refined, S. W. (in tin)		— 26½	@ — 27½
Naptha, Refined, (65 @ 73 gravity)		— 11	@ — 12
Residuum—(in shipping order)	per gall.	— 11	@ — 11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@— 43
Copper, Bolts		— —	@— 45
Copper, Braziers' (over 16 oz.)		— —	@— 45
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 28	@— 30
Copper, American Ingot		— —	@— 33½
Copper, English Pig		— 30	@— 30½
Yellow Metal, New Sheathing & Bronze		— —	@— 27
Yellow Metal, Bolts		— —	@— 32
Yellow Metal, Nails, Sheathing & Slating		— 27	@— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75	@ 6 87½
German Ordinary	(gold)	6 75	@ 6 87½
English	(gold)	6 75	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		— —	@18 —
Liverpool House Cannel		— —	@20 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 —	@ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14
Boston, Hart. & Erie	3	3	3	2½	3	2½
Canton Co	102½	103	....	100	....	....
Central Pacific 6s	102½	103½	....	103	103	....
Central of N. Jersey	103	105½	106	105½	105½	105½
Chicago & Alton	111	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	104½	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	95	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	80	....	....	....
" pref.	....	....	....	....	....	85½
" 1st M.	100	98½	....	99	100	....
" S. F.	....	....	....	....	....	....
" Consol.	89½	....	89½	89½	....	....
Chic., Rock Isl. & Pac.	109½	110½	108½	108½	108½	108½
Chi., R. I. & Pa. 7s, 1896	103½	....	....	103½	103½	....
Clev., Col., C. and Ind.	88	90	89½	88	....	....
Clev. & Pittsburg guar.	88½	89½	89½	89½	89½	89½
" 2 M.	100	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	102	....	....	....	....
Col., Chi., & Ind. C.	35	35½	33½	32½	32	30½
" 1 M.	87½	87½	87½	....	88	88½
" 2 M.	72½	....	73	73½	73½	....
Del. & Hudson Canal	115	115	....	....	116	....
Del. Lack. & Western	102½	104½	103	103½	103	103
" 1 M. 7s	....	101	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	64½	64½	65½	61½	60½	59½
" pref.	74	74	....	73	72½	....
" 1 M. 7s, 1897	....	....	....	....	101½	....
" 2 M. 7s, 1879	....	....	....	100	100	....
" 3 M. 7s, 1883	99	....	....	99	....	....
" 4 M. 7s, 1880	....	....	98½	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	86½	....	....	....	86	....
Hannibal & St. Joseph.	40½	40	39	38½	38½	38½
" pref.	....	....	....	....	....	....
" 8s, conv.	87	....	....	87½	87½	87
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	116½	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich S'th.	91½	92	91½	90½	91½	90½
Lake Shore Div. bonds	....	....	92½	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	104½	....	104	105½	105
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	101½	....	....	....	....	....
" 2 M.	....	....	97½	....	98	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	58½	58½	55½	56½	55½	54½
" pref.	74	73½	73½	73½	73	72½
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	108	....	....
" 7 3-10s con.	....	....	....	....	94	....
" 7s, gold	....	93	....	....	....	....
Missouri 6s	94	93½	93½	....	....	94
" H. & St. J. 1s.	....	....	....	....	....	....
Morris and Essex	93	93½	93½	93	93	....
" 1st mort.	102½	103	103	104	....	....
" 2d mort.	98	....	98½	....	98½	....
N. Y. Cen. & Hud. Riv.	101½	101½	100½	100½	100½	100½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	91½	91½	92	91½	92	....
" 6s. S.F. 1887	....	....	....	92	....	....
N. York and Harlem	127	126½	126	126½	126½	126
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	....	139½	139½	....	140	....
N. Carolina 6s, old	....	37½	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	43½	44½	43½	42½	42½	41½
" pref.	....	....	....	....	75½	75½
" 2d M.	....	....	....	84½	....	....
Pacific Mail S. S. Co.	53½	55½	53	53	52½	47½
Panama	115½	116	114	114	113½	110
Pitts., Ft. W. & Chi. gtd.	93½	....	....	93½	....	93
" 1 M.	....	....	106½	....	....	106½
" 2 M.	....	....	....	101	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	40	40½	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	99½	....	....	99	....	....
" 2 M. pref.	....	....	88	88½	....	....
" Income bds.	....	....	....	....	78	....
Tennessee 6s, old	81½	81½	81½	81½	81½	....
" new	....	....	....	....	....	81½
Tol., Wab. & Western	69½	70½	69½	69½	69½	68½
" pref.	....	....	....	....	....	....
" 1 M.	96	....	96½	93½	96½	....
" 2 M.	....	....	....	....	90½	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	91½	91½	....	....	91½
Union Pacific	32½	32½	31½	31½	31½	30½
" 1st mort.	86½	86½	86½	86	86½	86
" L. Gt. 7s	74½	....	....	74½	....	74½
" Inc. 10s	71½	71½	72½	72	....	71
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	53½	....	53	....	53	....
" def. cert.	....	....	....	12½	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 14.

	Th 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	111½	....	112	....	....
U. S. 5s, 10-40s, coup.	113½	114	114	114	114	113½
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	118½	118½	....	....	118½	118½
U. S. 6s, 1881, coup.	121½	121½	121½	121½	....	120½
U. S. 6s, 5-20s, reg. '62	....	115½	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	115½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	115½
U. S. 6s, 5-20s, c. 1864	115½	115½	....	....	116	115½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	117½	117½	118½	....	118½	117½
U. S. 6s, 5-20s, r. n. '65	....	118½	....	....	118	....
U. S. 6s, 5-20s, c. n '65	118½	117½	118½	....	....	118½
U. S. 6s, 5-20s, reg. '67	....	117½	....	118½	....	118
U. S. 6s, 5-20s, c. 1867	120	120½	120½	120½	120½	120½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	118½	118½	....	....
U. S. 6s, Pac. RR issue	115½	113½	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 13.

	W. 7.	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13
Catawissa preferred	....	....	....	48½	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	97
" 6s, 1883	....	....	92	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '80	94½	....	....	....	....	95
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	98	....	....	....	....	....
Lehigh Navigation	40½	....	40½	42½	43½	42½
" 6s, 1884	....	88	....	....	....	....
" Gold Loan	94½	95	....	94	94½	....
" R. R. L.	....	92	....	....	92	....
" Conv. L. '77	....	....	83½	....	....	....
Lehigh Valley R. R.	60	60½	60	60½	60½	60½
" 6s new coup.	....	....	98½	....	....	....
" 6s new reg.	....	....	....	....	99	....
Little Schuylkill R.R.	47	....	47	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	52½	....	52½	52½	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	48	48	....
" 6s, 1880	....	....	97	....	96½	....
" 7s	97	97	....	97	97	97
" 10s, 1887	....	....	....	....	....	....
Northern Central	35	35	....	35	....	....
Oil Creek & Allcg. Riv.	32	32	....	31½	....	31½
" 7s	....	....	72	....	....	....
Pennsylvania R. R.	54½	54½	54½	54½	54½	54½
" 1st M.	101	....	....	101	....	....
" 2d M.	....	....	....	97½	97½	....
" Gen. mort.	93½	....	....	94	....	....
" reg.	97½	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	110	....	....	....	....	....
Philadelphia City, 6s	....	....	....	97½	97½	....
" new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor.	....	....	87½	....	....	....
Phila. & Reading	58	58	58	58	57½	....
Philadelphia and Erie	26	25½	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	92	91½	....
Phila., Wilm. & Balt.	....	....	....	....	67½	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1832	77½	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	120	119½	....	119½	119½	120
Hestonville, (Horse)	....	19	19	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	58	....
Spruce and Pine	32	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 13.

	W. 7.	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13
Baltimore City 6s, 1875	....	....	98½	98½	....	....
" 1886	....	....	....	....	....	....
" 1890	....	....	99½	99½	99½	99½
" 1894	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	172½	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	100½	100½	....	100½	100	....
" 2d M.	90	....	89½	....	89½	....
" 3d M. 8s	84	84	....	....	83½	....
Northern Central	....	35½	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	85	....	....	....
Pittsb. & Connellsv. 7s	....	96	95½	....	....	95
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	....	53½	....	....	53
" Defer. Certif.	....	....	....	13	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 14.

	Th.8.	F 9.	Sat.10.	M 12	Tu.13.	W.14
Boston and Albany ...	142¼	142¾	143	143¼	143¾	143¾
Boston and Lowell	....	....	....	....	....	134
Boston and Maine.....	120¼	....	....	....	....	122
Boston and Providence.146	....	....	146¼	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
.. 7s, new 38	38	37¾	37⅝	. ..		37
Cheshire, pref.....	76	....	....	....	....	76¼
Chi., Burl. & Quincy...109⅝	109¾	109¼	109¼	....		109¼
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....106¼	106¼	106¼	....	106¼		106¼
Fitchburg.....	....	....	135	....		135
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central.....105	105¼	105	105	105		104¾
Northern, N. H.....	....	110¼	110	110¼		110¼
Ogdens. & Lake Champ....	53	54	....	....		54
.. pref.....	....	99	....	....		98
Old Colony	111¼	111¾	112	....		112
Ph., Wil. & Baltimore.....	58¾	....	58¼	58¼		....
Portl'd, Saco & Ports.....	130	130½	....	....		....
Union Pacific	....	....	....	....	....	....
" 6s.....	84	....	....	....		84
" Land Grant 7s....	....	....	....	73		....
" Income 10s.....	....	....	....	....	....	....
Vermont & Canada.... 67¼	....	67¼	....	....		68¼
Vermont & Mass.....	....	83	....	....		83
South Boston (Horse).....	....	....	....	....	....	....
Cambridge 102¾	....	....	....	....	....	....
Metropolitan 56¾	56¾	56¾	....	....		56¾
Middlesex	....	71¼	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	....	....	....	....	....	....
Franklin	....	....	7¼	7		....
National	....	....	....	....	....	....
Pewable 12	12	....	....	....	....	....
Quincy 46¾	....	46¾	46¾	47		....

London Stock Exchange.

	—Closing Prices.— May 2.	April 25.
Atlantic & Gt. W. 1st mort., $1,000..	79½ — 80¼	79½ — 80¼
Do. 2d mort., $1,000.....	69¼ — 70¼	69¼ — 70¼
Do. Con. mort. B'nds Bisch's Cert.	49 — 50	50 — 52
Do. Reorg. Scrip.....	96 — 98	96 — 98
Do. Lens. Lines, Rental Bonds....	92¼ — 93¼	92¼ — 93¼
Detroit & Milwaukee 1st mort. Bonds	71 — 73	73 — 75
Do. 2d do.	— — —	70 — 75
Erie shares 100 dol. all paid.....	50½ — 51	50½ — 50¾
Do. 6 per cent Convertible Bonds..	95 — 96	95 — 96
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid..	89 — 91	90 — 92
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88
Michigan Central 8s 1882, conv.....	85 — 90	85 — 90
Panama 2d mort.....	— — —	— — —
Panama General mort.....	91 — 93	91 — 93
Pennsylvania, 2d mort.....	97 — 99	97 — 99
Do. General mort.....	99 —100	99 —100
Do. $50 shares.....	44¼ — 45¼	44¼ — 45¼
Philadelphia and Erie 1st mort.....	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, May 17, 1873.

Stock Exchange and Money Market.

Notwithstanding the disturbed condition of the Continental markets, as reported by cable, through the week, and the advanced rate of the Bank of England for accommodation, our local market for Money has been working more comfortably for the borrowing interests. The city banks have made a further liberal addition to the reserves, and have been thus enabled to increase their measure of aid to their customers. They reported an addition of 6⅜ millions to their deposit line, and of 1⅞ millions, and over 1½ millions to their legal tender, and specie reserves, respectively. They enlarged their loan and discount averages nearly four millions, while reducing their circulation $40,900. Private lenders have also been making advances, with more promptness and freedom. Rates have been quoted easier, the call loan figures toward the close having been 6@7 per cent, with choice to good mercantile credits rated at from 7@10 per cent per annum. The commercial paper now being placed at these quotations, a few weeks ago could not have been done better than 10@12 per cent, and the more encouraging feature of the market is that there is less railroad paper now offering.

The city banks are again handsomely ahead in their obligatory reserve, the last statement showing that they had $4,620,250 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U.S. Sub-Treasury, last week, reduced its coin balance about 1⅝th millions; while adding nearly a million to its currency reserve. Its currency reserves at the close of the week were $21,342,867; and its coin hoard, $40,530,146.

The clearances of the banks averaged through the week 109¼ millions a day, and amounted in the aggregate, for the whole week, to $655 285,410 as against $698,038,786 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $951,084 and cut down its coin reserve $1,674,785 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $20,261,600, against $20,005,100 same time last year. The city bank deposits are now $202,819,100 against $217,267,500, week ending May 11, 1872. The legal tender reserve amounts to $41,944,300, against $47,305,600 same time last year. The circulation now stands at $27,628,500 against $27,714,200 same time last year. The loans are now $274,681,900 against $285,002,000 at this date last year.

The coin reserve of the city banks is now about 20¼ millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is nearly 42 millions against about 55½ millions on the statement of June 15th; and the deposits are now about 202⅞ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $4,063,487 of currency, and $4,462,300 of gold, the latter including $2,113,000 from customs; and disbursed $3,111,874 of currency and $6,137,086 of gold, the latter embracing $2,126,000 of coin interest.

Government revenues have been on a restricted scale since our last. The excises yielded within the week about 1¾ millions, and thus far in the current fiscal year beginning with July 1, 1872, $96,210,000. The customs at the port of New York, for the week, were $2,032,910, and at the outports, about $700,000 more, in coin or coin certificates.

The cash balances under the control of the Treasury Department on Tuesday were as follows: Currency, $3,903,729; special deposit of legal tenders for the redemption of certificates of deposit, $26,995,000; coin, $73,496,228. Coin certificates outstanding, $26,255,200. Legal tenders outstanding $357,090,105.

A livelier market has been noted for Gold, the speculative dealings having been more extensive, while the export drain has been light, and the customs call moderate. The unsatisfactory financial reports from the Continental markets have tended to stimulate the upward movement, having favored operators for a rise. Yet the transactions toward the close were not characterized by much confidence and buoyancy. The range of the price during the week has been from 117⅜ @118⅜ and the closing quotation on Wednesday was 117⅞ against 117¼ on Wednesday of the preceding week. The specie outflow last week, was $551,246. The Gold Exchange Bank clearances have averaged about 78½ millions per day during the week.

The customs demand for Gold last week, averaged $351 889 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $64,209, and thus far in 1873, have been $1,653,682 against $639,612 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $117,382,464 against $139,313,437 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $69,431,192, against $70,507,036 during the same time in 1871-2.

The export drain of specie was $551,246 last week, against $4,063,885 same week preceding year. The shipments since July 1, 1872, have been $53,939,693 against $37,329,153 during the same portion of 1871.

Foreign Exchange has been fairly active and rather firmer in price. Bankers' sixty day bills on London closed on Wednesday at 108⅝@108¾; sight bills on London, at 109¾@110¼. The week's exports of Domestic Produce have been to the currency value of $5,998,718. The standard sight drawers of Exchange as a precaution, calculate upon 6 per cent before long at the Bank of England, in place of 5 per cent, as a present, while other Bankers who have Exchange to make on United States 5-20s and other American Stocks are accepting 109¾@109⅞ for sight Bills.

Under the Treasury programme for May, Government proposes to sell through the Sub-Treasury Gold as follows: Thursday, May 22, $1,500,000; Thursday, May 29, $1,000,000. And to buy in Five-Twenties as follows; Wednesday, May 21, $500,000.

Government securities have been quite actively sought, chiefly for investment, on home and foreign account, especially the latter, at generally strong and buoyant prices, though values have fluctuated slightly, in sympathy with Gold. The supply of coupon 5-20s, and 6s of 1881, and 5 per cents is being drained for London and the Continent, and the Registered Stocks not available for this demand keep up to very full prices.

U. S. sixes of 1881 closed on Wednesday of this week at 121@121½; U. S. Five-Twenties of 1862, 115¾@116; U. S. Five-Twenties of 1864 at 115¾@116; U. S. Five-Twenties of 1865, 117¼@117½; U. S. Five-Twenties of 1865 consolidated 118@118¼; U. S. Five-Twenties of 1867, 120⅛@120¼; U. S. Five-Twenties of 1868, 118⅛@118⅜; U. S. Ten-forties at 113⅞@114⅛; U. S. Fives of 1881 (Funding Loan) 114¾@115; Six per cent. currency Sixes from 115¾@116.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	April 30.	May 7.	May 14.
Consols	93⅝	93⅜	93⅜
U. S. 5-20s, 1865....	92	92	91⅞
" 1867	93¾	93⅞	93⅝
" 10-40s	89¼	89¼	88¾
New Fives of 1881...	90	89⅝	89½
Erie	50½	50⅜	46¾

State bonds have been in fair demand, for investment and have shown more firmness as to values.

The Railway and Miscellaneous share specula-

tion has been quite active, but at unsettled prices, closing with more firmness.

Railway Mortgage Bonds have been attracting more attention, especially from home buyers, for investment purposes, at full and buoyant rates. Central Pacific Sixes have been in good request, closing at from 102¾@103. Chesapeake and Ohio Sixes have been of ready sale at 88 and interest. Western Pacific Sixes have been in fair demand at 95. The Northern Pacific 7-30 Loan has been more inquired for at par and interest.

The annual election of the New York Stock Exchange was held on Monday. The following named gentlemen were chosen to fill the respective offices for the ensuing year: For President, H. G. Chapman; for chairman, M. A. Wheelock; for vice-chairman, James Mitchell; for secretary, B. O. White; for treasurer, D. C. Hays.

General business has been on a moderate scale, since our last. The Metal trade has been exceptionally tame. Copper has been dull, at about former rates; sales, 40,000 lbs. Lake at 32½c., cash; 20 tons English at 30¼c.@30½c. Iron has been generally very quiet, and prices have favored purchasers; sales, 200 tons Cambroe Pig on private terms; other kinds dull. We quote Glengarnock Pig nominally at $48@$49; Eglinton do. at $48@$49; No. 1 American Pig at $48@50; No. 2 do. at $45; Wrought Scrap at $50@$52; English rails at $70@$71, gold; American Rails at Works, $80@$83; Pig lead has been inactive at 6¾c.@6⅞c., gold, for ordinary foreign. Spelter selling in lots at 7⅝c., gold. Pig-tin dull, with Straits quoted at 31⅞c.,@32⅛c., and English at 31¾c.@31⅞c., gold; sales 300 slabs Straits at the quotations. Tin Plates have been in quite moderate demand with sales of 500 boxes Charcoal at $11 87½, gold: 500 boxes Terne at $10 50, and 250 boxes Coke, 10x14, at $12 12½. Charcoal Plates quoted here at $11 75@$12; Charcoal Terne, $10@$10 75. Coke, $9 75@$10 50; Coke Terne, $8 50@9 75, gold, per box. Zinc quiet; 10 casks Mussulman changed hands at 9c. gold.

The leading kinds of domestic produce have met with a somewhat freer sale, on a steadier basis as to values, in most instances, though Wheat, Corn, and oats closed weaker. Middling upland Cotton left off at 19¼c. per lb. The receipts at all the ports, since Sept. 1, have been 3,313,781 bales, against 2,592,147 bales same time in the preceding year; exports 2,227,611 bales against 1,794,881 bales in the previous year; stock at the ports at latest dates, 413,000 bales against 261,750 bales same date 1871.

Foreign goods have been rather more sought after. Grocery goods have been in particularly active request and quoted firmer. The week's imports amounted to $6,387,442 including $1,286,754 of dry goods.

Ocean freights have been moderately active and rates have been quoted stronger.

At the Live Stock Markets, Beeves have been in more request at from 9@13⅛ cts. Veals at 5@14 cts.; Sheep at from 5@8 cts.; Swine at 6⅛@6½ cts. per lb., all live weight. The week's receipts were 8,253 Beeves, 5,473 Veal Calves, 16,758 Sheep and Lambs, and 44,906 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific R. R., of Mo., 46; do. 2d mort., 76; Atlantic and Pacific pref., 24; New Jersey Southern R. R., 34½; do. 1st mort., 76; Hannibal and Naples 1st mort., 87; Detroit, Monroe and Toledo 1st mort., 97; Boston, Hartford and Erie 1st mort., 86; do., guar., 50; St. Louis and Iron Mt. 1st mort., 98; North Missouri 1st mort., 91½; Burlington, Cedar Rapids and Minnesota 1st mort., 89; Mil. and St. Paul 7s, Iowa div., 84½; do. LaC. div., 92; Toledo, Peoria and Warsaw 1st mort., E. D., 92½; do. W. D., 88⅛; do. consol., 74½; do. 2d mort., 74; do. Burlington div., 86⅛; Toledo, Wabash and Western 7s, consol., 86; Buffalo, New York and Erie, 1st mort., 95; Canada Southern 1st mort., 94½; Delaware and Hudson Canal 7s, reg., 1891, 104; do. 1884, 102½; Central of New Jersey 1st mort. new, 105; Western Pacific R. R. bonds, 95½; St. Louis, Jacksonville and Chicago 1st mort., 90¾; Ohio and Mississippi consol. S. F., 94; Long Dock bonds, 98; Galena and Chicago 1st mort., 103; Gt. Western 1st mort. 1888, 95½; Lake Shore and Michigan Southern 7s, consol., coup., 100; Chicago and Milwaukee 1st mort., 95; Pacific R. R. 7s, guar. by Mo., 98¼; Clev., Col., Cin. and Ind. 1st mort., 101⅛; Louisville and Nashville 7s, 1898, consol., 93; Consol. Coal of Md., 57; Maryland Coal, 28; Western Union Tel., 86¼; do. 7s, 94; Quicksilver pref., 50; Am. Mer. Union Exp., 67; U. S. Exp., 73; Adams Exp., 96; Ohio 6s, 1881, 105¼; Georgia 6s, 80; do, 7s, 92; South Carolina 6s, new, April and Oct., 28; do. Jan. and July, 17; Alabama 8s, 1893, 87; North Carolina 6s, special tax, 15; N. Y. State 7s, B. L., coup., 106; Brooklyn 6s, W. L., 95.

Philadelphia.—Pennsylvania R. R. allotments, 53⅞; Camden and Atlantic R. R., do. pref., 42; Catawissa new pref., 33¼; do 7s, new, 101⅛; Nesquehoning Valley R. R., 53¾; Delaware Division Canal 48⅛; Belvidere Delaware 2d mort., 85. Pennsylvania Canal, 6s, 69; Schuyl. Nav. Imp. Loan, 80⅛; Philadelphia and Reading Gen'l mort. 7s, coupon, 102⅞; do. reg. 105; do. 7s, new conv., 106½; West Jersey 7s, 101½; Pittsburg, Cincinnati and St. Louis 7s, 75⅛; Lehigh Valley 7s, new, 104; Morris Canal 1st mort., 93¼; Reading C. and I. 7s, reg., 92⅜; Westchester and Philadelphia 7s, 101¼; Lehigh Nav. conv. gold loan, 94; Camden City 7s, 105; New Jersey State 6s, 1879 and 1880, exempt, 104⅛. The latest quotations are: City 6s, 97⅛@97¾; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 101½@—; do. 2d series, 106½@107½; do. 3d series, 109@110; Philadelphia and Reading 57⅞@5 8; do. Gen'l mort. 7s, coup., 102⅞@103½; do. reg., 104@105; do. mort. 6s, 1880, 95@95; do. 7s, new, conv., 105@106; United New Jersey R. R. and Canal Co., 119¾@120; Camden and Amboy mort. 6s, 1889, 94@94½; do. 1883, 92@92; do. 1889, 89@90½; Pennsylvania R. R., 54@54; do. allotment, 53⅞@54; do. 1st mort., 101@102; do. 2d mort., 97@97⅜; do. General mort. coupon, 93¾@94; do. reg., 97½@97½; Little Schuylkill R. R., 46⅛@47; Morris Canal, 49@50; do. pref., 125@126; do. 6s, 93¾@93½; Susquehanna Canal, 7@8; do. 6s, 74@77; Schuylkill Nav., 7⅛@8; do. pref., 14⅛@15; do. 6s, 1882, 77@77⅛; do. 1872, 82@83; Elmira and Williamsport pref., 37@40; do. 7s, 1878, 96⅛@99; do. 5s, 58@59⅜; Lehigh Coal and Navigation, 42@42; do. 6s, 1884, 88@—; do. R. R. Loan, 92@92; do. Gold Loan, 93⅛@94; North Pennsylvania, 47@50; do. 6s. 96@97; do., 7s, 97@98; do. Chattle 10s, 106@109; Philadelphia and Erie, 25¾@26¼; do. 6s, 89@89; Minehill, 52@52¼; Catawissa, 21@21½; do. pref. 43@43⅜; do. new pref., 33@33¼; do. 7s, 1900, 101@101½; Lehigh Valley, 60@60½; do. 6s, new coupon, 98@99; do. reg., 99@99; do. 7s, 103⅞@104; Fifth and Sixth streets, (horse,) 51½@52; Second and Third, 56@57; Thirteenth and Fifteenth, 21@22; Spruce and Pine, 32@33¼; Green and Coates 49@50; Chestnut and Walnut, 59@—; Hestonville, 19@19¼; Germantown, 82¼@—.

Boston.—Burlington and Missouri R.R., in Iowa, 107¾; do. in Nebraska, 64¼; do. 8s, in Nebraska, old, 100; do. new, 93¾; Eastern (N. H.) R. R., 100¾; Connecticut and Passumpsic Riv. R. R., 88¾; Rutland pref., 55¾; do. scrip, No. 3, 92¼; Cincinnati, Sandusky and Cleveland R. R., 17, Worcester and Nashua R. R., 135; Indianapolis and Cincinnati R. R., 12; Housatonic R. R. pref.; 104; Portsmouth Gt. Falls and Conway R. R., 91; Atchison, Topeka and Santa Fe 1st mort., 74; Cheshire R. R. 6s, 1830, 93¾; Chicago, Burlington and Quincy 7s, 94¾; Eastern R. R. 7s, 1882, 101; Missisquoi 7s, 64½; Boston and Maine 7s, 105; Vermont and Canada Equip. 8s, 80; Cedar Rapids and Missouri 7s, 1916, 85; Ogdensburg and Lake Champlain Equip. 8s, 96¼; Vermont Central 1st mort., 34; do. 2d mort, 10; Cary Imp., 12⅞; Waverly Land, 4½; Boston Land, 6; Boston Water Power, 30; Brookline Land, 6; New Hampshire 6s, 98½; Boston 6s, 1877, currency, 98¾; Belfast 6s, 1898, 89; Chicago 6s, 1876, 95½; do. 7s, 99; St. Louis 6s, 1886, 89½; Bangor 6s, 1894, 89; Lowell 6s, 1890, 95; Cambridge 6s, 95; Bath 6s, 1888, 89½; Cook Co., Ills., 7s, 98½; Allouez Mining Co., 14; Calumet and Hecla, 164; Eagle River, 1½; International Silver, 75c.; Mesnard, 2½; Native, 25c.; South Side, 60c.; St. Clair, 3¾.

Baltimore.—Virginia consols, coupons, 80; Maryland Defense 6s, 105; Central Ohio R. R., 41; do. 1st mort., 86⅛; Virginia and Tennesse 8s, 87⅝; Chesapeake and Ohio Canal 6s, 110@112; Northern Central 6s, 190C, gold, 93⅜; Union R. R. 1st mort. guar. by Canton Co., 96; Orange, Alex. and Manasses 7s, 81⅛; Orange and Alexandria 2d mort., 90; George's Creek Coal, 125; Atlantic Coal, 2.90; Santa Clara, 4. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80¾@81¼; Pittsburg and Connellsville 7s, 1898, 95@95¼; Baltimore and Ohio, 171¼@172; do. 6s, 1875, 98¼@99½; do., 1880, 96½@97¼; do., 1885, 95½@96½; Parkersburg Branch 11@—; Northern Central, 86@39; do. 6s, 1885, 92@93; do., 1900, 85@85½; do., 6s, 1900 gold, 93@94; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 89@—; Marietta and Cincinnati 1st mort. 7s, 1892, 100@101; do., 2d mort., 7s, 89½@89¾; do., 3d mort., 8s, 83½@84; Central Ohio, 42@42; do. pref., 41@41; do. 1st mort., 86@86½; Western Md. 1st mort. 6s 1890, 85@90; do. 1st mort. guar., 97@97½; do. 2d mort. guar., 97@97¼; do. 3d mort., guar., 96@97; do. 2d mort. pref., 75@85; do., 2d mort. guar. by Washington Co., 82½@84; Richmond and Danville 1st mort., 76@77; Orange and Alexandria 1st mort. 6s, 93@96; do., 2d mort. 6s, 89@91; do., 3d mort. 8s, —@90½; do., 4th mort. 8s, 80@81; Orange Alex. and Manassas 7s, 81¼@82;

Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77¼@78⅛; do. 8s, 3d mort., 87½@88½; Baltimore 6s, 1875, 98½@98⅝; do., 1884, 96¾@—; do. 1886, 98½@99; do., 1890, 99½@99¾; do., 1893, 97@97; do. 1893, exempt, 102@102; do., 1900, exempt, 98¾@99; do. 1900, new, 98@98⅝; do. 1902, 99¼@99½; Memphis City 6s, 57@58; Maryland Defense Loan, 1883, 104⅛@105; Virginia 6s, old, 40@41; do. coupon old, 46@50; do. consol. 6s, 52⅞@53⅛; do. reg. 51@53; do. coupons, 79⅛@80; West Virginia, 12¼@13; City Passenger R. R., 20½@21; George's Creek Coal, 125@128.

Cincinnati and Chesapeake Railroad.

The report of the Cincinnati Board of Trade March 1st, 1873, alludes as follows to the railroad extensions bearing on the interests of that city:

"The voting of $10,000,000 with which to build a southern road seems to have been the inauguration of more liberal action on the part of our people toward railway enterprises, as evidenced in the recent vote of $1,250 000 in aid of the Cincinnati & Chesapeake Railroad, an important enterprise, which will materially assist in the more satisfactory development of our resources, as well as serving as a valuable outlet for our products. The aid to both roads is a desirable investment on which large dividends will accrue, in those results most desirable to a commercial city—increase of trade and cheapening of transportation. The completion of the Chesapeake and Ohio Railroad—with which Cincinnati will shortly be connected by rail—is a matter of special congratulation to our city as a means of communication to a country rich in agriculture, mineral and commercial wealth, naturally tributary to our market, but heretofore uncultivated for want of proper facilities to command it."

New Jersey Southern Railroad.

This company has applied to the committee on securities of the New York Stock Exchange to have its bonds put on the list and has furnished the following statement:

Consolidated 7 per cent. mortgage bonds, dated April 7, 1873. Mature April 1, 1903. Principal and interest payable in New York city, in currency. Interest payable April 1 and October 1. Denominations, $1,000. Numbered 1 to 7,000, inclusive. $7,000,000. Trustees: John R. Garland, Walter B. Palmer.

Statement of New Jersey Southern Railroad and branches covered by the above-described consolidated bonds—New Jersey Southern Railroad: Port Monmouth, via Eatontown Junction to Long Branch, 14¼ miles; Eatontown Junction to Manchester, 25 miles; Manchester to Toms River, 7¼ miles; Manchester to Atsion, 29¼ miles; Atsion to Atco, 9¼ miles. Total, 85¼ miles. First mortgage bonds, $2,120,000. Second mortgage bonds, $1,000,000. Long Branch and Sea Shore Railroad—Sandy Hook to Long Branch, stock owned by New Jersey Southern, 11 miles; first mortgage bonds, $200,000. Toms River and Waretown Railroad—Toms River to Barnegat Junction, 13 miles. Pemberton and New York Railroad—Whitings to Pemberton Junction, stock owned by New Jersey Southern, 18¼ miles; first mortgage bonds, $375,000. Vineland Railway—Atsion to Bayside, 46¼ miles. Maryland and Delaware Railroad—Clayton to Oxford, 54 miles; first mortgage bonds, $850,000; second mortgage bonds, $150,000. Kent County Railroad—Massey's Cross Roads to Chesapeake Bay, 27¼ miles; total constructed, 255¼ miles; being constructed, 10 miles; first mortgage bonds issued, $100,000; first mortgage bonds unissued, $300,000. Total, $4,795,000. New Egypt and Farmingdale Railroad—Long Branch to New Egypt, being constructed, 42 miles. Smyrna and Delaware Bay Railroad—Bombay Hook to Massey's Cross Roads, being constructed, 30 miles; total, 72 miles. Grand total, 827¼ miles.

Also, all bridges, rights of way, land, depots and buildings; all leases, ferries and ferry franchises, car shops, machine shops; all boats, vessels, locomotives, cars, etc., etc., now owned or hereafter to be acquired, as per terms of mortgage. This series of bonds represents the only and entire funded debt of the New Jersey Southern Railroad Company, after the bonds of all said consolidated railroad companies shall have been exchanged. The consolidated bonds for the conversion of outstanding bonds, amounting to $4,795,000, are held by the trustees, John R. Garland and Walter B. Palmer.

Illinois Central Railroad.

The statement of this Company for the month of April, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	3,614.39 for	$28,409 96
Acres Interest Fund Lands Sold	107.53 for	550 22
Acres Free Lands Sold	80.00 for	1,600 00
Total sales during the m'th of April, 1873	3,801.92 for	$30,560 18
To which add Town Lot Sales	for	
Total of all	2,801.92 for	$30,560 18
Cash collected in April, 1873		$53,736 84

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$255,751 00	$59,193 00	$314,944 00
Passengers	109,829 55	43,161 75	152 991 30
Mails	6,375 00	3,059 32	9,434 32
Other sources	64,625 00	2,040 68	66,665 68
Tot'l Apl. '73	$436 5 0 55	$107,454 75	$544,035 30
Total actual earn'gs, Apl., 1872	$454,170 63	$105,700 55	$559,871 18

☞ At a meeting of the directors of the Wheeling, Pittsburg and Baltimore Railroad Company at Washington, Penn., on the 6th inst., J. B. Washington was elected Secretary, W. H. Ijams, Treasurer, and James L. Randolph, Chief Engineer. The officers were directed to prepare for the heavy work on the road, including the construction of a large bridge across the Monongahela at Bellevernon, Pa. Work has been going on at Brady's tunnel, two miles east of Washington, during all the past winter, under the direction of Col. Boyd, of Baltimore. The work on the whole road is to be pushed forward rapidly.

☞ The Union Pacific Railroad Company sold during the month of April, 1873, 11,471 36-100 acres of land, at an average price of $4 92 per acre, amounting to $56,446 70. Total sales to May 1, 1873, 714,908 86-100 acres, at an average price of $4 28 7-10 per acre, amounting to $3,064,877 01.

☞ A dispatch to the New York *Times* from St. Albans, Vermont, says the legislative committee commissioned with examining into the charges of misappropriation of funds and legislative bribery against the trustees of the Vermont Central Railroad, has closed its investigation, and that there is no evidence of fraud or speculation.

☞ The branch railroad from Greenville, R. I., to intersect the Providence and Springfield Railroad it is said will doubtless be built. Twenty-two thousand of the thirty thousand dollars required by the company have been subscribed.

BANKING HOUSE OF FISK & HATCH.

No. 5 NASSAU-ST., NEW YORK. May 11, 1873.

The CHESAPEAKE AND OHIO RAILROAD, now built and in operation as a through line of travel and traffic between the chief cities of the Ohio Valley and the East, (420 miles,) makes regular connections at Richmond with railroads leading to all points along the seaboard and with the Old Dominion line steamers for New York, and at Huntington on the Ohio River with fast packets for Cincinnati, Louisville, &c. In order to accommodate the large traffic in Western produce seeking outlet to market over this road, the company are extending the main line eastward to a deep water terminus on the Chesapeake Bay, where the largest European steamers can load and unload alongside its tracks, and are adding to the equipment of the road, and otherwise enlarging the carrying and transfer facilities to meet the great traffic which its short line, low grades and other operating advantages are attracting to it.

We offer for sale $3,000,000 of their Seven per cent. Gold Loan authorized for these purposes and amply secured by mortgage liens on the property. Bonds are of $1,000 each, principal and interest payable in gold coin in New York city, interest January 1 and July 1. Price 90 and accrued interest.

Full information concerning the bonds, the railroad and the resources of the country tributary thereto, furnished on application.

FISK & HATCH.

☞ The earnings of the Union Pacific Railroad for March, 1873, were $708,259 53, the expenses $330,700 10, and the net earnings $377,459 43. In March, 1872, the earnings were $565,861 44, the expenses, $366,668 67, and the net earnings $199,192 77—showing an increase in earnings of $142,398 09, with a decrease in expenses of $35,868 57, making the increase in net earnings $178,266 66. From January 1 to March 31, 1873, the earnings were $1,724,017 94, the expenses $971,395 72, and the net earnings $752,622 22—showing an increase in gross earnings compared with 1872 of $350,105 33, and an increase in net earnings of $517,474 09.

☞ At the close of March the total debt of the Commonwealth of Pennsylvania, as reported by the commissioners of the sinking fund, was $27,127,122. Of this amount $1,428,500 bears coin interest, $100,742 bears no interest at all, and interest has been stopped on $175,112. At the same date there was in the treasury a balance of $1,920,752, and there was redeemed last month of loans $30,874.

☞ The earnings of the Erie Railway Company for the week ending May 7, 1873, were $387,148, and since November 1, 1872, $9,187,780—an increase over the corresponding period of the previous year of $256,046.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending April 30 are: freight, $55,679 08; passengers, $34,321 00—total, $90,000 08.

☞ The Little Rock, Pine Bluff and New Orleans Railroad is completed to within six miles of Pine Bluff.

Journal of Railroad Law.

COMMON CARRIERS—WHAT CONSTITUTES NEGLIGENCE IN GETTING FROM A FERRY-BOAT.

The facts in the recent case of The New Jersey Railroad Company *ads.* James J. Palmer, (33 New Jersey Law Reports, 90), are fully and clearly stated in the following opinion by—

VREDENBURG, J.—The plaintiff, on the 6th of November, 1865, about 10 o'clock P. M., was crossing in the defendants' ferry-boat from Cortlandt street, New York, to Jersey City, on his trip by way of the defendants' railroad to Newark, New Jersey.

The boat had come close up to the bridge, on the Jersey City side, the guard chains had been put down, and the plaintiff, in the immediate rear of the other passengers, was in the act of passing from the boat to the bridge, when, from some cause, his foot was caught between the boat and the bridge, injuring his foot, and so crushing three of his toes as to make amputation necessary.

There was a space of between eight and ten inches between the boat and the bridge.

There is no intimation that this space between the boat and the bridge might not have been avoided by due care on the part of the defendants.

The defendants, however, insist that the plaintiff, by his own want of care, contributed to the accident.

Before the plaintiff commenced to walk off the boat it had come up close to the bridge, the chains from the bridge to the boat had been fastened on, and the chains across the boat in front had been let down, and all the usual signals given to the passengers that the passage way was safe, and that the usual precautions had been taken for their safety. The plaintiff then moved and went off the boat in the rear of the other passengers; the others passed safely; his foot was caught between the boat and the bridge. The only proof from which any negligence on the part of the plaintiff is inferred is this remark in his own evidence, made on cross-examination, as follows, viz: "Up to the time my foot was hurt I did not take notice of anything; I paid no attention to anything; after that my foot was hurt, I was in such pain I took very little notice of anything." By this I do not understand the plaintiff to say that literally he took no notice of anything. For he does say that he noticed that the boat had come to the bridge, that the chains were fastened, that the chains in front had been let down, that the others passengers had passed off safely, and that he was passing off immediately in their rear, and that the defendant had given the usual signals to pass off. The expression is also to be taken with the last clause of the sentence; he says, after that my foot was hurt I was in such pain I took very little notice of anything. In the agony of the moment it is not likely that he would remember accurately what he was doing the moment before. Sudden and extreme pain drives from the memory what immediately preceded it, to a greater or less extent. He may, I think, fairly be deemed to say that he was passing off the boat as people usually pass off in such circumstances; that he was paying no particular attention to see if the boat was close up to the dock; that he was paying the usual instinctive care people take of themselves, and that he did not use the language in its strict literal sense. It is evident from what he does tell us he in fact did do, that he could not have use the expression in its strict literal sense, and that if he had so intended to say, that it was not in fact literally true. But suppose that to be so, was it, under the circumstances, want of due care on the part of the plaintiff? did the plaintiff not use the ordinary care which passengers use in passing off of this ferry-boat?

Did he not wait till the boat got close to the bridge? did he not wait till he heard the boat was fastened to the bridge by the ordinary chains? did he not wait till the guard chains in front of the boat were let down, and thus got the signal from the defendants' agents that there was no space through which he could be caught between the boat and the bridge? and did he not wait till he saw all the other passengers pass over safely, and then follow in their rear?

When the defendants took down the guard chains at night, was it not saying to the plaintiff, in most unmistakable language, "pass on," "the boat is close to the bridge," "there is no danger." What is the ordinary care taken by passengers under such circumstances?

We cannot ignore the crowds passing continually night and day over these ferries. After the guard chains are down do they not ordinarily pass in crowds of thousands and tens of thousands, with a rush, from the boat to the bridge without giving a thought as to the condition of the bridge and boat? if any cautious passenger should wish to stop to examine he probable would not be able to see his feet from the pressure of the crowd. Is every passenger, in thus passing from the boat to the bridge, to stop the hurrying and impatient crowd until, in the uncertain lamp light on the dim eye-sight of age, he can feel with his cane whether the boat has been carefully fastened to the bridge or not? that would be not ordinary, but extraordinary care. Such care as not one in ten thousand takes, of those who habitually cross these ferries. The plaintiff had a ticket from New York to Newark by the defendants' ferry boat and railroad, and the defendants were as much guilty of negligence in leaving a space between the boat and the bridge as they would have been in leaving a rail out in their railroad. The defendants were bound by their duty to their passengers to make the way from their boat to their railroad safe, as much as the corporation of New York has to make Broadway safe, and the plaintiff was no more bound to stop and feel and look to see if the space was closed between the boat and the bridge than a person in Broadway is to stop and feel with his cane as he passes up with the crowd at night, whether, in the uncertain light, he may not be stepping into a sewer. To assume under such circumstances, that there is no open sewer across the walk in Broadway, is not want of due care; nor was it any want of due care in this plaintiff on this occasion to assume that there was a yawning chasm ready to engulph him between the boat and the bridge. The plaintiff had a right to assume without being chargeable with the want of ordinary care, that the defendants had done what they had just assured him, by taking down the guard chains, that they had done, and that the boat and bridge were in their usual relation.

But the defendants contend that this injury was done, not by the plaintiff's foot getting between the boat and the bridge, but by his toes getting caught under the toggle. I do not think that such is the weight of the evidence.

But even if it was, it does not mend the matter. It was then a trap which could be guarded against only by the most extraordinary care.

Another point is that the damages were too high. The plaintiff lost three of his toes by the accident. The jury thought twenty-five hundred dollars not too high a price for them. Nor am I so satisfied that it was too much, that I would feel justified in interfering with the verdict. We all know that almost everything has risen in value very much with the last few years.

Judgment affirmed.

Baltimore, Towsontown and Swann Lake Narrow Gauge Steam Railways.

Everybody recognizes the utility of horse railroads and their immense importance in building up suburban districts, as is evidenced by the network of such lines extending in various directions around Baltimore. Narrow gauge steam railways form the next step in rapid transit progress. The construction of such a road to Catonsville has been agitated for some time, and in the opposite direction we have the Baltimore and Swann Lake Narrow gauge line, which is to connect with Towsontown and Swann Lake Narrow gauge road, about one and a half miles from Towsontown. Work upon the Baltimore and Swann Lake road was commenced some months since, but owing to the backwardness of spring the enterprise has not been pushed forward as rapidly as was desired by the directors. Recently, however, a large force of workmen has been placed upon the road, and it is confidently expected by the contractors that cars will be running between Baltimore and Towsontown by August. The road is being constructed under contract by Messrs. Crowley, Dickinson & Co., at a cost of $90,000. Mr. W. S. Shoemaker, engineer, has charge of the work, and gives it his personal supervision.

The Towsontown and Swann Lake Railroad is being graded in connection with the Maryland and Pennsylvania Railroad, the track to run alongside of the latter road. The Towsontown section is to be finished by the time the Baltimore and Swann Lake road is completed, and when finished it is to be leased to the latter road for a term of 99 years renewable forever. The lease, it is understood, is to be at a nominal price, the stockholders expecting to be paid by the increase in the value of their property. Messrs. Brown and Galise are the contractors for the Towsontown section. Judge Gilmore is the president of the Baltimore and Swann Lake road, and Dr. Bosley president of the Townsontown and Swann Lake road. The heaviest work of grading the former road it is expected will be completed in about two weeks. The contractors have about 120 hands employed. The road has light grades and easy curves. The track is only 3½ feet wide, which is an entirely new feature in railroads in this section of the country. It is intended to run both passenger and freight cars.—*Balt. Sun.*

☞ C. W. Reed, of Washington, Penn., has been re-elected President of the Wheeling, Pittsburg and Baltimore Railroad Company. This road is an extension of the old Hempfield road, running between Washington and Wheeling, West Virginia. It is to make connection with the Pittsburg and Connellsville road, near Layton's station, and is designed to form a part of a through route from Chicago to the seaboard.

☞ Parties are at work surveying routes for the proposed line of railroad to connect Doyer, N. H., with the Great Falls and Conway Railroad, and there is every prospect that this connecting link will be built, and that before a great while.

☞ Mr. P. P. Dickinson has been appointed General Manager of the Poughkeepsie and Eastern Railroad; Mr. J. A. Perkins, Superintendant; and Mr. A. W. Cable, General Freight and Passenger Agent.

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, May 3, 1873.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, the 28th day of May instant, at 11 o'clock A. M. The transfer-books of the Company will be closed after the 14th instant until the 2d day of June next.

A subsequent closing for the new stock subscriptions will be duly announced.

L. A. CATLIN, Secretary.

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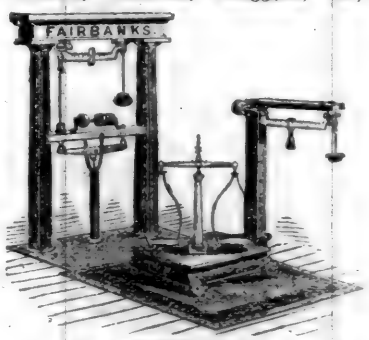


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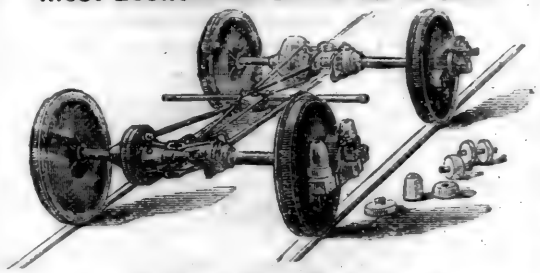
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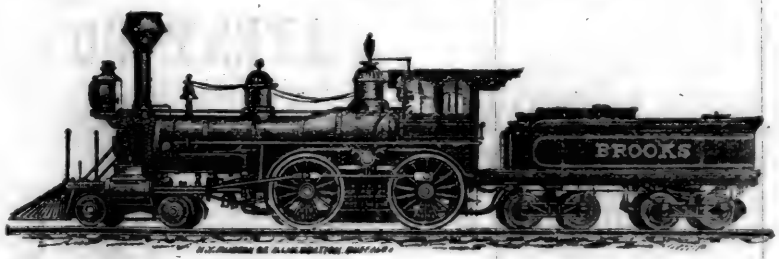
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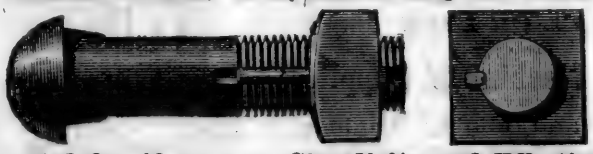
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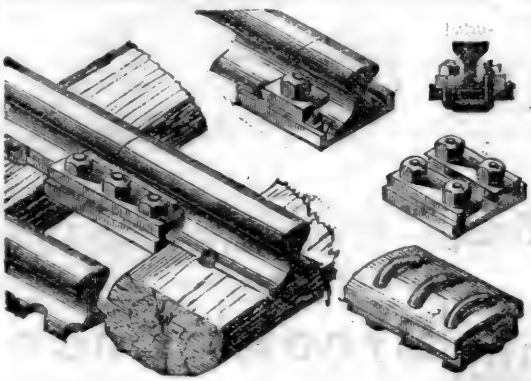
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DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

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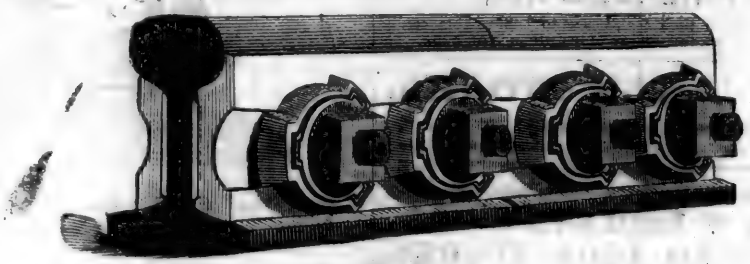
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The Superiority of these Joints has been proved by eight years' use on different Roads.

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXIX., No. 21.] SATURDAY, MAY, 24 1873. [WHOLE No. 1,935 VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, May 24, 1873.

New Jersey Railway.

The Philadelphia *Ledger*, of 14th inst., says that the New Jersey Railway Company, created under the general law of the late session of the Legislature of that State, and supposed to be in the interest of the Pennsylvania Railroad Company, has been placed in the hands of two distinct corps of engineers, who are now engaged in selecting and surveying a route. These engineers, we see it stated, commencing at Waverly, are working south, and it is expected that at an early day they will have completed surveys of all the most available lines between Newark and the Delaware. It seems probable that the proposed road will cross the Pennsylvania Railroad tracks at Waverly, about half way between Elizabeth and Newark, connecting with the existing road in the vicinity of West End. The Delaware will be crossed near Yardleyville, the route running thence to Philadelphia in as direct a course as possible. So much of the track of the Mercer and Somerset Railroad as can be used without increasing the length of the line will be taken advantage of, but the object being to secure the shortest possible route, an entirely new road-bed will be probably laid for the whole distance. It will have a double track, steel rails, and iron bridges, with amplest provision for the safety of crossings. It is the intention to make it the safest and best road in the country. The object is such a road as that the distance between New York and Philadelphia will be made in two hours. The enterprise will be backed financially, so far as may be necessary, by the Pennsylvania Railroad, and when completed will be operated by that company.

INVESTMENT BONDS.

The NORTHERN PACIFIC RAILROAD 7.30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 3-10 per cent. gold interest, and have the following elements of security, viz.:

1. They are the obligation of a strong corporation.

2. They are a First Mortgage on the Road, its Equipments, Rights, and Franchises.

3. They are a first lien on its Net Earnings.

4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized $5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

JAY COOKE & CO.,
No. 20 Wall Street, New York.

☞ Arrangements have been consummated between the directors of the Boston, Clinton and Fitchburg and Taunton Branch Railroads, by which the latter is to be operated under the joint management of Superintendents Blood and Swasey. This practically unites the roads from New Bedford to Fitchburg and Lowell in a consolidated line.

JAY COOKE & CO.,

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No. 41 Lombard St., London.
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Central Railroad Extension Company of Long Island.

The Flushing and North Side Railroad commences at Hunter's Point, L. I., and runs thence, via Flushing and College Point, to Whitestone, a distance of about 12 miles. It leases also the North Shore Railroad extending from Flushing to Brookdale, about 6¼ miles in length.

At Flushing—about 8 miles from Hunter's point—commences the Central Railroad of Long Island (popularly known as Stewart's road) which, after touching Garden City and Creedmore, termenates at Bethpage Junction, in a distance of about 18 miles. It has also two branches—Bethpage Junction to Bethpage, 2 miles, and Garden City to Hempstead, 2 miles. The road is operated under lease by the Flushing and North Side Railroad Company.

The Central Railroad Extension commences at Bethpage Junction, the present terminus of the Central road, and runs thence to Farmingdale, thence to Breslau, and terminates on Fire Island Dock, at Babylon, whence the company will run

a Steam Ferry regularly to the hotel on Fire Island, for the accommodation of passengers. The entire length of the extension is 10 miles, and will be in actual operation by the 15th of July. The work is now being rapidly pushed forward, and all the materials, rails, crossties, etc., are on the ground, and the contractor is under heavy penalty to have it completed by that date. A glance at the map showing the connection of the Extension with the Main Stem, and through that with the Flushing and North Side Railroad will show howimportant this line is to them it—being their only outlet to the South Shore.

In order to construct this extension, $200,000 seven per cent First Mortgage Bonds have been issued, being at the rate of $20,000 per mile, and which constitute a first and only lien upon the road. They are in denominations of $500 and $1000, have 30 years to run from May 1, 1873, with interest payable semi-annually. The yearly interest will therefore be but $14,000; and as the road has no other expenses, according to the terms of the lease, this amount can easily be earned. For pamphlets and further information, application can be made to the financial agents of the company, Mess. KNOBLAUCH & LICHTENSTEIN, No. 37 Broad Street, New York.

Canadian Pacific Railway.

The following is Mr. Fleming's summary of the results of the surveys under his direction for the Canadian Pacific Railway:

A practicable, indeed a favorable route for the railway has been found from the prairies of the interior to Lake Superior and also to the valley of the Ottawa. The route referred to will necessitate the building of the main trunk line past the north side of Lake Nepigon, and a branch will be required to Lake Superior. The distance of the main line from the point where it will cross Red River to the eastern terminus, will be about 865 miles, and to Lake Nepigon Bay and Lake Superior the distance will be about 445 miles. A common point on the Red River in Manitoba is more than 300 miles nearer Toronto by the Canadian Pacific route than by the most direct existing railway, viz., by St. Paul, Chicago, Detroit, &c., and it is fully 100 miles less by the Canadian Pacific Railway route from the Red River to Toronto than by Duluth, and the shortest line that can be built along the south side of Lake Superior, Sault Ste. Marie and along the north and east side of the Georgian Bay. Red River is 570 miles nearer Ottawa and Montreal by the Canadian Pacific line than by the most direct existing railway route via St. Paul, Chicago, Detroit, &c. Red River is nearly 200 miles nearer Ottawa and Montreal by the Canadian route than by Duluth, and the shortest line that can be built along the south side of Lake Superior and the north side of Lake Huron, coursing at Sault St. Marie. Not only is the distance nearly 200 miles less by this Canadian Pacific route to Ottawa and Montreal than by the route last mentioned, but the length of railway yet to be built east of Duluth is about 1,020 miles, while the whole distance between Red River and Ottawa is under 1,150 miles by the Canadian Pacific route. The distance from Red River to Lake Superior at Nepigon Bay is about 445 miles, while to Duluth it is 477 miles.

Surveys have been vigorously prosecuted during the past year between the eastern slope of the Rocky Mountains and different points of the Pacific coast. A continuous chain of instrumental measurements has been completed from the Yellow Head Pass to tide-water on the Fraser River, as well as to Vancouver's Island via Bute Inlet. A practicable line across the Rocky Mountains and to the coast has been found, but the cost of some sections of it will be very heavy, and it would not be advisable to recommend its adoption until more exhaustive surveys have been made with the view of discovering a more favorable route.

Statistics of Commerce and Navigation.

The following is an abstract of the Report of the Bureau of Statistics, showing the Foreign Trade of the United States for the calendar year ending December 31, 1872, compared with the corresponding period of 1871:

	1871.	1872.
Imports	$589,915,514	$677,144,579
Domestic exports, (specie values)	510,994,601	544,438,789
Foreign exports	26,797,957	25,086,083

The total value of foreign commodities remaining in warehouse December 31, 1872 was $68,109,926, as compared with $68,963,932 at the close of December, 1871.

From the above it will be observed that during the year ended December 31, 1872, the imports exceeded the domestic and foreign exports combined, to the amount of $94,271,775, while for the corresponding period of 1871 the excess of imports over exports was $52,976,962.

The respective amounts of the imports and exports for the twelve months ending December 31, 1871 and 1872, which consisted of merchandise and of specie and bullion, were as follows:

1871.	Imports.	Domestic exports.	Foreign exports.
Mdze.	$573,111,099	$445,563,259	$14,788,829
Specie and bullion..	16,804,415	65,431,842	12,009,128
1872.	**Imports.**	**Domestic exports.**	**Foreign exports.**
Mdze.	$655,862,575	$452,143,553	$16,694,395
Specie and bullion..	21,182,004	92,295,236	8,391,688

Of the total imports and exports, the comparative values carried in American and foreign vessels, and in cars and other land vehicles, respectively, during the twelve months ending December 31, 1871 and 1872 were as follows:

1871.	Imports.	Domestic exports.	Foreign exports.
American..	$172,017,890	$172,044 860	$8,509,033
Foreign....	401,847,870	883,040,525	15,849,296
Land vehicles.....	16,049,754	6,723,396	2,439,628
1872.	**Imports.**	**Domestic exports.**	**Foreign exports.**
American .	$180,518,071	$168,679,265	$7,027,513
Foreign ...	475,642,367	422,093,783	14,406,090
Land vehicles.....	19,084,141	6,420,962	3,652,480

From the two preceding tables it appears that of the total amount of our foreign commerce carried by water, over sixty-eight per cent was in foreign vessels during the calendar year 1871, as compared with seventy-two per cent in 1872.

Vessels engaged in the foreign trade entered into and cleared from the United States during the twelve months ending December 31, 1871 and 1872:

	Entered.		Cleared.	
1871.	No.	Tons.	No.	Tons.
American..	11,058	3,798,361	10,864	3,770,278
Foreign ...	19,561	6,932,111	19,443	6,786,023
Total..	30,619	10,730,472	30,307	10,556,301
	Entered.		**Cleared.**	
1872.	No.	Tons.	No.	Tons.
American..	10,954	3,653,406	11,049	3,740,818
Foreign ...	19,190	7,510,381	19,298	7,493,725
Total..	30,144	11,163,787	30,347	11,234,543

The report contains several statements exhibiting the statistics of immigration into the United States during the quarter ending December 31, 1872, from which it appears that the total number arrived was 89,227, of whom 50,729 were males, and 38,498 females.

Connecticut River Railroad.

The earnings of this road for the years ending September 30, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$319,462 33	$323,247 06
" freight	376,701 51	375,536 08
" mails	6,076 50	6,059 56
" express	13,680 47	13,065 99
" rents, etc	10,071 02	15,459 78
	$725,391 83	$733,368 47
Expenses, viz:		
Repairs of road	$141,659 56	$128,390 95
" bridges	2,628 37	8,896 10
" buildings	19,677 26	34,201 85
" locomotives	24,128 17	26,780 79
" cars	65,373 08	44,536 78
" tools, etc	2,071 79	1,154 69
Running trains	128,156 34	132,880 28
Station expenses	53,852 08	58,499 45
General expenses	14,245 41	16,682 63
Stationery, etc	6,187 36	8 044 34
Gratuities and damages	5,144 16	4,256 31
Removing snow	1,238 77	1,074 54
Waterworks	3,279 60	5,886 51
Miscellaneous	9,847 92	11,918 60
	$477,498 87	$478,153 82
Net earnings	$247,901 96	$255,214 65
Surplus per last report	219,110 08	217,102 22
Total	$464,012 04	$472,316 87
Against which are charged—		
Interest paid	$20,165 26	$27,598 62
Payment to sinking f'd.	8,000 00	8,000 00
Taxes, etc	46,612 16	37,023 18
Insurance	2,132 40	2,709 95
Dividends January	85,000 00	85,000 00
" July	85,000 00	85,000 00
Surplus September 30.	217,102 22	226,985 12
Total, as above	$464,012 04	$472,316 87

The figures show a slight improvement on the business of the preceding year, notwithstanding a considerable reduction in both the passenger and freight tariffs. The difference in net result is $8,890 76.

Great attention has been given to perfecting the roadbed and track. Wherever the unusual depth of frost last winter developed the existence of imperfect material near the surface of the road, the same has been removed and replaced. The track has received 224 tons of new or re-rolled iron rails and 500 tons of steel rails, together with 265 kegs of spikes and 30,212 cross-ties.

The economy of using steel rails altogether in the main track is now well established, and it is the policy of the board to introduce them as fast as the iron rails become unserviceable.

In the running department a baggage and smoking car, two first class passenger cars and a new locomotive "Hatfield" have been added to the equipment and their cost carried to the account of operating expenses.

At the date of our last annual report a contract had been made with the Mt. Tom and Easthampton Railroad Company for a permanent lease of its road and franchise, and the road was then in course of construction. It was completed and opened for use on the first of December following. At the legislative session of 1872 authority was obtained to purchase the road at its first cost, not exceeding $120,000. In pursuance of votes adopted at a special meeting of the stockholders the purchase was effected, and the road now takes the name of "Easthampton Branch." Its earnings and expenses are merged in the general accounts.

The grading and masonry for the second track, about five miles in length, between Chicopee and Holyoke excepting the Connecticut River Bridge, is well advanced and before the close of the sea-

son will be in readiness for the bridge superstructures and track. These are not to be provided till the summer of 1873.

To provide funds for the purchase of the Easthampton Branch and for the extension of the second track, fifteen hundred additional shares of stock have been issued and sold for $195,885. The capital stock now amounts to $1,850,000.

The commissioners of the sinking fund report the present value of the fund at $132,907 68. It is largely invested in the bonds of the company.

The company have 18 locomotives, 22 passenger, 2 sleeping, 6 smoking and baggage, 5 smoking and Post-office, 2 baggage and express, 132 house freight, 121 platform freight and 32 stone (plat form) cars, and 1 steam car. Miles run with passenger trains, 168,599; with freight, etc., trains, 155,454—total 324,053. Number of passengers carried, 985,504; do., carried one mile, 10,986,048. Tons of freight carried, 383,770; do., carried one mile, 9,729,463. Earnings per mile of road $12,644 80. Earnings per mile run, $2 26.3; operating expenses per mile run, $1 47.5; net earnings per mile run, $0 78.8. Per centage of expenses to earnings, 62.5.

BALANCE SHEET, September 30.

	1871.	1872.
Cost of road and equipment	$2,146,999 52	$2,281,341 86
Materials	94,243 78	100,378 75
Paymaster	....	22,881 43
Ferry stock and real estate	5,678 12	4,678 12
Bills receivable	3,702 67	3,893 67
Suspense account	290 41	290 41
Post-office department	1 669 15	1,669 05
National tax	1,684 98	1,839 55
Dues from individuals and corporations	12,482 13	255,580 88
Dues from station agents	82,216 81	83,186 45
Commiss'ners of sinking fund	117,755 37	132,907 68
Investments	11,041 48	1 100 00
Cash	119,894 39	41,256 59
	$2,607,608 61	$2,931,003 94
Capital stock	$1,700,000 00	$1,850,000 00
Premium	....	45,885 00
Mortgage bonds, due Sept. 1, 1878	250,000 00	250,000 09
Bills payable	132,300 00	140,000 00
Expense bills payable	....	51,232 05
Unclaimed dividends	2,516 00	2,151 00
Paymaster	31,547 52	....
Dues to individuals and corporations	156,387 50	200,114 37
Sinking fund	117,755 37	132,907 68
Surplus earnings	180,433 75	193,407 80
State of Massach'etts	....	31,728 72
Profit and loss	36,668 47	33,577 42
	$2,607,608 61	$2,931,003 94

President.—DANIEL L. HARRIS.

Directors.—Daniel L. Harris, Ignatius Sargent, I. M. Spelman, Edward A. Dana, Chester W. Chapin, Oscar Edwards, W. B. Washburn, Roland Mather, S. M. Waite.

Clerk and Treasurer.—SETH HUNT.

Auditor.—ELIPHALET WILLIAMS.

Superintendent.—JOHN MULLIGAN.

☞ The Crestline and Northwestern Railroad Company, with a capital stock of $50,000, filed a certificate of incorporation with the Secretary of State of Ohio on the 16th inst. The purpose is to build a railroad from Crestline to De Kalb—all in Crawford county. The corporators are A. E. Jenner, William Pope, Jonathan Martin, Henry Wentz and John Adam Thomann.

Texas and Pacific Railway.

The annual meeting of the stockholders of the Texas and Pacific Railway Company was held at 50 Exchange Place, N. Y., on the 19th inst. Mr. William S. McManus presided. The annual report of the President and Board of Directors was read and approved. The report states that the line has been extended from Longview west to Dallas, from Marshall via Jefferson to a point near Texarkana, and from that point west to Sherman. The grant of $6,000,000 of bonds by the State of Texas required them to complete the road from Marshall west, and Texarkana, to a point near Fort Worth, by January 1, 1874. Four hundred miles had already been graded. The route west of Fort Worth had been thoroughly developed, but not yet definitely located, except a portion of the San Diego division. A survey was made of the country between San Diego and the Colorado River, and the route entering San Diego from the direction of San Gorgonia River was adopted. Work has been commenced at San Diego. A contract had been concluded with a constructing company, and they saw no reason why the entire road should not be finished in five years.

The summits to be crossed on this line are about thirty-two per cent less than those on the present Pacific roads. No train will be delayed from snow or other obstruction. The entire rail transportation will be less than eighteen hundred miles. The lines approaching the road from St. Louis, Cairo and Memphis, via Little Rock and Fulton are fast approaching completion, and will form connection during the Fall. Arrangements are being perfected for the completion of the road from Monroe to Shreveport, and negotiations are also pending that will probably result favorably to the construction of the line from Shreveport to New Orleans, via Baton Rouge. An extract from the report of the Chief Engineer, General Dodge, was also read, setting forth the resources of the country and other interesting facts, and the meeting then adjourned.

Routes to the Seaboard.

At a recent meeting of Southern and Western business men at Augusta, Ga., an association was formed to be called "The Chicago, Knoxville, Augusta and South Atlantic Short Line Railroad Association." The following resolutions were adopted:

Resolved, That, as at present advised, we recommend the following general location as embracing the great object in view, viz: from Chicago to Indianapolis; thence to Lexington, Ky.; thence to Knoxville, Tenn., (with a branch from an eligible point, through Cumberland Gap in the direction of Asheville, N. C.,) from Knoxville over the line of the Blue Ridge Railroad to Clayton, Ga.; thence over the most practicable line to the city of Augusta and the south Atlantic coast, having proper regard to distance, cheapness of construction and general results of business.

Resolved, That to promote, and consummate, as far as possible, the great project before us, a committee of ten be appointed by the chairman, whose business it shall be to ascertain and embody in a report all such facts and suggestions as may be necessary to bring this enterprise to the attention and favorable notice of capitalists and the people at large, especially the distances from point to point, practicability of routes, approximate cost of each section, general and special resources, consolidation with or purchase of other roads, wholly or partially constructed, with such other matter as such committee shall deem advisable, which was unanimously adopted.

Resolved, That the gentlemen present in this meeting are requested to call meetings along the line of this contemplated road in order to memorialize Congress to give the route the support of the Federal government.

General Railroad Law of New Jersey.

AN ACT to authorize the formation of railroad corporations and regulate the same.

1. *Be it enacted by the Senate and General Assembly of the State of New Jersey*, That any number of persons, not less than thirteen, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property, or for the purpose of maintaining and operating any unincorporated railroad already constructed for the like public use; and for that purpose may make and sign articles of association, in which shall be stated the name of the company; the number of years the same is to continue; the places from and to which the road is to be constructed, or maintained and operated; the length of such road as near as may be, and the name of each county in this state through or into which it is made or intended to be made; the amount of the capital stock of the company, which shall not be less than ten thousand dollars for every mile of road constructed or proposed to be constructed, and the number of shares of which said capital stock shall consist, and the names and places of residence of thirteen directors of the company, a majority of whom shall be residents of this State, who shall manage its affairs for the first year, and until others are chosen in their places; each subscriber to such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company; on compliance with the provisions of the next section, such articles of association may be filed in the office of the secretary of state, who shall endorse thereon the day they are filed, and record the same in a book to be provided by him for that purpose; and upon tendering the said articles to the secretary of state to be filed, the persons who have so subscribed such articles of association, and all persons who shall become stockholders in such company, shall be a corporation by the name specified in such articles of association; every corporation formed under this act, in addition to the general powers set forth in an act entitled "An act concerning corporations," approved February fourteenth, eighteen hundred and forty six, and the several supplements thereto, shall have power:

I. To cause such examination and surveys for its proposed railroad to be made as may be necessary to the selection of the most advantageous route, and for such purpose by its officers and servants to enter upon the lands or waters of any person, but subject to responsibility for all damages which shall be done thereto;

II. To take and hold such voluntary grants of real estate and other property as shall be made to it, to aid in the construction, maintenance and received as a voluntary grant shall be held and used for the purpose of such grant only;

III. To purchase, hold and use all such real estate or other property as may be necessary for the construction and maintenance of its railroad, and the stations and other accommodations necommodation of its railroad, but the real estate necessary to accomplish the object of its incorporation;

IV. To lay out its road as hereby provided, and to construct the same, and for the purposes of cuttings and embankments, to take as much more land as may be necessary for the proper construction and security for the road;

V. To exercise all other powers hereby granted.

2. *And be it enacted*, That such articles of association shall not be filed and recorded in the office of the secretary of state until at least two thousand dollars of stock for every mile of railroad proposed to be made, is subscribed thereto, and ten per centum paid thereon in good faith,

and in cash, to the directors named in said articles of association, nor until there is endorsed thereon, or annexed thereto, an affidavit, made by at least five of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and ten per centum paid in cash thereon as aforesaid, and that it is intended in good faith to construct or to maintain and operate the road mentioned in such articles of association, which affidavit shall be recorded with the articles of association as aforesaid.

3. *And be it enacted*, That a copy of any articles of association filed and recorded in pursuance of this act, or of the record thereof, with a copy of the affidavit aforesaid indorsed thereon or annexed thereto, and certified to be a copy by the secretary of this State, shall be presumptive evidence of the incorporation of such company and of the facts therein stated.

4. *And be it enacted*, That when such articles of association and affidavit are filed and recorded in the office of the secretary of state, the directors named in said articles of association may, in case the whole of the capital stock is not before subscribed, continue to receive subscriptions until the whole capital stock is subscribed; at the time of subscribing every subscriber shall pay to the directors ten per centum on the amount subscribed by him, in money, and no subscriptions shall be received or taken without such payment.

5. *And be it enacted*, That there shall be a board of thirteen directors of every corporation formed under this act to manage its affairs; said directors shall be chosen annually by a majority of the votes of the stockholders voting at such election, in such manner as may be prescribed in the by-laws of the corporation, and they may and shall continue to be directors until others are elected in their places; in the election of directors, each stockholders shall be entitled to one vote for each share of stock held by him; vacancies in the board of directors shall be filled in such manner as shall be prescribed by the by-laws of the corporation; the inspectors of the first election of directors shall be appointed by the board of directors named in the articles of association; no person shall be a director unless he shall be a stockholder, owning stock absolutely in his own right and qualified to vote for directors at the election at which he shall be chosen; at every election of directors the books and papers of such company shall be exhibited to the meeting, provided a majority of the stockholders present shall require it.

6. *And be it enacted*, That the directors shall appoint one of their number president; they may also appoint a treasurer and secretary and such other officers and agents as shall be prescribed by the by-laws, and shall establish and fix such salaries to them and to the president as to said board of directors shall appear proper.

7. *And be it enacted*, That the directors may require the subscribers to the capital stock of the company to pay the amount by them respectively subscribed, in such manner and in such installments as they may deem proper; if any stockholder shall neglect to pay any installment as required by a resolution of the board of directors, the said board shall be authorized to declare his stock and all previous payments thereon, forfeited for the use of the company; but they shall not declare it so forfeited until they shall have caused a notice in writing, to be served on him personally, or by depositing the same in the post office, properly directed to him at the post office nearest his usual place of residence, stating that he is required to make such payments at the time and place specified in said notice; and that if he fails to make the same, his stock and all previous payments thereon will be forfeited for the use of the company; which notice shall be served as aforesaid at least thirty days previous to the day on which such payment is required to be made; *provided*, that if said company shall not declare such stock forfeited, then such neglecting stockholder shall be individually liable to said company for the amount unpaid upon the stock so held by him, until the whole amount of the capital stock so held by him shall have been paid to the company.

8. *And be it enacted*, That the stock of every company formed under this act shall be deemed personal estate, and be transferable in the manner prescribed by the by-laws of the company, but no shares shall be transferable until all previous calls thereon shall have been fully paid in.

9. *And be it enacted*, That in case the capital stock of any company formed under this act, is found to be insufficient for constructing and operating its road, such company may, with the concurrence of two-thirds in amount of all its stockholders, increase its capital stock from time to time, to any amount required for the purpose of constructing, maintaining and operating its railroad; such increase may be sanctioned by a vote, in person or by proxy, of two-thirds in amount of all the stockholders of the company at a meeting of such stockholders called by the directors of the company for that purpose, by a notice in writing to each stockholder, to be served on him personally, or by depositing the same, properly folded and directed to him, at the post office nearest his usual place of residence, in the post office, at least twenty days prior to such meeting; such notice must state the time and place of the meeting, and its object, and the amount to which it is proposed to increase the capital stock; the proceedings of such meeting must be entered on the minutes of the proceedings of the company, and thereupon the capital stock of the company may be increased to the amount sanctioned by a vote of two-thirds in amount of all the stockholders of the company as aforesaid.

10. *And be it enacted*, That as often as any contractor for the construction of any part of a railroad which is in progress of construction, shall be indebted to any laborer for thirty or any less number of days' labor performed in constructing said road, such laborer may give notice of such indebtedness to said company in the manner herein provided; the said company shall thereupon become liable to pay such laborer the amount so due him for such labor, and an action may be maintained against said company therefor; such notice shall be given by such laborer to said company within twenty days after the performance of the number of days' labor for which the claim is made; such notice shall be in writing, and shall state the amount and number of days' labor and the time when the same was performed for which the claim is made, and the name of the contractor from whom due, and shall be signed by such laborer or his attorney, and shall be served on an engineer, agent, or superintendent employed by such company having charge of the section of the road on which such labor was performed, personally, or by leaving the same at the office or usual place of business of such engineer, agent, or superintendent, with some person of suitable age; but no action shall be maintained against any company under the provisions of this section, unless the same is commenced within thirty days after notice is given to the company by such laborer as above provided; *provided*, that the liability of the company under this section shall not exceed its liability to the contractor; *and provided further*, that any payments made to such laborers shall be a full discharge to the company from such contractor for the amount so paid.

11. *And be it enacted*, That any railroad constructed under the provisions of this act shall not exceed a hundred feet in width, unless more land shall be required for the slopes of cuts and embankments, with as many sets of tracks and rails as such company incorporated under this act may deem necessary; and it shall be lawful for the said company, its agents, engineers, superintendents, or others in its employ, to enter at all times upon all lands or waters for the purpose of exploring, surveying, leveling, and laying out the route or routes of such railroad, and of locating the same, and to locate all necessary works, buildings, conveniences, appurtenances and appendages thereof, doing no unnecessary injury to private or other property; and when the route or routes of such railroad and the location or locations of other works, buildings, conveniences, appurtenances and appendages thereof shall have been determined upon and a survey of such route or routes, location or locations, deposited in the office of the secretary of state, then it shall be lawful for every corporation formed under this act, upon payment or tender of such compensation as is hereinafter provided, by its officers, agents, engineers, superintendents, workmen and other persons in their employ, to construct, maintain and operate a railroad with a single or double track, with such side tracks, turnouts, offices and depots as they may deem necessary between the points named in the articles of association, commencing at or within and extending to or into any town, city or village named as the place of the termini of such road, and construct, maintain and operate branches from the main line to other towns or places within the limits of any county through which said road may pass, lay rails, and for that purpose to enter upon, take possession of, hold, have, use, occupy, and excavate any lands, and to erect embankments, bridges and all other necessary works and to do all other things which may be suitable or necessary for the completion, repairs or management of said railroad, and for the conveyance of passengers and freight to and from the terminus thereof by steam or other motive power; *provided always*, that the payment or tender of the payment of all damages for the occupancy of all lands through, under or upon which the said railroad and its conveniences, appurtenances and appendages may be laid out or located be made before the said company, or any person under their direction or employ shall enter upon or break ground in the premises, except for the purpose of surveying and laying out said railroad and its conveniences, appurtenances and appendages, and of locating the same, unless the consent of the owner or owners of such lands be first had and obtained.

12. *And be it enacted*, That when any company incorporated under this act or its agents cannot agree with the owner or owners of such required lands for materials, or the use or purchase thereof, or when by the legal incapacity or absence of such owner or owners, no such agreement can be made, a particular description of the land or materials so required for the use of such company incorporated under this act in the construction of said road, shall be given in writing, under oath or affirmation of some engineer or proper agent of the company, and also the name or names of the occupant or occupants, if any there be, and of the owner or owners, if known, and their residence, if the same can be ascertained, to one of the justices of the supreme court of this state, who shall cause any company incorporated under this act to give notice thereof to the persons interested, if known and in this state, or if unknown and out of this state, to make publication thereof as he shall direct, for any term not less than ten days, and to assign a particular time and place for the appointment of the commissioners hereinafter named, at which time, upon satisfactory evidence to him of the service of publication of such notice aforesaid, he shall appoint under his hand and seal three disinterested, impartial and judicious freeholders, residents in the county in which the lands or materials in controversy lie or the owners reside, commissioners to examine and appraise the said land or materials and to assess the damages upon such notice to be given to the persons interested, as shall be directed by the justice making such appointment, to be expressed therein, not less than ten days; and it shall be the duty of said commissioners (having first taken and subscribed an oath or affirmation before some person duly authorized to administer an oath, faithfully and impartially to examine the matter in question and to make a true report according to the best of their skill and understanding), to meet at the time and place appointed and to proceed to view and and examine the said land or materials, and to make a just and equitable estimate or appraisement of the value of the same and an assessment of damages to be paid by the company for such lands or materials and damages aforesaid, which

report shall be made in writing under the hands and seals of the said commissioners, or any two of them, and filed within ten days thereafter together with the aforesaid description of the land or materials, and the appointment and oaths or affirmation aforesaid, in the clerk's office in the county in which the land or materials are situate, to remain of record therein and thereupon and on payment or tender of payment of the amount awarded as hereinafter provided, the said company is hereby empowered to enter upon and take possession of the said lands or materials for the purposes aforesaid, and the said report or a copy thereof certified by the clerk of said county and proof of payment or tender of the amount awarded shall at all times be considered as plenary evidence of the right of any company incorporated under this act, to have, hold, use, occupy, possess and enjoy the said land or materials, or of the said owner or owners to recover the amount of said valuation, with interest and costs in an action of debt in any court of competent jurisdiction, in a suit to be instituted against the company if they shall neglect or refuse to pay the same for twenty days after demand made of their treasurer, and shall from time to time constitute a lean upon the property of the company in the nature of a mortgage; and the said justice of the supreme court shall upon application of either party, and on reasonable notice to the others, tax and allow such costs, fees and expenses to the justice of the supreme court, commissioners, clerks and other persons performing any of the duties prescribed in this section as he shall think equitable and right, which shall be paid by the company; *provided, always*, that should any company incorporated under this act, or the owner or owners of any of the land or materials, feel aggrieved by the decision of the commissioners aforesaid, he, she or they may appeal to the next circuit court in the county wherein the said land or materials may be.

13. *And be it enacted*, That every appeal from the decision of the commissioners appointed under the proceding section shall be made in writing, and in the form of a petition to said court, and filed with the clerk of the said circuit court of the county wherein the lands or materials appraised by the said commissioners shall be, and notice in writing of such appeal shall be given to the opposite party within ten days after the filing thereof, which proceeding shall vest in the circuit court full right and power to hear and adjudge the same, and to direct a proper issue for the trial of said controversy to be formed between the said parties, and to order a jury to be struck and a view of the premises to be had, and the said issue to be tried at the next term of said court to be holden in the said county, upon the like notice and in the same manner as other issues in the said court are tried; and it shall be the duty of said jury to assess the value of the said land or materials and damages sustained, and if they shall find a greater sum than the said commissioners have awarded in favor of the said owner or owners, then judgment thereon, with costs, shall be entered against any company incorporated under this act, and execution awarded therefor; but if the said jury shall be applied for by said owner or owners and shall find a less sum than the company shall have offered or the said commissioners shall have awarded, then said costs shall be paid said applicant or applicants, and either deducted out of said sum found by the said jury or execution awarded therefor, as the said court shall direct; but such application shall not prevent the company from taking the said land, upon filing the aforesaid report; *provided*, that in no case whatever shall said company incorporated under this act enter upon or take possession of any land of any person or persons for the purpose of actually constructing said railroad, or of making any erections or improvements whatever, or otherwise appropriating said lands to the use of any company incorporated under this act, until they have paid to the party or parties entitled to receive the same amount assessed by the commissioners as the value of such land or damages, in case the report of commissioners is not appealed from, or if the same is appealed from then the amount which will be found by the jury by whom the issue shall be tried; but in case the party or parties entitled to receive the amount assessed by the commissioners, in case there shall be no appeal, and in case of appeal, the amount found by the jury, shall refuse upon tender thereof being made to receive the same, or shall be out of the state or under any legal disability, then the payment of the amount assessed or found as aforesaid, into the circuit court of the county wherein the said lands lie, shall be deemed a valid and legal payment; *and further*, that the party or parties entitled to receive the amount assessed by the commissioners, may upon tender thereof being made receive the same without being barred thereby from his or their appeal from the report of the commissioners; and on such tender or payment of the money into court, in case it be refused, as aforesaid, the said company shall be empowered to enter upon and take possession of said lands and proceeds with the work of constructing its road.

14. *And be it enacted*, That it shall be the duty of any company incorporated under this act to construct and keep in repair good and sufficient bridges and passages over, under and across the said railroad where any public or other road now or hereafter laid, shall cross the same, so that the passage of carriages, horses and cattle on the said road shall not be impeded thereby; and also where the road shall intersect any farm or lands of any individual, to provide and keep in repair suitable and convenient wagon ways over, under and across the said railroad, and shall also construct and maintain suitable and proper cattle guards at all road crossings; *provided*, that in case said railroad shall cross any street or highway in any city, it shall be either above or below the grade thereof, at such distance as shall not interfere with the free and unterrupted use of said streets or highways; *provided further*, that the common council of any city may grant permission to said company to cross such streets or highways at grade, if they shall deem it to be the best interest of said city.

(To be continued.)

☞ At an election for directors of the Delaware and Hudson Canal Company, held in this city on the 13th inst., the following gentlemen were duly elected for the ensuing year: Charles N. Talbot, Thomas Dickson, Abiel A. Low, John Jacob Astor, R. Lenox Kennedy, Thomas Cornell, James M. Halstead, W. J. Hoppin, Legrand B. Cannon, J. Pierpoint Morgan, James R. Taylor, Geo. Cabot Ward, Robt. M. Olyphant. And at a meeting of the board, held on the 14th inst., Thomas Dickson, Esq., was unanimously re-elected president.

☞ The Secretary of the Interior has been officially notified that the State of Texas, which never ceded her public lands to the General Government, has granted to the Texas and Pacific Railroad Company, a tract of land four hundred and fifty miles long by fifty miles wide, in which no State land warrants can be located and no settlers can claim a pre-emption. This munificent State land grant of thirty-six thousand square miles will make the Texas and Pacific Corporation the richest company in the world.

☞ The Privy Council of the Dominion of Canada has decided in effect that the grant by the city of Montreal to the Northern Colonization Railroad is legal. The decision is regarded as assuring the success of the enterprise. The company is required to construct the road to Aylmer by the 1st October, 1875—a condition with which it is said it will have no difficulty in complying.

New Jersey and Delaware Central Railroad.

A meeting of the corporators of the New Jersey and Delaware Central railway was held in Wilmington, Del., on the 12th inst. This road is designed as an "air line" from New York to Washington. It will commence at Jersey City, or some point opposite New York, and pass through Mt. Holley, Bordentown and Salem. At the latter place, it will cross the Delaware river, by large ferry boats, to Port Penn, Del., thence to Odessa, and through various towns to Washington. At this meeting one thousand shares were subscribed to at $100 per share. The following officers were elected: President, Benj. F. Smith, New York; vice president, Wm. Bell, New York; secretary, Samuel H. Robbins, Allentown, New Jersey; treasurer, Edward Howe, Princeton, N. J.; engineer, Robt. S. Van Rensselaer Bordentown, N. J.; directors, Benj. F. Smith, Wm. Bell, S. H. Robbins, John Jamison, Jos. D. Pancoast, H. H. Appleton, Richard Townsend, Samuel Townsend, and Henry Cleaver.

The North Pacific Railroad Survey.

The Secretary of War having decided to make a thorough scientific survey of the North Pacific Railroad to the Yellowstone, the expedition under the command of Colonel Stanley, which has been out two summers, will start again from Fort Rice on June 15, with an escort of 2,000 troops to protect them, and will be absent four months. The following-named scientific gentlemen have been invited, and will accompany the expedition: Prof. Leidy, paleontologist, Penn University; Prof. Leo, Lesquereux, geologist, Columbus, Ohio; Prof. Lionel R. Nettre, mineralogist, 230 West Twenty-fifth street, New York; Prof. Jas. A. Allen, zoologist, Cambridge, Mass.; Wm. R. Pywell, photographer, Washington, D. C.; Edward Kuopicky, artist, Cambridge, Mass.; Prof. Thos. C. Porter, botanist; Prof. Henry C. Chapman, volunteer assistant paleontologist; C. W. Bennett, general assistant to members of the scientific corps.—*Wash. Star.*

☞ T. B. Hall has been elected President, and John Noble Treasurer of the East Boston Company. From the annual report it appears that the sales for the past year had amounted to $48,717 16. A dividend of $1 per share was announced, payable on the 15th of July. The East Boston Company was new in 1833. The dividends in 1833 and 1835 were in cash for land sold. In 1836 a dividend of 3 shares in Eastern Railroad stock for every 10 of the East Boston was declared. In 1853 a dividend of 5 per cent was made payable in East Boston Ferry stock at par, when it was selling at about $80. Most of the remaining dividends of the East Boston Company have been made payable in land.

☞ The new rolling mill which the Phœnix Iron Company, of Phœnixville, Pa., are now building will be of iron, 240x900 feet. In it will be placed 30 steam engines and nine frames of rolls, for the making of large beams, angle iron, plates for ships, and iron for buildings. Its production will be about 50,000 tons per annum. The entire cost of the building and machinery will reach a million dollars. On its completion, the present mill, which is also very extensive, will be fitted up exclusively for puddling iron, and it is stated that its capacity will be over 60,000 tons a year.

☞ John M. Robinson has been re-elected president of the Seaboard and Roanoke Railroad.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,160	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,100	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,535	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,309,767
1869	212,604	218,982	391,306	435,048	568,270	556 080	532,657	511,854	609,783	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	996,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,762	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285,676	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	337,269	322,638	360.223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,560	361 701	4.508,643
1869	348,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849.405
1871	353,235	342,360	384,999	368,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,316	352,604	5,156.326
1873	352,568	402,477	424,614	412,218	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,160	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	587,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,802	712,359	9,299,430
1867	696,147	574,664	765,898	774,280	895,712	893,658	888,214	1,068,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,924	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,818	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	226,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	208,069	226,897	244,182	246,648	260,169	274,021	249,356	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,745	4,492,625
1873	358,612	408,849	465,617	432,928	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,460	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,861,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,991	1,550,023	1,526 243	1,643,474	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,968	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	836,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,955	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	580,499	562,949	651,962	544,035	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152.264	267,411	303,915	306,944	266,086	282,723	332,555	365,445	387,999	303 305	210,197	3,321,518
1872	189,606	191,738	300,783	322 875	341,843	322,359	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,330	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,245.316	1,236,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,568,424	1,483,480	17,591,620
1873	1,412,368	1,549,285	1,735,736	1,694,543	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,370	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144.023	141,376	1,418,869
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	150,467	190,562	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,968
1871	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,808	580,908	667,849	785,335	616,024	576,783	6,988,479
1873	475,897	542,008	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,208	333,503	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	466 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,564	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	431,113	606,557	815,346	841,150	644,625	478,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	591,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,278	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	260,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,006	219,504	319,765	285,416	284,782	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	264,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,807	261,346	344,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,368	903,974	864,637	693,104	873,153	956,655	837,351	586,779	9,256,284
1868	427,487	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,736,082
1869	479,230	525,490	755,432	904,834	899,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	893,966	617,058	869,697	1,129,489	1,241,903	1,193,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,193,695	1,322,847	1,127,03)	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,302	149,164	155,388	130,545	140,405	143,987	204,597	196,916	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,396	154,133	144,164	186,880	202,238	205,750	189,351	160,035	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	166,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,532	130,145	161,496	177,085	201,643	178,169	155,480	1,926,674
1873	144,200	169,454	177,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	96,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,378	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	167,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	280,529	293,344	283,838	484,209	450,203	429,808	323,270	899,430	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,869	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	398,455	448,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	616,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	585,811	621,351	489,341	466,031	5,944,570
1873	370,290	405,110	471,801	446,527	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,288	716,829	5,709,183
1870	528,529	500,139	539,288	706,603	902,586	746,450	643,058	664,051	728,521	719,698	570,168	505,063	7,654,094
1871	479,573	373,925	499,899	584,540	724,466	728,174	673,698	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	584,115	566,861	699 490	880,442	835,469	742,882	789,567	863,764	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	....	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.88	....	....	Avenue C (N. Y. City.....N. Y.	513,286	500,000	631,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	58,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,800,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn. City,Hun. P.& P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	78,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	40.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Sept. 30,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	5.83	170	33	Citizens' (Pittsburg) .....Pa.	249,896	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.88	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14.667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	37	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	20,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,569,134	1,000,000	208,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	....	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	operа.)	—	100	100	....
Oct. 31,'71	2.20	20	5	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	55
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,578	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	20.7	50	15	49½
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) .....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	56½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60½
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City).N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St & Middle Vil.N.Y.	154,343	138,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	....	North Woburn (Boston)..Mass.	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Lease	d)	4.0	50	20	10
Oct. 31,'71	12.87	145	25	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	65	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.86	62	32	Salem.....Mass.	203,735	150,000	35,900	3,800	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Lease	d)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	57
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	62	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	69
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,296	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	42	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	436	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	95
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	61	28	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.		Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
B'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M&S	'74'6	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1891	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris'a & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly):					
1st Mortgage.....	183,000	7	J.& J.	1891	....
Philadelphia City:					
1st mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1885	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1875	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Rea. estate.....	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1886	....
General Mortgage.....	100,000	7	J.& J.	1891	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1890	....
Watervliet:					
1st Mortgage.....	130,000	7	A.&O.	1897	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester:					
1st Mortgage.....		7	.....	.....	....
2d Mortgage.....		6	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref. 100	838 976	J. & J.	July '71 3½
Atlantic and St. Law* ... 100	39,494,900	M. & S.	Mar. '73 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N	May '73 5
Washington Br. 100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	800,000	J.A J.&O	Apl. '73 1½
Bloomsburg & Corning.* .. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	.....
Agricultural Br. guar... 100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	May '73 3
Boston and Lowell..... 500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine..... 100	6,816,807	M & N.	May '73 4
Boston and Providence.. 100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*. 100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Mar. '73 5a
" " pref. 100	1,485,900	M. & S.	Mar. '73 5a
Camden and Amboy* ... 100	5,847,800	J A J.O.	Apl. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	428,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,800	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.* 50	589,111	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	May '73 1½
" " pref. 100	769,600	F. & A.	Feb. '73 3½
Central of Georgia..... 100	4,666,800	J & J	Jan. '73 5
Central of New Jersey. 100	20,000,000	J.AJ&O.	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*..... 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton..... 100	8 929,900	M. & S.	Mar. '73 5
" " pref. 100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy. 100	18,652,910	M. & S.	Mar. '73 5a
Chicago, Iowa & Nebras* 100	3,916 300	J. & J.	Jan. '73 4
Chicago & N. Western.. 100	16,033,480	J. & D.	Dec. '72 3½
" " pref. 100	21,259,568	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*.. 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10a
" " pref.. 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind... 100	14,991,278	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,500	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*. 100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	Mar. '73 2
Colum. & Hocking Val. 100	2,800,000	F. & A	Feb. '73 5
Concord 50	1,500,000	M. & N.	May '73 5
Concord and Ports.* 100	350,000	J. & J.	Jan. '73 4½
Conn. & Passum p Riv.. 1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River 00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq. 100	307,283	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,220,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,568,850	J.A. J.O.	July '72 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy * 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.)..... 100	4,282,600	J. & J.	Jan. '73 5
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*. 100	800,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref..... 100	8,536,910	J & J	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Mar. '73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	6,978,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,150,000	J. & J.	Jan. '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,51	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind. 100	2,000,000	I. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana* 100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So.. 100	49,463,500	F. & A.	Feb. '73 4
" " (guar.). 100	633,500	F. & A.	Feb. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Apl. '73 2½
Little Miami*..... 50	5,871,45	I.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '73 2½
Long Island..... 50	3,000,000	M. & S.	May '73 10a
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '72 4½
Louisville & Nashville.. 100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ... 100	200 000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western..... 100	2,500,000	J. & J.	Jan. '73 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law.... 100	1,000,000	M. & N.	May '73 5
Mariotta & Cincinnati ... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*..... 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989 548	J. & J.	Jan. '73 4a
Mill Creek & Minehl l*. 50	323.3:5	J. & J.	Jan. '73 5
Milwaukee and St. Paul.. 100	11,822,878	J. & J	Dec. '70 7a
" " pref..... 100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	14,008,100	J. & D	Dec. '72 3½
Nashua and Lowell..... 100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*.. 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.. 100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug 69 12-
N Haven & Northamp... 100	665,000	J.A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern* 100	1,418,800	J. & J	Jan. '73 5
N.Y. Cen. & Hudson R.. 100	89,423,330	A. & O	Apl. '73 4
New York and Harlem.. 100	8,500,000	J. & J.	Jan. '73 4
" " pref. 100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	Jan '73 5
N. Y., Provid. & Boston.. 100	2,000,000	J.A. J.O.	Apl '73 2½
Niag Bridge & Canand* 100	1,000,000	J. & J	Jan. '73 3
North Carolina* 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref... 100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5a
Northern Central 50	5 842,000	M. & N.	Nov. '72 3
N rthern N. Hampsh... 100	3,068,400	J. & D.	June '73 4
Northern New Jersey*... 100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*. 100	2,821,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.* 100	3,077,800	J. & J.	Jan. '73 3
" " pref. 100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi.... 100	19,995,847	J.A. J.O.	.....
" " pref. 100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport.. 100	6,297,950	J. & J.	Jan. '73 3½
Oswego and Syracuse*.. 100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri..... 100	3,635,750	— & —	Apl. '73 1½
Panama..... 100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*.. 100	630,000	J & J.	Jan. '73 4
Paterson and Newark*.. 100	500,000	J. & J.	.....
Paterson and Ramapo*.. 100	243,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*.. 100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*..... 100	1,259,100	J.A. J.O	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	J.A. J.O.	Apl. '73 1½
" Special Imp.. 100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams.. 100	410,000	J. & J.	Jan. '73 3
Port'and and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.. 100	202,400	A. & O.	Apl. '72 2
Portl., Saco & Portsm.... 100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces... 100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston..... 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga * 100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*.. 110	557,500	— & —	.....
Rome, Watert. and Ogd.. 100	2,998,900	J. & J.	Feb. '73 5a
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb. '73 3½a
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.. 100	2,300,000	— & —	.....
" " pref. 100	2,040,000	May.	May '68 7
St. Louis and Iron Mt... 100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North. 100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	.....
Saratoga and Schenec.*.. 100	300,000	A. & O.	Nov. '72 $2
Schuylkill Valley*..... 50	576,050	J. & J.	Apl. '73 3½
Seaboard and Roanoke.. 100	1,151,400	M. & N.	Jan. '73 2½
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Nov. '70
Shore Line*..... 100	995,800	J. & J.	Feb. '73 5
South Branch (N. J.*... 100	438,300	J. & J.	Jan. '72 5½
South Carolina 100	5,819,275	F. & A.	Jan. '72 2
South Western, (Ga.) *.. 100	3,939,900	F. & A.	Feb. '72 1
Staten Island..... 100	600,000	J. & J.	Feb. '72 4
Stockbridge and Pitts.*. 100	448,700	J. & J.	July '67 4
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502 250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana. 100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref. 100	1,777,000	— & —	Jn.'70 11-4a
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	Nov. '72 1½
Troy and Greenbush*.... 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River... 100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*.... 100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,800,000	M. & N.	May '73 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 70	1,400,555	J. & J.	Jan. '73 4½
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn).... 100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica... 100	488 100	— & —	.....
Bushwick (Brooklyn).... 100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.. 100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.. 100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)... 100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry .. 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Hester, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)... 100	797,32.	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)... 100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)... 100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)... 100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	3,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson.... 100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*.. 100	5,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.). 50	2,838,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	June '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp. 100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p. 100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	6,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express... 100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 4
Wyoming Valley Coal .. 100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities May 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,750,000	6	Jan. & July.	1880	118¼
.. ..coupon	4,656,000	6	" "	1880	122
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,555,650	6	Jan. & July	1881	118¼
.. ..coupon	63,765,700	6	" "	1881	122
Loan of Feb. 25, 1862 (5-20s).....registered	30,761,850	6	May & Nov.	1882	115¼
.. .. .. (5-20s).....coupon	232,745,900	6	" "	1882	116¼
Loan of March 3, 1863.....registered	53,542,450	6	Jan. & July.	1881	118¼
.. ..coupon	21,457,550	6	" "	1881	122
Loan of March 3, 1864 (5-20s).....registered	2,293,500	6	May & Nov.	1884	115¼
Loan of June 30, 1864 (5-20s).....registered	32,534,950	6	May & Nov.	1884	115¼
.. .. .. (5-20s).....coupon	34,365,400	6	" "	1884	116
Loan of March 3, 1865 (5-20s).....registered	36.445,750	6	May & Nov.	1885	116¼
.. .. .. (5-20s).....coupon	119,159,400	6	" "	1885	118
.. .. 2d series (5-20s).....registered	58,818,2.0	6	Jan. & July.	1885	118
.. .. .. (5-20s).....coupon	148,633,300	6	" "	1885	119
.. .. 3d series (5-20s).....registered	90,974,200	6	Jan. & July.	1887	118
.. .. .. (5-20s).....coupon	224,700,450	6	" "	1887	121
.. .. 4th series (5-20s).....registered	14,191,500	6	Jan. & July.	1888	117¼
.. .. .. (5-20s).....coupon	24,432,900	6	" "	1888	118¼
Loan of March 3, 1864, (10-40s)....registered	140,099,750	5	Mar. & Sept.	1904	112¼
.. .. .. (10-40s).....coupon	54,467,550	5	" "	1904	114¼
Consols of July 14, '70 & Jan. 20, '71.registered	129.182,300	5	F. M. A. & N.	1881	117¼
.. .. coupon	70,817,700	5	" "	1881	116
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	215,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	115¼
U. S. Notes and Fractional Currency.....	402,896,210	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,562,800	5	May & Nov.	'85-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954.500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,866):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1886	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	80
.. Bonds for W. & Atl. R. R. 1842 and 1843.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	92
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1834 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'96	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	600,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99½
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1836....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,365	6	J. A. J. & O.	1893	105½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) sur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1875	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'60	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'76	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'85	98½
.. War Loan Bonds, Oct. 1, 1868.....	760,000	6	April & Oct.	'72-'74	97
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1876	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,159,780	6	" "	pleas.	....
.. Canal Stock.....	1,108,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'78	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	105½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'95	27½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'95	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	17
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	18
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,496,309	6	" "	1881	105½
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	106½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'87	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'87	109
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,060	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1892	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'00	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	28
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	16½
.. Funding Stocks and Bonds	899,000	7	" "	1886	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,308):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	446,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$920,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1896	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,260,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	96½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	96½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	486,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	97
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	91
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	860,000	7	March & Sept.	Boston.	1884	36½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. I. (rec'r'd by $4,000,000 Her.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	95
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1890	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y., L. & F.	1906	94
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	158,350	7	" "	"	'80-'89	102½
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1876	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	90
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	102½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1882	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	4,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	909,400	6	Jan. & July.	Boston.	'75-'80	92½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage.....	2,408,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1895	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872.....	6,953,225	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1880	96
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1913	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m....	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	100½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,550,000	7	F. M. A. & N.	" "	1915	89
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	597,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,136,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $1,600,000 gold.	709,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	104
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1589	107
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd.skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M.(Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by R.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	79
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July	" "	1892	86
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (5 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	87½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	73½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	100
Notes payable, conv. at par	594,000	7	" "	" "	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD& E$200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102
2d Mort. (Del., Lack. & Wtn)....	1,633,000	7	March & Sept.	" "	1881	97½
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant....	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ame.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	84½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage. (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,800,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	58½
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	99
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	98½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch. 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	N Y & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	57
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tax f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston,	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	96
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,600,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,506,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	6*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	87
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	500,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	56
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	9	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,500	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	89½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	1*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	96
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'07	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $500,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(D.L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	2.0,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,182,000	7	J. A. J. & O.	" "	1890	90
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	100
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1.500,000	7	" "	" "	1899	93
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort.(oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	98
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1896	95
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.&Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Al.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1886	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,516,000	6	June & Dec.	"	1898	99½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M.& A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	93½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	100½
2d Mortgage Dollar	2,500-000	7	May & Nov.	"	1896	89½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	88
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	116½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	92
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	84½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	96
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $16,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept.	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,999,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1901	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	70
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92
Bonds for debts ass'd(N.Y.Cen.)	1,614,000	7	Feb. & Aug.	" "	1876	100
Bonds for B.& N. St'k (")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg M.	1,223,000	6	April & Oct.	"	1900	85
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	93½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(N.H.& L.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	96½
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	84½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	73
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,001	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	90
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	76
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1895	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	100½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	92½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'54-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	103
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	104
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	876,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,630	7	Jan. & July.	"	1893	106
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	107
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1880	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	$50,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	100
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	78½
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	296,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Rich'd & P.	1875	....
1st Mortgage	175,000	8	April & Oct.	....	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20.000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	98
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	90½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	228,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	280,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	400,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	" "	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,159,000	6*	Jan. & July.	New York.	1898	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	92½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	88½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	74
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,600.	1,406,000	7	May & Nov.	" "	1910	74½
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	80½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1863	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96¼
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	96
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	91
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	86
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	86
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91¼
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86¼
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1890	74¼
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	68
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	97¼
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	94¼
Sterling Loan £360,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	....	....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	83¼
2d Mortgage consolidated	1,500,000	7	" "	"	1891	10
1st Mort.(Stan.,Shef.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	93¼
Convertible bonds, tax free	200,000	7	" "	"	1879	99¼
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77¼
4th Mortgage	846,000	8	March & Sept.	" "	1900	87¼
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1936	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1860	....
Westchester and Philadelphia:						
1st Mortgage	109,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101¼
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	518,400	....	....	....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$100,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97¼
2d Mort. " "	300,000	6	" "	"	1890	97¼
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	83¼
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	575,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	95
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101¼
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1868	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	80¼
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87¼
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,572	6	Jan. & July.	Philadelphia.	1886	83¼
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,694,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102¼
1st Mortgage registered. 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	104¼
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	89
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	92¼
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	94
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	93
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,985	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1867	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1905	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77¼
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80¼
Boat and Car Loan	756,750	6	" "	"	1928	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75¼
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	980,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed and	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	36.6	—	51	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,668	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	81.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	.....	579,081	.....	—	(Under	construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	.....	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	23.0	.....	(Leased to	Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	.....	....	308,030	73,367	87,571	446,933	151,629	—	100	20½
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	.....	—	(Unfinish	ed—No o	perations.)			—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point .....Georgia.	1,200,129	*	.....	2,500	1,282,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	.....	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	.....	565.8	(No acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	28	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,582,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	406.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	98	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	15	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	66,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			—	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	4	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2	.....	(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	336	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	172
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	.....	452,700	30.0	449,975	.....	.....	427,572	264,168	10	100	135
Sept. 30, 1871	103.5	—	16.4	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	(Owned by B.	& O., and	accounted for as	an asset.)	—	—	—	—	103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	—	(Opened	to Washin	gton May	1, 1872.)		—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	550,000	150,000	1,000	.....	33.5	(Leased	to Maine	Central.)		36,000	—	100	50
Dec. 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,628	.....	67.0	.....	.....	.....	837,587	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	.....	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,382	7,962,342	2,127,983	10	100	144½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	.....	2,000	7,880	23.4	.....	(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	17	469	Boston, Clinton and Fitchburg .....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	378	Boston, Concord and Montreal .....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	76,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	—	21,873,900	.....	25,000,000	21,200,000	7,349,164	.....	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	2½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,300	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,208,108	252,264	8	100	134
Sept. 30, 1871	74.2	8.5	65.4	—	49	86	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,918	4,921,274	.....	646,893	1,012,570	144.7	1,093,188	3,873,587	486,444	1,994,689	571,117	8	100	122½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	2,844,114	*	590,372	110,097	3,950,000	.....	20,394	574,189	66.4	587,069	2,642,903	562,565	1,416,481	430,461	10	100	148½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	—	201,961	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	21.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	26.0	.....	(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	88	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	.....	43.2	140,211	69,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	and oper.	by Erie.)			—	100	....
Sept. 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	968.932	150,612	270,080	.....	750,208	500,000	228,882	.....	190.0	.....	59,997	87,623	44,241	87,625	23,885	7	500	....
Apr. 30, 1872	2:9.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	.....	—	(Leased	to United	Companies.)		43,422	6	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,784,526	10,118,290	734,145	433,681	349·6	1,609,941	249,386	320,574	2,406,840	1,111,881	10a	100	106½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	Lands.	.....	1,050,000	1,200,000	.....	.....	100.0	(Traffic	guarantee	40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	—	(Building	—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	—	(Building	—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	.....	60.0	.....	396,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	28.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased	to United	Companies.)		43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	—	1,861	4,087	.....	688,467	3,776	3,800	28 5	(94 m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,624	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	.....	17.5	(Open	ed January	y 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	.....	.....	376,594	150,000	.....	.....	—	(Compl	eted 18 m	iles Jan. 1	, 1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	64.600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	.....	98.5	430,291	.....	487,452	654,328	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	.....	—	(Recently	opened—	No repor	t.)		—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	—	(Leased	to C. & N.	W.)		1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,080	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	103.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	.....	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	129	44	6,864	Central of New Jersey.....New Jersey.	10,736,689	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	105
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	787	Central Ohio.....Ohio.	5,500,000	*	.....	.....	2,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	681.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	129,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	.....	194.6	.....	.....	.....	694,473	405,271	—	50	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	.....	22.8	.....	(Leased to	Pennsyl	vania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	273.1	451 522	133,427	99,596	762,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	268	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,189	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,046	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225		10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	.....	1,056,000	1,871,000	.....		100.0	200.152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,688	116,000	.....	158,364	493,840	477,500	100,707		—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	....
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	388,911	*	.....	.....	268,745		99,267		22.0	70,617	124 254	39,375	57,588	177,607	—	100	65
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,788,468	534,000	.....	.....	85.0	72,651	17.900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,289,000	387.800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,009	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000		11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....		239.0	(Operated by contractore.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492.000	1,500,000	—		94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	96,565,830	*	6,421,283	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,338	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	8	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....		....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	180,000	.....		14.0	17.528	15,714	7,415	26,898	11.061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7.254	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....		5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....		28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—		70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—		52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,286	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	36½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123.300	50,000	.....	38,139	7.8	19.200	75,124	13.019	62.662	21.242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,884	30,000	116,850		222,150		12.2	41.982	31.903	84.714	76,386	17.582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509		116.0	164 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	760,000	—		—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven.....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N. Haven and Hartford R. R.)								..	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill.Conn. & R.I.	4,704,866	*	.....	.....	2,287,939	2,055,500	.....		130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7.000		47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	—		5.5	.....	.....	83,892	45.628	15,006	—	100	....
Dec. 31, 1871	68.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	—	—	200,000	200,000	50,000		10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	350	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899		119.8	321.000	.....	.....	780,251	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636		93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	1,796.682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....		62.5	197,972	52.246	453,182	378.689	87,686	—	50	22
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,358	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212.539	25,280,510	5,764,500	16,370		1,110.9	5,710,554	1,286,584	1,831,944	8,401,142	2,732,847	10	100	117
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—		65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000		—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,073	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517		217.0	.....	.....	.....	1,133,863	.....	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	267	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....		75.0	(No returns furnished.)			1,827.824	622,313	—	100	12
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600.000	3,338,000	702,486		72.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717		117.0	216,952	.....	.....	671,557	286.415	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....		183.7	(Leased to Illinois Central.)			304.369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	—	—	1,314,000	1,314,000	—		73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92.878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11.380	.....	82,617	34 292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—		—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—		—	(Leased to Chicago & Alton.)					7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—		—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	—	—	185,250	800,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—		58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—		32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—		35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—		—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905		672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730		....		(Recently opened.)					100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271		80.0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—		—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—		—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—		—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,986	Lake Shore & Mich. S..N.Y..P..O.Ind.Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,587,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178.603	1,945.162	3,725.425	14,797,975	4,884,369	8	100	90½
Aug. 31, 1872	92.0	—	5.1	—	10	...	....	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000 000	.....	.....			(Recently opened.)				—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.
		M.	M.	M.	M.				
Sept. 30, 1871	N. Y., Housatonic & North.	5.4	—	—	34.3	1	1	—	3
Sept. 30, 1871	New York and Mahopac	7 1	—	—	—	—	—	—	—
Sept. 30, 1872	N. Y., N. H. & Hartford.	124 3	16.75	159.7	—	84	127	41	1,010
Sept. 30, 1871	New York and Oswego Midland	262.0	*	26.2	104.0	33	21	19	486
Aug. 31, 1871	N. Y., Providence and Boston	62.5	—	6.3	—	16	19	7	189
Sept. 30, 1871	Niagara Bridge and Canandaigua	99.0	—	3.6	—	—	—	—	—
Jun. 30, 1871	Niles and New Lisbon	35.0	—	3.5	18.0	.....	.....	.....	.....
May 31, 1871	North Carolina †	223.0	—	9.6	—	25	23	18	314
Feb. 28, 1871	North-Eastern †	102.0	—	8.8	—	13	13	5	141
Dec. 31, 1871	North Louisiana and Texas	72.0	—	3.6	118.0	.....	.....	.....	.....
Oct. 31, 1871	North Pennsylvania	55.6	12.1	42 2	—	37	35	18	684
Dec. 31, 1871	Northern, of Canada	94 9	2.6	271.3	—	24	24	3	60
Dec. 31, 1871	Northern Central †	138.0	4.0	128.5	—	131	68	38	4,288
Mar. 21, 1872	Northern New Hampshire	69.2	13.4	16.5	—	26	15	5	536
Dec. 31, 1871	Northern New Jersey	21.3	—	4.6	—	6	19	6	32
Dec. 31, 1871	Northern Pacific	278.0	—	—	1,700.0	.....	.....	.....	.....
Sept. 30, 1871	Norwich and Worcester †.	59.4	7.0	12 5	—	20	14	5	642
Dec. 31, 1871	Nova Scotia	113.0	32.0	14.6	—	22	26	12	366
Sept. 30, 1871	Ogdensburg and Lake Champlain	118.0	4.0	24.0	—	33	19	6	1,085
Dec. 31, 1871	Ogden Mine	10.0	2.0	1.0	—	2	—	—	98
Jun. 30, 1871	Ohio and Mississippi	340.0	53 0	19.7	—	87	43	24	1,373
Oct. 31, 1871	Oil Creek and Allegheny River	95.0	3.5	43.0	—	32	19	5	314
Sept. 30, 1871	Old Colony and Newport	130.5	15.3	48.4	—	40	76	20	274
Dec. 31, 1871	Orange and Newark	5.0	4.0	2.7	—	.....	.....	.....	.....
Sept. 30, 1871	Orange, Alex. and Manassas Gap †	200.6	10.0	9.0	—	27	19	11	346
Dec. 31, 1871	Osage Valley and Southern Kansas	25.0	—	1.2	16.0	—	—	—	—
Sept. 30, 1871	Oswego and Rome	28.6	—	3.3	—	—	—	—	—
Sept. 30, 1871	Oswego and Syracuse	35.0	—	32.1	—	11	12	4	213
Dec. 31, 1871	Owensboro and Russellville	21.0	—	1.5	64.0	2	1	1	15
Feb. 29, 1872	Pacific of Missouri †	283.5	—	45.0	—	97	50	23	1,221
Dec. 31, 1871	Paducah and Gulf	63.5	—	6.3	101.5	6	5	2	43
Feb. 28, 1872	Painesville and Youngstown	—	—	—	65.0	2	—	—	10
Dec. 31, 1871	Panama	47.5	—	7.4	—	20	4	—	417
Apl. 30, 1872	Pares and Decatur	34.0	—	1.7	41.0	—	—	—	—
Dec. 31, 1871	Paterson and Hudson	14.5	—	14.5	—	—	—	—	—
Dec. 31, 1871	Paterson and Newark	12.0	—	2.6	—	—	—	—	—
Dec. 31, 1871	Paterson and Ramapo	15.1	—	15.1	—	—	—	—	—
Jan. 31, 1872	Pekin, Lincoln and Decatur	67 3	—	3.3	—	—	—	—	—
Dec. 31, 1871	Pemberton and Hightstown	22.0	—	1.4	—	—	—	—	—
Dec. 31, 1871	Pemberton and New York	18.0	—	1.0	—	—	—	—	—
Dec. 31, 1871	Peninsular	118.0	—	10.0	87.0	5	4	2	47
Dec. 31, 1871	Pennsylvania	354.9	69.0	353.8	—	640	297	129	11988
Dec. 31, 1871	Pennsylvania Coal	47.0	15.9	57.0	—	23	8	—	2,435
Dec. 31, 1871	Pennsylvania and Delaware	—	—	—	21.0	—	—	—	—
Nov. 30, 1871	Pennsylvania and N. York.	104.6	8.9	26.0	—	11	2	—	1,089
Dec. 31, 1871	Peoria and Bureau Valley	46.0	—	6.2	—	—	—	—	—
Dec. 31, 1871	Peoria, Pekin and Jacksonville	82.0	—	10.1	—	12	8	4	169
Dec. 31, 1871	Peoria and Rock Island	91.0	—	8.0	—	7	8	—	180
Dec. 31, 1871	Perth Amboy and Woodbridge	6.5	—	1.0	—	—	—	—	—
Dec. 31, 1871	Petersburg †	61.0	21.8	6.8	—	11	8	8	106
Oct. 31, 1871	Philadelphia and Balt. Cent.	46.0	—	5.5	—	8	7	3	88
Dec. 31, 1871	Philadelphia and Erie †	287.6	—	104.6	—	126	84	18	2,517
Dec. 31, 1871	Phila., Germantown and Norristown	17.1	3.1	25.4	—	24	45	18	192
Nov. 30, 1871	Philadelphia and Reading	98.4	179.7	442.7	—	343	457	—	11836
Dec. 31, 1871	Philadelphia and Trenton	20.6	—	36.2	—	—	—	—	—
Oct. 31, 1871	Philadelphia, Wilm. and Baltimore	95.3	9.8	80.6	—	61	144	—	1,555
Dec. 31, 1871	Pickering Valley	11.3	—	0.4	—	—	—	—	—
Dec. 31, 1871	Pbg, Cin. & St. Louis.	193.0	8.0	36.6	—	102	84	18	1,519
Dec. 31, 1871	Pithole Valley	7.0	—	1.0	—	3	1	1	22
Oct. 31, 1871	Pittsburg and Connellsville †	149.0	1.0	24.6	—	30	24	9	180
Dec. 31, 1871	Pittsburg, Ft. W. and Chic.	369.3	—	150.5	—	224	95	54	8,912
Sept. 30, 1871	Pittsfield and North Adams	18.6	—	1.5	—	—	—	—	—
Oct. 31, 1871	Port Huron and Lake Michigan	66.0	—	2.1	24.0	7	6	3	315
Dec. 31, 1871	Portland and Ogdensburg	60.0	—	3 0	50.0	5	13	3	92
Dec. 31, 1871	Portland and Oxford Central	27.5	—	2.7	—	2	1	1	22
Aug. 31, 1871	Portland and Rochester	52.5	—	2.6	—	5	10	4	89
May 31, 1871	Portland, Saco and Portsmouth	51.3	—	6.7	—	19	—	7	167
May 31, 1872	Port Royal	50.0	—	—	60.0	2	.....	.....	.....
Mar. 31, 1871	Portsmouth, Gt. Falls and Conway	25.0	—	0.2	—	3	3	2	56
Sept. 30, 1871	Poughkeepsie and Eastern	20.8	—	1.5	25.4	3	5	—	25
Nov. 30, 1871	Providence, Warren and Bristol.	13.6	—	3.1	—	4	6	3	11

Abstract of General Balance Sheet.

Years ending	Companies.	Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.
		$	$	$	$	$	$	$	$	M.
Sept. 30, 1871	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4
	New York and Mahopac	229,110				135,300		74,700		7.0
Sept. 30, 1872	N. Y., N. H. & Hartford.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25
Aug. 31, 1871	New York and Oswego Midland	10,309,729	1,058,027	.....	.....	5,326,773	6,083,500	265,733	—	262.0
Sept. 30, 1871	N. Y., Providence and Boston	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0
	Niagara Bridge and Canandaigua	3,210,616				1,000,000				—
	Niles and New Lisbon	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35 0
May 31, 1871	North Carolina †	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0
Feb. 28, 1871	North-Eastern †	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0
Dec. 31, 1871	North Louisiana and Texas		(No accounts obtainable.)							72.0
Oct. 31, 1871	North Pennsylvania	6,815,648	1,166,187	136,436	220,339	3,882,600	3,943,560	705,780	386,725	67.7
Dec. 31, 1871	Northern, of Canada	5,465,409	*	49,191	650,317	2,985 700	2,511,667	857,520	—	97.5
Dec. 31, 1871	Northern Central †	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0
Mar. 21, 1872	Northern New Hampshire	3,068,400	*	160.570	252,916	3,068,400	102.100	164,729	146,661	82.6
Dec. 31, 1871	Northern New Jersey	527,451	*	875,000	.....	1,000,000	400,000	.....	—	
Dec. 31, 1871	Northern Pacific	(In progress.)				100,000,000	50,000p.m	.....		278 0
Sept. 30, 1871	Norwich and Worcester †.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4
Dec. 31, 1871	Nova Scotia	6,942,765	*			(Government bonds and cash.)				145.0
Sept. 30, 1871	Ogdensburg and Lake Champlain	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0
Dec. 31, 1871	Ogden Mine	452,994	*		34,259	450,000		2,767	24,477	12.0
Jun. 30, 1871	Ohio and Mississippi	30,863,798	*	.....	.....	24,030,000	6,534.850	298,943	—	393.0
Oct. 31, 1871	Oil Creek and Allegheny River	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5
Sept. 30, 1871	Old Colony and Newport	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	145.8
Dec. 31, 1871	Orange and Newark	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0
Sept. 30, 1871	Orange, Alex. and Manassas Gap †	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6
Dec. 31, 1871	Osage Valley and Southern Kansas	600,000				375,000	280.000	25,000	—	25.0
Sept. 30, 1871	Oswego and Rome	950,953	*			268,000	612,100	27	—	28.6
Sept. 30, 1871	Oswego and Syracuse	1,369,324	*	.....	.....	1,141.400	183.000	.....	—	35.0
Dec. 31, 1871	Owensboro and Russellville	(Under construction.)				1,500,000	1,500,000	.....	—	21.0
Feb. 29, 1872	Pacific of Missouri †	747,670	3,704,078	.....	.....	3,635.750	11,200,000	.....	—	471.3
Dec. 31, 1871	Paducah and Gulf	(Under construction.)				2,425.000	1,071,000	.....	—	63.5
Feb. 28, 1872	Painesville and Youngstown	250,000	*			250.000				
Dec. 31, 1871	Panama	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.5
Apl. 30, 1872	Pares and Decatur	1,000,000		800,000		600,000	1,200,000			34.0
Dec. 31, 1871	Paterson and Hudson	330,000				330.000				14.5
Dec. 31, 1871	Paterson and Newark	1,000,000				500.000	500,000			12.0
Dec. 31, 1871	Paterson and Ramapo	350,000				248.000	80.000			15.1
Jan. 31, 1872	Pekin, Lincoln and Decatur	2,488,250		87,758		1,500.000	1,076.000			67.3
Dec. 31, 1871	Pemberton and Hightstown	538,692				342.150	160,000	36,542		22.0
Dec. 31, 1871	Pemberton and New York	875,000				500.000	375,000			18.0
Dec. 31, 1871	Peninsular	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0
Dec. 31, 1871	Pennsylvania	27,151,999	7,458,101	30,452,616	16,009,333	41,339,475	34,418.205	13,060,505	1,253,887	699.0
Dec. 31, 1871	Pennsylvania Coal	2,000,000	*	2,997,500	.....	4,000,000	542,500	425,000	—	47.0
Dec. 31, 1871	Pennsylvania and Delaware	251,098				132.412	700,000	100,000	—	—
Nov. 30, 1871	Pennsylvania and N. York.	4,829,887	401,998	.....	.....	3,061.700	3,000,000	415,008	—	142.7
Dec. 31, 1871	Peoria and Bureau Valley	1,800,000				1,200,000	600,000			46.0
Dec. 31, 1871	Peoria, Pekin and Jacksonville	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0
Dec. 31, 1871	Peoria and Rock Island	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0
Dec. 31, 1871	Perth Amboy and Woodbridge	214,581				57,200	100,000	57,381	—	6.5
Dec. 31, 1871	Petersburg †	1,719,113	*		63,783	1,342,200	258 500	50,305	31,860	82.
Oct. 31, 1871	Philadelphia and Balt. Cent.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1
Dec. 31, 1871	Philadelphia and Erie †	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6
Nov. 30, 1871	Philadelphia and Reading	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,408,200	4,392,704	2,504,420	615.4
Dec. 31, 1871	Philadelphia and Trenton	1,259,600	*	329.620	.....	1,259,100	—	—	286,850	30.8
Dec. 31, 1871	Philadelphia, Wilm. and Baltimore	11,001,030	*	2,077,202	446,515	10,997.900	1,745,000	284,988	496,589	105.1
	Pickering Valley	468,478				80,855	330,300	112,713	—	11.3
Dec. 31, 1871	Pbg, Cin. & St. Louis.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738	—	201.0
Dec. 31, 1871	Pithole Valley	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0
Oct. 31, 1871	Pittsburg and Connellsville †	7,330.816	620,631	88,196	.....	1,959,976	5,500,000	1,960,775	—	120.0
Dec. 31, 1871	Pittsburg, Ft. W. and Chic.	33,894,515	*	.....	.....	19,714.286	13,683,000	.....	.....	369.3
Sept. 30, 1871	Pittsfield and North Adams	443,678				450,000				—
Oct. 31, 1871	Port Huron and Lake Michigan	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0
Dec. 31, 1871	Portland and Ogdensburg	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	
Dec. 31, 1871	Portland and Oxford Central	550,000	*			250,000	218,500			27.5
Aug. 31, 1871	Portland and Rochester	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5
May 31, 1871	Portland, Saco and Portsmouth	1,359,836	*	585.069	79,576	1,500,000			—	51.3
May 31, 1872	Port Royal	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—
Mar. 31, 1871	Portsmouth, Gt. Falls and Conway	370,000	*			170.000	200,000			26.0
Sept. 30, 1871	Poughkeepsie and Eastern	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	.....
Nov. 30, 1871	Providence, Warren and Bristol.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6

Operations.

Years ending	Companies.	Train Moved.	Carried one mile. Passengers.	Carried one mile. Freight.
		M.	Number.	Tons.
Sept. 30, 1871	N. Y., Housatonic & North.	10,275	6,29	1,90
	New York and Mahopac		(Recently	opened—
Sept. 30, 1872	N. Y., N. H. & Hartford.	1,700,591	124,919,238	38,662.529
Aug. 31, 1871	New York and Oswego Midland	408,252	475,215	137,151
Sept. 30, 1871	N. Y., Providence and Boston	381,634	245,619	210,077
Jun. 30, 1871	Niles and New Lisbon		(Leased	to New Y.
May 31, 1871	North Carolina †		42,945	274.628
Feb. 28, 1871	North-Eastern †		96,990	89,992
Dec. 31, 1871	North Louisiana and Texas	250,404	99.049	.....
Oct. 31, 1871	North Pennsylvania	529,562	829,651	666,476
Dec. 31, 1871	Northern, of Canada	645,593	178,610	307,968
Mar. 21, 1872	Northern New Hampshire	2,982,397	1,091,356	4,164.400
Dec. 31, 1871	Northern New Jersey	523,592	191.100	445,210
Dec. 31, 1871	Northern Pacific		(Leased to	Erie Com
Sept. 30, 1871	Norwich and Worcester †.		(No accou	ssible ret
Dec. 31, 1871	Nova Scotia	402,895	371.651	304.710
Sept. 30, 1871	Ogdensburg and Lake Champlain	336,349	234,305	211,003
Dec. 31, 1871	Ogden Mine	634,939	163.412	388,837
Jun. 30, 1871	Ohio and Mississippi			58,979
Oct. 31, 1871	Oil Creek and Allegheny River	2,428,696	384,514	664,676
Sept. 30, 1871	Old Colony and Newport	760,466	569,290	813,502
Dec. 31, 1871	Orange and Newark	990,662	2,332,700	295,157
Sept. 30, 1871	Orange, Alex. and Manassas Gap †			2,640,258
Dec. 31, 1871	Osage Valley and Southern Kansas	555.236	185.604	12'.911
Sept. 30, 1871	Oswego and Rome		(Operated	by Pac
Sept. 30, 1871	Oswego and Syracuse	166,568	(Leased	to Rome.
Dec. 31, 1871	Owensboro and Russellville		188,707	170.816
Feb. 29, 1872	Pacific of Missouri †		(Opened	April 17,
Dec. 31, 1871	Paducah and Gulf		669,200	.....
Feb. 28, 1872	Painesville and Youngstown		(No return	s, furnish
Dec. 31, 1871	Panama		(Under	construct
Apl. 30, 1872	Pares and Decatur		(No	returns.)
Dec. 31, 1871	Paterson and Hudson		(Construc	tion in pro
Dec. 31, 1871	Paterson and Newark		(Leased t	o Erie.)
Dec. 31, 1871	Paterson and Ramapo	(Leased	to Erie at	35 p. c.)
Jan. 31, 1872	Pekin, Lincoln and Decatur		(Leased t	o Erie.)
Dec. 31, 1871	Pemberton and Hightstown	(Leased	to Tol. Wa	b. and We
Dec. 31, 1871	Pemberton and New York	(Leased	to United	Companie
Dec. 31, 1871	Peninsular	(Leased	to New J	ersey Sou
Dec. 31, 1871	Pennsylvania	(Recent	y opened	—No retu
Dec. 31, 1871	Pennsylvania Coal	699.0	11,901,317	4,699,935
Dec. 31, 1871	Pennsylvania and Delaware	47.0	.....	941,863
Nov. 30, 1871	Pennsylvania and N. York.		(To be co	mpleted in
Dec. 31, 1871	Peoria and Bureau Valley	142.7	.....	187,119
Dec. 31, 1871	Peoria, Pekin and Jacksonville	46.0	(Leased	to Chicag
Dec. 31, 1871	Peoria and Rock Island	83.0	261,882	80.722
Dec. 31, 1871	Perth Amboy and Woodbridge	91.0	(Turned o	ver to Co
Dec. 31, 1871	Petersburg †	6.5	(Oper.b	y Camden
Oct. 31, 1871	Philadelphia and Balt. Cent.	82.	168,592	34.953
Dec. 31, 1871	Philadelphia and Erie †	58.1	167,474	254,944
Dec. 31, 1871	Phila., Germantown and Norristown	298.6	2,430,206	684,854
Nov. 30, 1871	Philadelphia and Reading	33.0	405,605	2,806,120
Dec. 31, 1871	Philadelphia and Trenton	615.4	6,543,138	5,766,934
Oct. 31, 1871	Philadelphia, Wilm. and Baltimore	30.8	.....	1,276,762
Dec. 31, 1871	Pickering Valley	105.1	1.065.517	1.608.033
Dec. 31, 1871	Pbg, Cin. & St. Louis.	11.3	(Leased	to Phila. a
Dec. 31, 1871	Pithole Valley	201.0	2,747,565	540.576
Oct. 31, 1871	Pittsburg and Connellsville †	7.0	9.000	8 629
Dec. 31, 1871	Pittsburg, Ft. W. and Chic.	120.0	932.848	700,423
Sept. 30, 1871	Pittsfield and North Adams	369.3	6,508,725	1,985.732
Oct. 31, 1871	Port Huron and Lake Michigan	—	(Leased to	Boston an
Dec. 31, 1871	Portland and Ogdensburg	41.0	.....	41,988
Dec. 31, 1871	Portland and Oxford Central		(Not in ru	nning orde
Aug. 31, 1871	Portland and Rochester	27.5	.....	2,880
May 31, 1871	Portland, Saco and Portsmouth	52.5	106,614	105.255
May 31, 1872	Port Royal	51.3	331,257	389,322
Mar. 31, 1871	Portsmouth, Gt. Falls and Conway		(Not in op	eration at
Sept. 30, 1871	Poughkeepsie and Eastern	26.0	.....	.....
Nov. 30, 1871	Providence, Warren and Bristol.	.....	40.208	53.052
		13.6	43,413	257,332

Earnings. Value of Shares.

Years ending	Companies.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
		$	$	pc.	$	p.c.
Sept. 30, 1871	N. Y., Housatonic & North.	4,889	1,191	—	100	....
	New York and Mahopac	(Recently opened—No returns.)		—	100	....
Sept. 30, 1872	N. Y., N. H. & Hartford.	38,662.529	4,483,584	1,868.554	10	100 140
Aug. 31, 1871	New York and Oswego Midland	475,215	137,151	441,741	74,512	— 100 ....
Sept. 30, 1871	N. Y., Providence and Boston	210,077	820,746	392,477	8	100 ....
Jun. 30, 1871	Niles and New Lisbon	(Leased to New Y. Cent. & Har. R.)		60,000	6	100 ....
May 31, 1871	North Carolina †	274.628	154.259	73,121	—	100 ....
Feb. 28, 1871	North-Eastern †	89,992	744,761	340,716	6	100 ....
Dec. 31, 1871	North Louisiana and Texas	.....	321,551	90,804	—	100 ....
Oct. 31, 1871	North Pennsylvania	(No accounts.)			—	100 ....
Dec. 31, 1871	Northern, of Canada	829,651	666,476	1,179.200	580,541	— 50 96
Dec. 31, 1871	Northern Central †	307,968	777,499	177,704	—	100 ....
Mar. 21, 1872	Northern New Hampshire	4,164.400	4,266.899	979,133	6	50 72½
Dec. 31, 1871	Northern New Jersey	445,210	722.774	187,741	8	100 111½
Dec. 31, 1871	Northern Pacific	(Leased to Erie Company.)			8	100 ....
Sept. 30, 1871	Norwich and Worcester †.	(No accessible returns.)			—	100 ....
Dec. 31, 1871	Nova Scotia	371.651	304.710	749.117	261,746	10 100 130
Sept. 30, 1871	Ogdensburg and Lake Champlain	234,305	211,003	314,257	34,384	— 100 ....
Dec. 31, 1871	Ogden Mine	163.412	388,837	1,027.699	347,857	6 100 55
Jun. 30, 1871	Ohio and Mississippi	58,979	48,986	29,048	6	100 ....
Oct. 31, 1871	Pittsburg and Connellsville †	384,514	664,676	3.197.153	798,212	— 100 42½
Sept. 30, 1871	Old Colony and Newport	569,290	813,502	1,675,008	651,502	10 50 63
Dec. 31, 1871	Orange and Newark	2,332,700	295,157	1,671.478	599,236	6 100 112
Sept. 30, 1871	Orange, Alex. and Manassas Gap †	.....	2,640,258	195,356	37,874	— 100 ....
Dec. 31, 1871	Osage Valley and Southern Kansas	185.604	12'.911	939,680	359,677	— 100 ....
Sept. 30, 1871	Oswego and Rome	(Operated by Pacific of Mo. at 25 p. c.)				— 100 ....
Sept. 30, 1871	Oswego and Syracuse	(Leased to Rome. Watertown & Ogdensburg.)				— 100 ....
Dec. 31, 1871	Owensboro and Russellville	188,707	170.816	328,048	71,251	8 100 ....
Feb. 29, 1872	Pacific of Missouri †	(Opened April 17, 1871.)				— 100 ....
Dec. 31, 1871	Paducah and Gulf	669,200	.....	3,597,299	947,801	— 100 46
Feb. 28, 1872	Painesville and Youngstown	(No returns, furnished.)				— 100 ....
Dec. 31, 1871	Panama	(Under construction.)			.....	— 100 ....
Apl. 30, 1872	Pares and Decatur	(No returns.)				— 100 111½
Dec. 31, 1871	Paterson and Hudson	(Construction in progress.)		245.662	5	100 ....
Dec. 31, 1871	Paterson and Newark	(Leased to Erie.)		53,410	—	100 ....
Dec. 31, 1871	Paterson and Ramapo	(Leased to Erie at 35 p. c.)			—	100 ....
Jan. 31, 1872	Pekin, Lincoln and Decatur	(Leased to Erie.)		29,758	6	100 ....
Dec. 31, 1871	Pemberton and Hightstown	(Leased to Tol. Wab. and Western.)			—	100 ....
Dec. 31, 1871	Pemberton and New York	(Leased to United Companies.)			6	100 ....
Dec. 31, 1871	Peninsular	(Leased to New Jersey Southern.)			—	100 ....
Dec. 31, 1871	Pennsylvania	(Recently opened —No returns.)			—	100 ....
Dec. 31, 1871	Pennsylvania Coal	6,575,842	18,719,837	6,896,404	10	50 108½
Dec. 31, 1871	Pennsylvania and Delaware	941,863	.....	.....	20	50 228
Nov. 30, 1871	Pennsylvania and N. York.	(To be completed in 1872.)			—	50 ....
Dec. 31, 1871	Peoria and Bureau Valley	862,065	1,271.226	306,306	—	50 ....
Dec. 31, 1871	Peoria, Pekin and Jacksonville	(Leased to Chicago R. I. & Pacific.)		125,000	8	100 ....
Dec. 31, 1871	Peoria and Rock Island	131,216	333,403	.....	—	50 ....
Dec. 31, 1871	Perth Amboy and Woodbridge	(Turned over to Co Dec. 1, 1871.)			—	100 ....
Dec. 31, 1871	Petersburg †	(Oper.by Camden and Amboy.)			—	100 ....
Oct. 31, 1871	Philadelphia and Balt. Cent.	52,345	268,432	55,236	5	100 ....
Dec. 31, 1871	Philadelphia and Erie †	109,939	271,205	29,788	—	50 ....
Dec. 31, 1871	Phila., Germantown and Norristown	1,828.491	3,542,264	842,596	—	50 50½
Nov. 30, 1871	Philadelphia and Reading	572,728	700,465	303,186	10	50 175½
Dec. 31, 1871	Philadelphia and Trenton	9,465,572	12,562,843	5,006,940	10	50 116
Oct. 31, 1871	Philadelphia, Wilm. and Baltimore	663,196	1,308,498	248,705	8	100 119½
Dec. 31, 1871	Pickering Valley	348,216	2,678,865	1,069,943	8	50 117
Dec. 31, 1871	Pbg, Cin. & St. Louis.	(Leased to Phila. and Reading.)			—	50 ....
Dec. 31, 1871	Pithole Valley	1,236,803	3,316,973	942,895	—	50 ....
Oct. 31, 1871	Pittsburg and Connellsville †	14.159	Loss.	—	—	50 ....
Dec. 31, 1871	Pittsburg, Ft. W. and Chic.	2,047,114	8,393,974	4,040,644	7	100 93½
Sept. 30, 1871	Pittsfield and North Adams	(Leased to Boston and Albany.)			6	100 82
Oct. 31, 1871	Port Huron and Lake Michigan	55,029	142,580	92,102	—	100 ....
Dec. 31, 1871	Portland and Ogdensburg	(Not in running order.)			—	100 ....
Dec. 31, 1871	Portland and Oxford Central	6,376	14,221	.....	—	100 ....
Aug. 31, 1871	Portland and Rochester	31,200	85.570	30.616	—	100 ....
May 31, 1871	Portland, Saco and Portsmouth	.....	629,430	180,561	10	100 130½
May 31, 1872	Port Royal

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,034	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	23,994	69,167	348,423	144,143	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	"	.....	.....	837,600	.....	299,900	— —	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,288	1,000,000	1,033,742	— —	48.0	211,872	122,522	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,945	"	934,015	.....	6,000,000	1,925,000	.....	.....	161.0	724,624	623,731	457,454	1,576,494	441,122	7	100	105
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	"	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,215,989	"	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	"	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,289	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	(Leased to Erie at 48 p. c.)						—	100	....
Sept. 30, 1871	258.0	25.4	26.8	—	37	15	7	988	Rockford, Rock Island and St. Louis..Ill.	1,500,000	"	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	8	1	1	24	Rome.....Georgia.	235,235	"	.....	.....	250,844	—	—	—	20.0	(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	"	758,611	113,073	2,998,900	100,000	8,961	.....	215.2	605,163	497,714	309,906	1,239,515	394,811	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	"	.....	.....	1,262,922	269,000	555,522	.....	....	65,501	113,763	24,692	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased to Vermont Central.)					—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	"	.....	.....	.....	.....	.....	.....	112.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada	1,050,000	"	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	"	.....	250,483	4,340,000	7,000,000	250,483	—	268.0	.....	.....	.....	940,788	666,966	—	100	23
Dec. 31, 1871	196.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	"	843,945	.....	10,000,000	4,000,000	.....	—	209.0	782,486	526,618	434,963	1,636,904	667,319	—	100	86
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased to Chicago and Alton.)				240,000	—	100	....
Mar. 31, 1872	226.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	"	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold August 25, 1871—No returns.)					—	100	55
Dec. 31, 1871	308.0	80.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern..Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Completed in January 1872.)					—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	168	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	"	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,989	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St. Paul.)	.....	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	"	8,594,240	220,419	1,968,600	16,206,500	318,423	5,313,686	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	"	171,875	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104.279	424,410	188,528	—	100	....
Sept. 30, 1871	17.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,962	—	.....	2,295	243,305	226,000	1,063	—	—	Leased to Boston and Lowell.)				17,711	14	100	31
Jun. 31, 1871	116.3	—	10.7	—	21	15	5	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,485	"	.....	.....	916,628	2,307,742	1,100	—	116.3	622,303	141,868	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,356	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	—	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	....	Schuylkill and Susquehanna .....Penn.	1 283,490	"	.....	.....	1,269,150	97,000	46,059	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	161	Seaboard and Roanoke..Va. & N. Carolina.	1,811,863	"	186,218	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206,548	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,600	"	.....	.....	2,667,600	1,624,000	.....	—	157.0	(No report furnished.)					—	100	....
Dec 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,554	"	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	"	3,650	19,550	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	15	35	7	89	South Side (L. I.) .....New York.	3,055,371	"	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67 077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	"	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	124,706	63,681	183,197	73,858	—	100	....
Aug. 31, 1871	170.6	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	6	3	—	—	Southern Pacific.....Texas.	1,904,083	"	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	"	.....	.....	4,000,000	4,000,000	.....	—	....	(Recently opened —No returns.)					—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	"	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,566	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	"	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	"	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	605,842	1,148,244	412,848	—	100	32
Dec. 31, 1871	451.6	154.2	60.5	—	152	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	"	377,335	835,913	16,000,000	17,704,000	196,785	1,022,453	934.4	4,568,888	633,166	.....	5,736,666	1,959,838	—	100	69
Sept. 30, 1871	34.9	—	9.1	—	18	13	6	242	Troy and Boston.....New York.	2,312,098	"	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,725,700	—	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,325	United Companies of New Jersey..N. Jer.	28,520,594	"	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,979	10	50	119
Sept. 30, 1871	74.7	—	5.8	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,955	"	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,815,681	"	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,486	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	—	—	—	—	(Leased to Vermont Central.)					8	100	69
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	284,674	24,446	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	662,238	162,372	2	100	82
Feb. 28, 1871	140 0	—	7.5	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	136,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	"	.....	.....	998,005	750,000	78,187	—	47.5	(Recently opened —No returns.)					—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased to Del., Lacka. and Western.)					7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	62,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	65,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,580	95,063	20,195	—	100	101
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	180.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	306,088	.....	.....	—	138.0	166,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.6	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	"	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,750,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased to Pennsylvania.)					—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	"	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,080	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey .....New Jersey.	2,241,892	"	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	164	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	"	.....	.....	918,462	2,500,000	40,000	—	168.0	143,269	13,340	42.937	238,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	"	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	68.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,847	240,628	32,892	.....	757.729	1,973,600	118,704	—	63.6	199,868	126,940	173.243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	"	19,621	125,598	1,456,200	1,580,100	51,230	151,965	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	8.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	"	.....	.....	400,000	4,315 000	71,633	—	143.5	247,360	70,848	126,939	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,576	1,425,400	200,000	—	137,517	45.7	314,467	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	.....	.....	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	3,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased to Lehigh Coal and Nav. Company.)					3	50	97
Dec. 31, 1871	166.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	— —	— —	1,428,755	113,361	lo-s.	10	100	116
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,888,749	—	.....	.....	4,847,400	—	.....	—	65.5	— —	— —	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,666	.....	—	108.0	— —	— —	982,188	578,462	31,978	—	50	85
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.... Penn.	1,132,452	—	.....	.....	1,003,800	110.000	8,179	.....	85.0	— —	— —	.....	175,120	89,337	9	50	....
Feb. 28, 1872	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,995	197,815	62,206	103.0	— —	— —	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	—	—	4,457,150	2,806,000	460,000	—	380.0	— —	— —	1,029,287	649,593	88,886	—	50	24
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	—	—	4,453,048	8,617,099	86,694	—	108.3	(Leased to Phila. & Reading.)			661,424	637,811	30c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,686,310	270,505	—	84.0	— —	— —	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	— —	— —	127,287	68,590	21,624	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,725	—	.....	.....	1,100,000	748,000	100,725	—	123.0	(Leased to Pennsylvania.)					—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— — @	59 —
Gartsherrie		— — @	— —
Glengarnock		49 — @	50 —
Eglinton		48 — @	49 —
Pig, American, No. 1		49 — @	50 —
Pig, American, No. 2		46 — @	48 —
Pig, American, Forge		40 — @	42 —
Bar, Refined, English and American		110 — @	— —
Bar, Swedes, assorted sizes	(gold)	137 50 @	142 50

—STORE PRICES.—

Bar, Swedes, 1¼ x⅜ & ⅛ 1/2 x ⅜ to ⅝ & ⅜ sq. 1¼ to 5x⅝ to ⅜ & ⅜ to 2 sq. 6 to 12 x ⅜ & ¼		150 — @	160 —
Bar, Refined, ⅜ to 2 in. rd. & sq.—1 to 6 in. x ⅜ to 1 in		— — @	100 —
Bar, Refined, 1¼ to 6 by ⅜ & 5-16 in		— — @	105 —
Bar, Refined, 1 & 1¼ by ⅜ & 5-16		— — @	107 50
Large Rounds, 2½ to 2⅞ to 3¼ to 4 in		110 — @	120 —
Scroll		120 — @	165 —
Ovals and Half-round		125 — @	145 —
Band, 1 to 6 in. by 3-16 to No. 12		— — @	117 50
Horse Shoe		— — @	125 —
Rods, ⅜@3-16 inch		105 — @	150 —
Hoop, ⅜ by No. 22 to 1 & 1¼ by 13 & 14		125 — @	172 50
Nail Rod	per lb.	— 9½ @	— 9¾
Sheet, Russia, as to assortment	(gold)	— 16 @	— 17
Sheet, Single D. and T. Common		— 6½ @	— 7½
Sheet, Doubles and Trebles, Charcoal		— 7¾ @	— 8¾
Sheet, Galvanized		List. 10 per ct. disc.	
Rails, English	(gold) per ton.	70 — @	— —
Rails, American, at Works in Penna	c'y.	80 — @	82 50
Anvils, (Eagle)	per lb currency.	— 9 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18½ @	— 23
English Spring (2d and 1st quality)		— 9½ @	— 10½
English Blister (2d and 1st quality)		— 14 @	— 18½
English Machinery		— — @	— 14½
English German (2d and 1st quality)		— 12½ @	— 14½
American Blister		— — @	— 11½
American, Cast, Tool		— — @	— 17
American, Cast Spring		— — @	— 11
American Machinery		— 11½ @	— 12
American German Spring		— 9 @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 75 @	5 —
8d. and 9d.	"	5 — @	5 25
6d. and 7d.	"	5 25 @	5 50
4d. and 5d.	"	5 50 @	5 75
3d.	"	6 25 @	6 50
Cut, 2d and 3d. Fine		7 — @	7 25
Cut Spikes, all sizes		5 — @	5 25

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold) per lb.	— — @	— 37½
Straits	(gold)	— — @	— 32
English	(gold)	— 31 @	— 31½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 11 50 @12 —	13 75 @ 14 50
I. C. Coke	9 50 @10 50	11 37½ @ 12 50
Coke Terne	8 25 @ 9 50	10 — @ 11 25
Charcoal Terne	10 25 @11 —	12 25 @ 13 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	—	8½ @	— 9
Crude, 40 @ 47 gravity (in shipping order)	—	12½ @	— 14
Refined, Standard White (in ship'g order)	—	19½ @	— —
Refined, S. W. (in jobbing lots)	—	19½ @	— 20
Refined, S. W. (in tin)	—	25 @	— 27
Naptha, Refined, (65 @ 73 gravity)	—	10½ @	— 11½
Residuum (in shipping order) per gall.	—	11 @	— 11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cask.

Copper, New Sheathing, (over 12 oz.) per lb.	—	— @	— 43
Copper, Bolts	—	— @	— 45
Copper, Braziers' (over 16 oz.)	—	— @	— 45
Copper, Nails	—	— @	— 45
Copper, Old Sheathing, &c., mixed lots	—	28 @	— 30
Copper, American Ingot	—	32 @	— 32½
Copper, English Pig	—	30 @	— 30½
Yellow Metal, New Sheathing & Bronze	—	— @	— 27
Yellow Metal, Bolts	—	— @	— 32
Yellow Metal, Nails, Sheathing & Slating	—	27 @	— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75 @	6 87½
German Ordinary	(gold)	6 75 @	6 87½
English	(gold)	6 75 @	7 —
Bar		— @	9 25
Pipe		— @	10 50
Sheet		— @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 — @	18 —
Liverpool House Cannel		— — @	22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 — @	6 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 21.

	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.	W. 21
Boston, Hart. & Erie	2½	2½	2½	2½	2½	2½
Canton Co.	102	....	100½	....	....	99
Central Pacific 6s	102	....	102½	102½	....	....
Central of N. Jersey	105	105	....	....	....	....
Chicago & Alton	111	111½	....	110½	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	95	....	....	....	....	....
Chicago, Burl. & Q.	109½	109½	109	108½	108½	....
" 8s, 1883	112	....	....	....	....	....
Chic. & Northwestern	78	77½	....	....	....	....
" pref.	86	....	....	85½	84½	85
" 1st M.	100	....	....	....	100½	....
" S. F.	....	....	....	....	....	....
" Consol.	....	89	....	....	89	89
Chic., Rock Isl. & Pac.	108½	108½	107½	108½	108½	108½
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	104	104
Clev., Col., C. and Ind.	89½	90	90	89½	89	89
Clev. & Pittsburg guar.	89	87½	87½	87	87	87½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	103½	103½	....	....	....	104
Col., Chi., & Ind. C.	30½	30½	30	30½	31	30½
" 1 M.	88½	....	88½	....	89½	87½
" 2 M.	....	....	72½	....	....	....
Del. & Hudson Canal	115½	....	....	115½	115½	116
Del. Lack. & Western	103	102½	102½	103	102½	103½
" 1 M. 7s	....	....	....	102½	....	102
" 2 M 7s	....	....	....	....	....	....
Erie Railway	60½	60½	61½	62½	64½	63½
" pref.	....	....	....	73	73	74
" 1 M. 7s, 1897	101½	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	100	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	85½	....	....	....	86	....
Hannibal & St. Joseph.	38	37½	36	37	36	36½
" pref.	....	....	....	....	....	....
" 8s, conv.	86½	....	....	....	86	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	117
" 7s	....	....	100	....	....	....
Lake Shore & Mich. S'th.	90½	90½	90½	90½	90½	90½
Lake Shore Div. bonds	93	....	93	93	....	....
Marietta & Cin. 1st pref.	22	....	....	....	....	....
" 2d pref.	....	....	....	....	....	111
Michigan Central	104½	103½	....	....	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	103	....	....	....	....	....
" 2 M.	98½	....	....	....	98	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	54½	54½	54½	54½	55½	54½
" pref.	72½	....	72	....	....	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	77½	....	....	77½	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	95	....	95	96	....	....
" 7s, gold	93	....	....	....	....	....
Missouri 6s	91	94	91	....	93½	....
" H. & St. J. 1s	....	....	91½	....	91½	....
Morris and Essex	93½	93½	93½	93½	94	94
" 1st mort.	....	....	....	....	....	104
" 2d mort.	99½	100	....	....	99½	....
N. Y. Cen. & Hud. Riv.	100½	100	100	100½	100½	100½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	92	....	....	92	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	129½	129	129	129½	130½	....
" pref.	....	....	....	....	....	124
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	140	140	139½	140	140	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	41½	41½	41½	42	42½	42½
" pref.	75½	....	75	75½	....	75
" 2d M.	....	84½	....	....	....	84½
Pacific Mail S. S. Co.	48½	46	47½	55½	48½	45½
Panama	112	....	111	111	110½	111½
Pitts., Ft. W. & Chi. gtd.	93½	93½	....	93½	....	....
" 1 M.	106	....	....	....	....	107
" 2 M.	....	....	102½	....	....	....
" 3 M.	....	....	....	....	93	....
Quicksilver Mining Co.	38½	36	38	38½	....	38½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	100	....	....	....
" 2 M. pref.	....	....	88	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	81½	81½	....	....	81½	....
" new	81	....	....	....	81½	81½
Tol., Wab. & Western	69	68½	68½	69½	69½	69
" pref.	....	....	....	....	....	....
" 1 M.	96½	....	....	95½	96½	....
" 2 M.	....	....	....	....	....	91
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	91½	....	....	....	91½	....
Union Pacific	30½	30½	30½	30½	31	30½
" 1st mort.	85½	86	86½	86½	86½	86½
" L. Gt. 7s	75½	75½	74½	74½	74½	....
" Inc. 10s	70	....	68	68	68	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	53	53	....	....	52½	....
" def. cert.	12½	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 21.

	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20.	W. 21
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	112½	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	112	112½	112½	....	....	....
U. S. 5s, 10-40s, coup.	113¾	114½	114½	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	118½	118½	....	118½	118½	118½
U. S. 6s, 1881, coup.	120½	121½	121½	121½	122	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	115½	....
U. S. 6s, 5-20s, c. 1862.	115½	....	....	....	....	116½
U. S. 6s, 5-20s, reg. '64	115½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	116	....	116½	....	....	116
U. S. 6s, 5-20s, reg. '65.	115½	....	....	....	....	116½
U. S. 6s, 5-20s, c. 1865.	117½	....	117½	117½	....	118
U. S. 6s, 5-20s, r. n. '65.	117½	....	118	....	....	....
U. S. 6s, 5-20s, c. n '65.	118½	118½	119	....	....	....
U. S. 6s, 5-20s, reg. '67	....	....	118	....	....	....
U. S. 6s, 5-20s, c. 1867.	120½	120½	120½	121	121	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	118½	....	....	118½	118½	
U. S. 6s, Pac. RR issue	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 20.

	W. 14.	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	97½	....	....	....	....	....
" 6s, 1883	 92	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '80	95	....	....	....	94½	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	98	....	....	....	....	....
Lehigh Navigation	41½	41½	41½	41½	42	41½
" 6s, 1884	89	....	....	....	....	89
" Gold L.	94½	94	....	....	94½	94
" R. R. L.	92½	92½	....	....	....	....
" Conv. '77	....	....	....	....	86	....
Lehigh Valley R. R.	60½	60	60	59½	59½	60
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	99½	....	....	....	....	99½
Little Schuylkill R. R.	....	46½	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52½	....	52½	....	52½	
Morris Canal	....	....	....	....	....	....
" pref.	....	....	125	125	125	
North Pennsylvania	48	....	....	....	48	
" 6s, 1880	....	....	....	....	....	
" 7s	 97	....	....	97½	..	
" 10s, 1887	....	....	....	....	....	
Northern Central	36	36	....	36	36½	
Oil Creek & Allegh. Riv.	31½	....	31½	....	31½	
" 7s	72	....	....	....	73	
Pennsylvania R. R.	54	54½	54½	54½	54½	
" 1st M.	....	....	....	....	....	
" 2d M.	....	....	....	....	97½	
" Gen. mort.	....	....	....	....	94	
" " reg.	....	....	96½	....	....	
Penn. State 6s, 1st series	....	....	....	....	....	
" 6s, 2d series	....	....	106½	106½	106½	
" 6s, 3d series	109	....	....	....	....	
Philadelphia City, 6s	....	....	97½	....	97½	
" new	101½	101½	101½	101½	101½	
Philad., Germ. & Nor.	....	87½	....	....	....	
Phila. & Reading	57½	57½	57½	58	58	
Philadelphia and Erie	26½	....	....	....	....	
" 6s	....	....	....	....	....	
" 7s	91½	....	92½	....	....	
Phila., Wilm. & Balt.	....	....	....	....	....	
Schuylkill Navigation	....	....	....	....	....	
" pref.	....	14½	....	....	....	
" 6s, 1882	77	....	77½	77½	77½	
" 6s, 1876	....	....	....	....	....	
" 6s, 1872	....	82½	82½	....	....	
United Co. of N. Jersey	120	120	120	119½	119½	
Hestonville, (Horse)	....	19	....	....	....	
Chestnut & Wal.	....	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	....	....	....	57	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 20.

	W. 14.	Th. 15.	F. 16.	Sat. 17.	M. 19.	Tu. 20
Baltimore City 6s, 1875	....	98½	....	99	....	
" 1886	....	....	....	99½	....	
" 1890	99½	99½	....	99½	99½	99½
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	99
Balt and Ohio	172	172	....	....	....	....
" bonds, 1875	....	98	....	....	....	....
" " 1880	....	96½	....	....	96½	....
" " 1885	....	....	96½	96½	96	96½
Marietta & Cin. 1st M.	....	100½	100½	....	....	100½
" 2d M.	....	89½	89½	....	89½	....
" 3d M. 8s	.... 83½	....	83½	....	....	84
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	93	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	95	....	95	95
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	52½	53½	....	....	....
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	21	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 21.

	Th. 15.	F 16.	Sat. 17.	M 19.	Tu. 20.	W. 21
Boston and Albany ...	143½	144	....	144½	....	144½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....	....	122½	....	122½	....	122½
Boston and Providence.	148	....	148	148	....	148½
Boston, Hartford & Erie....	....	....	....	....	....	....
.. 7s, new	36½	36½	36	36	36	34½
Cheshire, pref.....	....	....	....	....	....	77½
Chi., Burl. & Quincy...	109½	109	....	108½	108½	108½
Concord.....	....	....	....	....	....	....
Connecticut River.....	138	....	....	....	....	....
Eastern.....	106½	106	....	105½	105½	105½
Fitchburg.....	....	135	....	....	....	....
Manchester & Lawr'ce....	....	....	....	....	....	....
Michigan Central.....	104½	....	....	103½	103½	103½
Northern, N. H.....	109	....	....	....	111	111½
Ogdens. & Lake Champ....	....	....	....	....	....	55
.. pref.....	....	....	....	98	....	....
Old Colony	112	....	112	112	112	112
Ph., Wil. & Baltimore..	58½	....	....	58½	....	58½
Portl'd, Saco & Ports.....	....	....	....	....	....	130½
Union Pacific	....	....	....	....	....	....
" 6s.....	83½	....	....	....	....	....
" Land Grant 7s....	74½	....	74	73½	....	....
" Income 10s.....	....	....	....	....	....	....
Vermont & Canada.....	68	....	69	....	....	....
Vermont & Mass.....	....	82½	....	....	....	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	102½	103	102½	102½	....
Metropolitan	....	56½	....	....	....	....
Middlesex	60½	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	22½	23	23½	23½	23½	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	11	....	10½	....	....
Quincy	46½	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— May 2.	May 9.
Atlantic & Gt. W. 1st mort., $1,000..	79½ — 80½	79 — 80
Do. 2d mort., $1,000.....	69½ — 70½	68 — 70
Do. Con. mort. B'nds Bisch's Cert.	49 — 50	45 — 47
Do. Reorg. Scrip.....	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds....	92½ — 93½	92 — 93
Detroit & Milwaukee 1st mort. Bonds	71 — 73	70 — 72
Do. 2d do.	— —	— —
Erie shares 100 dol. all paid.....	50½ — 51	50 — 50½
Do. 6 per cent Convertible Bonds..	95 — 96	95½ — 96½
Do. European Agency Certificates	— —	— —
Illinois Central $100 shares all paid..	89 — 91	90 — 92
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88
Michigan Central 8s 1882, conv.....	85 — 90	85 — 90
Panama 2d mort.....	— —	— —
Panama General mort.....	91 — 93	91 — 93
Pennsylvania, 2d mort.....	97 — 99	97 — 99
Do. General mort.....	99 —100	99 —100
Do. $50 shares.....	44½ — 45½	44½ — 45½
Philadelphia and Erie 1st mort.....	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, May 24, 1873.

Stock Exchange and Money Market.

Money has been quoted easier in price, for speculative as well as for mercantile purposes, on a more liberal supply of funds, and a less urgent inquiry for aid, especially from the Stock Exchange and Gold Board. Call loans closed comparatively steady within the modified range of 5@7; and prime to good commercial credits, at from 7@10 per cent per annum. The foreign cable advices toward the close were of a more encouraging tenor, and lenders were more disposed to accommodate their customers, to the full extent of their present requirements at the ruling figures. The city banks, as well az the U. S. Sub-Treasury, made further additions to their reserves during the week. The city banks reported an addition of over five millions to their deposit line, over 1⅛ millions to their legal tender, and nearly half a million to their specie reserves. They enlarged their loan and discount averages about 3⅜ millions, while again reducing their circulation slightly.

The city banks are gaining encouragingly on their obligatory reserve, the last statement showing that they had $4,970,275 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U.S. Sub-Treasury, last week, enlarged its coin balance about 1⅛th millions; and added nearly 1¼th of a million to its currency reserve. Its currency reserves at the close of the week were $21,581,502; and its coin hoard, $41,573,615.

The clearances of the banks averaged through the week 102½ millions a day, and amounted in the aggregate, for the whole week, to $615 076,093 as against $655,285,411 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $238,635 and its coin reserve $1,143,470 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $20,698,900, against $20,309,500 same time last year. The city bank deposits are now $207,834,100 against $219,267,600, week ending May 18, 1872. The legal tender reserve amounts to $43,102,200, against $48,805,800 same time last year. The circulation now stands at $27,489,200 against $27,638 400 same time last year. The loans are now $278,074,400 against $285,713,600 at this date last year.

The coin reserve of the city banks is now about 20⅜ millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is nearly 43⅛ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 207⅞ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $3,363,594 of currency, and $4,143,197 of gold, the latter including $2,331,000 from customs; and disbursed $3,124,959 of currency and $3,099,727 of gold, the latter embracing $1,228,004 of coin interest.

Government revenues have been more prolific, through the week, especially in the excise form. The excises yielded within the week nearly five millions, and thus far in the current fiscal year beginning with July 1, 1872, $101,005,170. The customs at the port of New York, for the week, were $2,254,643, and at the outports, about $750,000 more, in coin or coin certificates.

The cash balances under the control of the Treasury Department on Wednesday were: Certificates, $26,800,000; Currency, $4,800,000; Coin, $74,500,000. The outstanding legal tenders were $356,478,000.

The Gold speculation has shown a fair degree of activity, on a steadier basis as the ruling prices, though the later dealings indicated a less buoyant market, in view of the comparatively light export movement in specie, due, in part, it is said, to the success of several very considerable negotiations in the London market, on American account, of which the public here had had no intimation before the accomplished facts were received from the other side. Messrs. Baring Brothers have taken charge of $5,000,000, or £1,000,000 Boston City Fire Loan, bearing 5 per cent interest, at 91½ per cent sterling; also, $2,500,000 or £500,000 Louisville and Nashville Railroad Company—Memphis and Clarksville branch; also, a pending loan of the same company—North and South Alabama branch, £1,000,000 sterling, or $5,000,000. The Paducah and Memphis Company have recently placed $5,000,000 in London and Amsterdam. These operations outside the usual calculation on the Exchanges with Europe, taken in connection with numerous small orders for various American Stocks through the Importing and Banking Houses, sufficiently account for the continued ruling of Bills on London below the points at which it would pay the Banker to ship American Gold coin to profit.

The past week's exports hence of specie were less than a million, while the produce exports, in currency value, reached nearly 5½ millions. The trade movements of the season seem to have taken an unexpected turn in favor of our Exports of Domestic Produce. The late Cotton Crop will turn out 4,000,000 bales in receipts, and from present appearances 2,750,000 exports to the foreign markets, of which 450,000 bales have yet to go forward between this and the 31st of August, the close of the crop year. These circumstances operate against a confident upward movement in the gold premium. The customs call has been up to a fair daily average for the season. The range of the price during the week has been from 117⅜@118⅜ and the closing quotation on Wednesday was 117½ against 117⅞ on Wednesday of the preceding week. The specie outflow last week, was $881,724. The Gold Exchange Bank clearances have averaged about 61⅜ millions per day during the week.

The customs demand for Gold last week, averaged $388 850 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been $1,653,682 against $639,612 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $119,715,763 against $142,096 515 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $70,659,196, against $72,306,268 during the same time in 1871-2.

The export drain of specie was $881,724 last week, against $3,268,085 same week preceding year. The shipments since July 1, 1872, have been $54,897,412 against $40,104,053 during the same portion of 1871.

Foreign Exchange has been somewhat variable as to price, on a fair offering of bills, and a moderate demand. Bankers' sixty day bills on London closed on Wednesday at 109@109½; sight bills on London, at 110@110½. The week's exports of Domestic Produce have been to the currency value of $5,452,894.

Under the Treasury programme for May, Government proposes to sell through the Sub-Treasury Gold as follows: Thursday, May 29, $1,000,000.

Government securities have been quite scarce in the open market, while the demand has been decidedly active, especially for the favorites with buyers for foreign investment account. The European orders for our public funds, recently received, have been unusually liberal in amount, and have been somewhat difficult to execute, because of the very meagre offerings of bonds. Government bought in on Wednesday $500,000 Five-Twenties from 115 94@115 99 net, out of an aggregate offering of $1,635,250.

U. S. sixes of 1881 closed on Wednesday of this week at 121¾@122; U. S. Five-Twenties of 1862, 116@116¼; U. S. Five-Twenties of 1864 at 116⅛@116¼; U. S. Five-Twenties of 1865 117 ¼

@118; U. S. Five-Twenties of 1865 consolidated, 118⅜@118⅞; U. S. Five Twenties of 1867, 120⅞@121; U. S. Five-Twenties of 1868, 118⅜@118⅞; U. S. Ten-forties at 114¼@114½; U. S. Fives of 1881 (Funding Loan) 114¼@115; Six per cent. currency Sixes from 115⅞@116.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 7.	May 14	May 21.
Consols	93⅜	93⅜	93¾
U. S. 5-20s, 1865	92	91⅞	91½
" 1867	93⅞	93⅝	94
" 10-40s	89¼	88¾	88¾
New Fives of 1881	89⅜	89½	89⅛
Erie	50⅜	46¾	49

State bonds have been in rather more demand, for investment purposes at somewhat steadier prices.

The Railway and Miscellaneous share speculation has been quite active, and, as a whole, indicative of reviving confidence on the part of operators for higher values, though on the later transactions, there was rather less buoyancy apparent.

Railway Mortgage Bonds have been in fair demand especially for home investment purposes. Considerable amounts of high priced Government securities have been exchanged for substantial Railway loans, at a handsome rate of profit, to the parties making the exchange. Central Pacific Sixes have been favorites with buyers, and have been in good demand, closing at from 102½@102¾. Chesapeake and Ohio Sixes have been also in fair request at 88 and interest. Western Pacific Sixes have been selling to a fair extent at 95. The Northern Pacific 7-30 Loan has been of readier sale at par and interest.

General business has shown less activity. The dry goods movement has been especially unsatisfactory, and rates have been unusually irregular. The Hardware trade has been on a moderate scale with values comparatively well supported. The dealings in the Metal trade have been limited, though buyers have had any existing advantages. Copper has been very quiet, though buyers have had the advantage as to prices; Lake quoted at 31½c. Sales, 50 tons English at 30c.@30½c. Pig Iron has been quite dull, and prices of Scotch product have been further reduced materially, on more urgent offerings. No important dealings transpired. Iron Rails have been in more request, especially old, of which 2,000 tons T and double-headed, at $49 and $50. We now quote Glengarnock Pig nominally at $46; Eglinton do. at $45@$46; No. 1 American Pig at $48@50; No. 2 do. at $46@$47; Wrought Scrap at $47@$49; English rails at $70@$71, gold; American Rails at Works, $80@$83; Pig lead has been very dull at 6¼c.@6¾c., gold, for ordinary foreign. Spelter selling in lots at 7⅛c.@7¾c., gold. Pig-tin has been dull and heavy, with Straits quoted at 31½c.@32c., and English at 30½c.@31c., Banca, 37c., gold. Sales, 300 slabs Straits on private terms. Tin Plates have been slow of sale and weak as to values. Sales have been reported of 350 boxes Charcoal Plates at $11 75; 250 boxes Terne at $10 50, gold, and 500 boxes Coke, Plates on private terms. Charcoal Plates quoted here at $11 62½@$12; Charcoal Terne, $10@$10 75. Coke, $9 50@$10; Coke Terne, $8 50@$9 50, gold, per box. Zinc inactive and nominal at 9c., gold.

In domestic produce there has been less activity, with less firmness in prices. Breadstuffs, Cotton, Provisions, Naval Stores, and Petroleum closed weak in price. Middling upland Cotton left off at 19¼c. per lb. The receipts at all the ports, since Sept. 1, have been 3,348,818 bales, against 2,604,761 bales same time in the preceding year; exports 2,283,871 bales against 1,812,501 bales in the previous year; stock at the ports at latest dates, 890,934 bales against 256,288 bales same date 1871.

Foreign goods have been moderately dealt in at irregular prices. The week's imports amounted to $7,938,263 including $1,340,255 of dry goods.

Ocean freights have been quite active and again quoted stronger, especially for Grain and Petroleum room, which has been in most request.

At the Live Stock Markets, Beeves have been in fair request at from 8½@13¼ cts. Veals at 5¼@10¾ cts.; Sheep at from 5@8 cts.; Swine at 5½@5⅞ cts. per lb., all live weight. The week's receipts were 9,411 Beeves, 4,213 Veal Calves, 18,243 Sheep and Lambs, and 36,521 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 1st mort., 36¼; do., guar., 50; Quincy and Toledo 1st mort., 91; Canada Southern 1st mort., 94; Louisville and Nashville 7s, consol., 1898, 93½; Delaware and Hudson Canal 7s, 1891, reg., 104¼; North Missouri 1st mort., 91; Toledo, Peoria and Warsaw 1st mort., E. D., 93¾; do. W. D., 88½; Mil. and St. Paul 7s, Iowa div., 84½; do. LaC. div., 92; Ohio and Mississippi 7s, consol. S. F., 95; Lake Shore and Michigan Southern 7s, consol., reg., 100; Burlington, Cedar Rapids and Minnesota 1st mort., 88¼; St. Louis and Iron Mt. R. R., 86; do. 1st mort., 98; Chicago and Northwestern interest bonds, 95; Buffalo, New York and Erie, 1st mort., 95; Central of New Jersey 1st mort. new, 104⅝; Chicago and Milwaukee 1st mort., 96; Western Pacific bonds, 95; Gt. Western 1st mort. 1888, 95; Cedar Falls and Minnesota 1st mort., 80; St. Louis, Jacksonville and Chicago 1st mort., 90¾; Atlantic and Pacific pref., 25¼; New Jersey Southern R. R., 32¼; do. 1st mort., 76½; Pacific R. R., of Mo., 46; Rensselaer and Saratoga R. R. 105; Western Union Tel., 85⅝; do. 7s, 96; Quicksilver pref., 47; U. S. Express 71; Am. Mer. Union Exp., 67¾; Adams Exp., 96; Wells Fargo Exp., 80¾; Consol. Coal of Md., 56; Am. Coal, 64; Spring Mt. Coal, 58; Maryland Coal, 25½; New Central Coal, 55; Pennsylvania Coal, 228½; Arkansas 7s, issued to Central R. R., 18; Georgia 6s, 80; Alabama 8s, 1893, 86; N. Y. State 7s, B. L., reg., 106; do, coupon, 105⅝; South Carolina 6s, new, Jan. and July, 16¼; do. April and Oct., 28.

Philadelphia.—Camden and Atlantic R. R., 33; Pennsylvania R. R. allotments, 53⅞; Philadelphia and Trenton R. R., 119¾; Catawissa new pref., 32¼; Nesquehoning R. R., 54; West Jersey R. R., 50½; Philadelphia and Reading 7s, new conv., 106; do. Gen'l mort., 7s, reg. 104; do. coupon, 103; Chesapeake and Delaware Canal 6s, 88½; Pennsylvania Canal 6s, 69; Lehigh Valley 7s, new, 103⅞; Wilmington and Reading 7s, 100; Reading C. and I. 7s, reg., 93; Huntingdon and Broad Top Mt. R. R., 11; do. pref., 16¼; do. consol., 65⅛; do. 1st mort., 102½; Westchester and Philadelphia R. R. 7s, 101¼; Belvidere Delaware 2d mort., 84; Lehigh Nav. conv. gold loan, 96; Harrisburg and Lancaster R. R., 50½; do. 6s, 94; Pennsylvania and New York 7s, 100½; Pittsburg, Cincinnati and St. Louis 7s, 75½; Morris Canal 1st mort., 93. The latest quotations are: City 6s, 97½@97¾; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, —@100½; do. 2d series, 106½@107; do. 3d series, 109@110; Philadelphia and Reading 58@58⅛; do. Gen'l mort. 7s, coup., 102¾@103¼; do. reg., 103½@104; do. mort. 6s, 1880, 95@95; do. 7s, new, conv., 106¼@106½; United New Jersey R. R. and Canal Co., 119½@119¾; Camden and Amboy mort. 6s, 1889, 94½@95; do. 1883, 92@92; do. 1889, 90@90½; Pennsylvania R. R., 54⅛@54¼; do. allotment, 53⅞@54; do. 1st mort., 101@102; do. 2d mort., 97@97½; do. General mort. coupon, 93@94; do. reg., 96@97; Little Schuylkill R. R., 46@47; Morris Canal, 49@50; do. pref., 123@125; do. 6s, 93¼@95; Susquehanna Canal, 7@8; do. 6s, 74@76; Schuylkill Nav., 7@8; do pref., 14@15; do. 6s, 1882, 77¼@77½; do. 1872, 82@82½; Elmira and Williamsport pref., 35@40; do. 7s, 1873, 97½@98¼; do. 5s, 58@59½; Lehigh Coal and Navigation, 41¾@41⅞; do. 6s, 1884, 88@89; do. R. R. Loan, 92@92; do. Gold Loan, 93¾@94¼; North Pennsylvania, 48@48¼; do. 6s, 96½@98½; do., 7s, 97½@98 do. Chattle 10s, 106@109; Philadelphia and Erie, 25½@26¼; do. 6s, 88@90; Minehill, 52¼@52½; Catawissa, 20@21; do. pref. 42½@42¾; do. new pref., 32@32½; do. 7s, 1900, 101@102; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 98@99; do. reg., 98@99¾; do. 7s, 103¾@104; Fifth and Sixth streets, (horse,) 51½@51½; Second and Third, 55½@58; Thirteenth and Fifteenth, 21½@21½; Spruce and Pine, 31@32½; Green and Coates 49@50; Chestnut and Walnut, 58@60; Hestonville, 18½@19½; Germantown, 31@—.

Boston.—Vermont and Canada Equip. 8s, 80; Atchison, Topeka and Santa Fe R. R., 20¼; do. 1st mort., 73¾; do. L. G., 73½; Burlington and Missouri River R. R., 106¾; do. 7s, 1893, L. G., 95; Eastern R. R. 6s, 1874, 98¼; do. 7s, 1882, 101; Vermont and Massachusetts R. R. 6s, 1883, 93½; do. 7s, 1879, 99⅞; Burlington and Southwestern 1st mort., 50; Cheshire R. R. 6s, 92½; Boston, Clinton and Fitchburg 7s, 1890, 90⅞; Vermont Central 1st mort., 33½; Burlington and Missouri R. R. 8s, in Nebraska, old, 99⅞; Missouri River, Ft. Scott and Gulf R. R. 1st mort., 85; Chicago, Burlington and Quincy 7s, 94½; Old Colony R. R. 7s, 102; Portsmouth, Gt. Falls and Conway R. R., 95; Connecticut and Passumpsic Rivers R. R., 88¾; Rutland pref., 55¾; do. scrip, No. 3, 92½; do. 7s, 82½; Summit Branch, 40⅞; Eastern (N. H.) R. R., 100¾; Norwich and Worcester R. R., 130; Taunton Branch, 135¼; Cincinnati, Sandusky and Cleveland R. R., 15¾, Cary Imp., 12⅝; Waverly Land, 4⅛; New Hampshire 6s, 98⅞; Maine 6s, 1889, 99½; Massachussetts 6s, 1874@1876, gold, 112¾; Salem 5s, 1880, 89½; Charlestown 6s, 1888, 94¼; Chicago 7s, 1890, 98¾; do. 1892, 99⅛; Bangor 6s, 1894, 88; Lowell 6s, 1890, 95; Cambridge 6s, 1892, 95; St. Louis 6s, 89⅛; Cook Co., Ills., 7s, 99; Brooklyn 6s, 1881, 92; Allouez Mining Co., 10⅛; Calumet and Hecla, 162½; Dawson Silver, 25c.; Hanover, 1; Mesnard, 2¼; Phœnix, 18; Petherick, 3½; Ridge, 9; Shuniah Silver, 1; Star, 1⅛; St. Clair, 3¼.

Baltimore.—Virginia consols, coupons, 78; do. new, Peelers, 51; Maryland Defence 6s, 105½; Central Ohio 6s, 86⅜; Orange, Alex. and Manassas 7s, 81⅜; Northern Central 6s, 1900, gold, 93½; Western Maryland 6s, guar. by Washington Co., 83⅞; Santa Clara Mining Co., 4.25; Atlantic Coal, 2.90. The latest quotations are: Wilmington, Columbia and Augusta bonds, 80¾ @81¼; Pittsburg and Connellsville 7s, 1898, 94¾ @95¼; Baltimore and Ohio, 172@173; do. 6s, 1875, 98¼@99½; do., 1880, 96½@97; do., 1885, 96@97; Parkersburg Branch, 11@14; Northern Central, 86@88; do. 6s, 1885, 92¾@93; do., 1900, 83@84¼; do., 6s, 1900 gold, 93½@94½; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885,90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 100@101; do., 2d mort., 7s, 89¼@89½; do., 3d mort., 8s, 83⅞@84; Central Ohio, 40@41½; do. pref., 41@42½; do. 1st mort., 86⅜@86½; Western Md. 1st mort. 6s, 1890, 85@90; do. 1st mort. guar., 97@97; do. 2d mort. guar., 96½@97; do. 3d mort., guar., 96⅞@97; do. 2d mort. pref., 75@85; do., 2d mort. guar. by Washington Co., 82½@85; Richmond and Danville 1st mort., 75½@76½; Orange and Alexandria 1st mort. 6s, 93@96; do., 2d mort. 6s, 88@90; do., 3d mort. 8s, 88@90; do., 4th mort. 8s, 80@81; Orange Alex. and Manassas 7s, 80@82; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77@78½; do. 8s, 3d mort., 87½@88¾; Baltimore 6s, 1875, 99@99; do., 1884, 96¾@—; do. 1886, 99½@100; do., 1890, 99½@100; do., 1893, 97@97; do. 1893, exempt, 102@102; do., 1900, exempt, 99@99; do. 1900, new, 98@98⅝; do. 1902, 99⅞@100; Memphis City 6s, 57@58; Maryland Defense Loan, 1883, 105@106; Virginia 6s, old, 40@41; do. coupon old, 38@40; do. consol. 6s, 53¼@53½; do. reg. 51@53; do. coupons, 77½@78½; West Virginia, 11⅛@12⅛; City Passenger R. R., 19@21; George's Creek Coal, 120@127.

☞ Messrs. A. DeGraffe & Co. have resumed work upon the western terminus of the Winona and St. Peter Railroad. It will be remembered that the work was suspended at the beginning of last winter, owing to the unusual severity of the weather, and that subsequently Congress extended the time agreed for the completion of the work until the 1st of September, 1873. The road has been completed and the iron laid to the state line, 119 miles west of New Ulm. The terminus of the toad is at Lake Campaska, in Dakota Territory, 45 miles beyond the boundary of Minnesota. Nearly all this distance is graded, ready for the iron, and the iron ready for laying.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 10, at 544,646 tons, and for the coal year at 6,742,640 tons, against 7,581,918 tons to corresponding time last year, being a decrease of 839,278 tons. The bituminous tonnage for the week is 57,997 tons, and for the year 550,651 tons, giving a total of all kinds for the week of 602,643 tons, and for the year 7,293,291, tons, a decrease as against production to same time last year of 744,407 tons.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending May 8 are: freight, $42,866 33; passengers, $38,631 89—total, $81,498 22.

BANKING HOUSE OF FISK & HATCH.

No. 5 NASSAU-ST., NEW YORK, May 19, 1873.

The present high price of Government Securities is increasing the demand for first-class Railroad Bonds, and it is not reasonable to suppose that the present difference of from twenty to thirty per cent. can be obtained for any great length of time.

We are recommending for exchanges or for new investments—

The Chesapeake and Ohio seven per cent Mortgage Bonds, interest payable January and July; principal and interest payable in gold, in New York city.

Only $3,000,000 of these Bonds will be offered for sale at present. Price 90 and accrued interest.

They are amply secured, and a very desirable investment. The proceeds will be used in adding largely to the present equipment, and in extending the line from its present tide-water terminus at Richmond to deep water on the Chesapeake Bay, where the largest steamers in the world can load and unload alongside the cars.

Also the Chesapeake and Ohio six per cent Bonds, interest payable May and November. These Bonds are issued in denominations of $100, $500, and $1,000. Price 88 and accrued interest. The road, 420 miles in length, is now completed, and the business offering is very large and increasing daily.

We have just published a pamphlet giving a full description of the Chesapeake and Ohio Railroad and its advantages, and particular information concerning the agricultural, mineral and mechanical resources, the remarkable coal and iron deposits, and the opportunities for settlement, investment and the employment of capital and labor in various industries along its route, copies of which may be had free of charge, upon application in person or by mail.

Also the Western Pacific six per Cents at the market price, which is to-day 95, flat. These bonds are $1,000 each; interest payable January and July. This road having been consolidated with the great Central Pacific, the payment of its bonds, principal and interest, is assumed by them.

We continue to deal in Government and Central Pacific Bonds, receive deposits, on which we allow interest, make collections, execute orders at the Stock Exchange for cash, and conduct a general banking business.

FISK & HATCH.

☞ The branch of the Boston and Maine Railroad, recently built at a cost of $120,000, has proved a success, and an extension of this road to a connection with the Salisbury branch of the Eastern Railroad, at Salisbury Mills, is now talked of. A charter for this extension was granted three or four years ago.

☞ The work of surveying the proposed line of railroad to connect Dover with the Great Falls and Conway Railroad, is now being rapidly urged on, and there is every prospect that the connecting link will be built at an early date.

☞ Messrs. Clark, Reeves & Co., of Phœnixville, Pa., have received an order from the Chicago and Alton Railroad Company for seven spans of bridges of 160 feet each. They are also at work on the Girard Avenue Bridge, Philadelphia.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency.

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

☞ Attorney General Williams has rendered his decision as to the right of the Cairo and Fulton Railroad Company, running from St. Louis to Texas, to build a bridge across the Arkansas River at Little Rock. He decides that the company has the right to build the bridge under the original act of Congress donating lands to aid in the construction of the road and the acts of the Arkansas Legislature, if it shall not obstruct the navigation of the river; that the company is not bound to file plans and specifications with the Secretary of War, as is required by the Citizens' Bridge Company, chartered by Congress in 1870, as the railroad company is building its bridge independently of the Bridge Company, and is not bound by the laws governing that corporation.

☞ The Supreme Court of Ohio has pronounced unconstitutional a law of that State empowering communities to levy taxes for the construction of railroads. The grounds of the decision, which was unanimous, are, that such taxation is not for public purposes, for which alone taxes can be constitutionally levied, and that the State Legislature is forbidden by the constitution to authorize any community to engage in this way in private enterprises, directly or indirectly.

☞ The following gentlemen have been elected directors of the Southern Pennsylvania Railway and Mining Company: T. B. Kennedy, Col. T. A. Scott, John Rice, Wistar Morris, Josiah Bacon, George B. Roberts and Strickland Kneass. T. B. Kennedy was elected president of the road.

☞ It is stated that the necessary amount of capital, 10,000 shares at $100 each, to organize the North and South Jersey Railroad, which is to run from the Delaware river, in Salem county, through Mount Holly to Bound Brook, in Somerset county, has been subscribed.

☞ The gauge of the West Jersey Railroad is to be changed so as to admit of the running of the Pennsylvania Company's cars to the Capes. The gauge will be an inch narrower than at present.

Commerce of New York.

The foreign imports at New York for the month of April, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$22,863,493	$14,768,239
Do. for warehousing	20,810,346	14,189,071
Free goods	3,206 479	7,639,868
Specie and bullion	63,619	582,253
Total entered at port	$46,443,937	$37,179,426
Withdrawn fr. wareh'use	11,136,287	11,241,194

The foreign imports at New York for four months from January 1, were:

	1872.	1873.
Entered for consumpt'n.	$82,616,870	$71,375,103
Do. for warehousing	65,871,388	48,105,657
Free goods	10,921,755	36,158,662
Specie and bullion.	637,831	1,644,833
Total entered at port	$159,547,844	$157,284,255
Withdrawn fr. wareh'se.	46,268,490	44,063,091

The foreign imports at New York for ten months ending April 30, were:

	1872.	1873.
Six months	$183,028,276	$199,326,050
January	35,679,496	37 803,691
February	38,206,143	38 860,517
March	39,218,268	43,440,621
April	46,443,937	37,179,426
Total for 10 months	$342,576,120	$356,610,805
Deduct specie	2,244,387	6,461,463
Total mdse	$340,331,733	$350,148,842

The duties received at New York for ten months from July 1, were:

	1872.	1873.
Six months	$74,078,181 75	$64,393,092 93
January	13.317,086 82	10,763,626 44
February	14,710,928 08	12.893,687 89
March	14,095,994 24	12.101,274 64
April	13,948,999 00	9,826,491 32
Ten months	$130,151,189 89	$109,978,123 22

The exports from New York to foreign ports in the month of April, were:

	1872.	1873.
Domestic produce	$16,118,266	$24,522,926
Foreign free goods	64,958	197,907
Do. dutiable	906,560	898,935
Specie and bullion	4,499,518	3 850,840
Total exports	$21,589,302	$29,470,608
Do. exclusive of specie.	17,089,784	25,619,768

The exports from New York to foreign ports for four months from January 1, were:

	1872.	1873.
Domestic produce	$66,647,319	$85,423,164
Foreign free goods	544,846	926,751
Do. dutiable	3,293 811	2,441,614
Specie and bullion	9,726,141	18,219,705
Total exports	$80,212,117	$107,011,234
Do. exclusive of specie.	70,485,976	88,791,529

The exports (exclusive of specie) from New York to foreign ports for ten months ending with April, were:

	1872.	1873.
Six months	$119,604,290	$130,400,814
January	18,951,004	20,050,550
February	17,915,169	21,139,002
March	16,530,019	21,982,209
April	17,089,784	25,619,768
Total produce	$190,090,266	$219,192,343
Add specie	82,037,065	53,063,848
Total exports	$222,127,331	$272,256,191

☞ During the past week locomotives to the value of $97,599 were shipped from Philadelphia o foreign countries.

Journal of Railroad Law.

RAILROAD COMPANIES—LAW OF NEGLIGENCE APPLICABLE TO PERSONS CROSSING TRACK.

The facts in the recent case of The New Jersey Railroad and Transportation Company *vs.* West, (33 N. J. Law Reports, 430), are as follows:

The plaintiff complained and set forth, in substance, that the defendants were owners of a certain railroad which was constructed and laid upon and along a certain public street of the city of Newark, known as the New Jersey Railroad Avenue, which street is intersected by a large number of other public streets of said city, and in and upon said street a large number of other streets open, and across which said avenue it is necessary for the inhabitants of this State constantly to pass for business or pleasure; that the said defendants owned and possessed a large number of cars and locomotives, which were propelled by steam upon and along the said railroad, and passing through said New Jersey Avenue; that the said cars and locomotives were negligently and badly managed and driven, and that for the want of good and sufficient care in the management thereof, they struck and run into the body of the said plaintiff, as he was in the act of passing over the said railroad and the track of the said railroad, as laid and constructed on the said public street known as the New Jersey Avenue, and while he was passing on foot that part of the said avenue designed and used for the passage of persons on foot, as he lawfully might, whereby he was greatly mutilated and injured, &c., and whereby he hath lost and been deprived of his eye sight, &c.

The defendants pleaded the general issue. The cause was tried at a Circuit Court held in the county of Essex, before his Honor Justice Haines and a jury.

The plaintiff examined a number of witnesses and then rested his case, and thereupon the counsel of the defendant moved the court to non-suit the plaintiff "for want of care on his part."

The motion having been refused the counsel of defendants excepted to the ruling of the court, and filed a bill of exceptions which were allowed and sealed.

The case having been removed into this court by writ of error, the following errors were assigned:

1st. Because the court below, after the plaintiff had rested his case, refused to grant the motion made by the defendant to non-suit the plaintiff.

2d. Because the justice, having refused to non-suit the plaintiff, refused to charged the jury that the plaintiff had failed to make out a cause of action against the said defendants, but left the matter in the jury's hands upon the evidence of the case, without such instructions.

3d. General errors. The following is the opinion of the court delivered by—

ELMER, J.—The only question presented in this case is, whether it was error in the judge at the circuit to refuse to non suit the plaintiff "for want of care on his part."

It was held by this court, in the case of The Central Railroad Company *vs.* Moore, 4 Zeb. 824, that a plaintiff suing for an injury caused by the negligence of the defendant, will not be entitled to recover if his own negligence contributed to the injury; and that when the facts are clear and undisputed and show a want of ordinary care on the part of the plaintiff, the question should be decided by the court; but if the evidence is doubtful, and the inferences to be drawn from it questionable, it is for the jury to determine. In my opinion, this was clearly a case for the jury. The plaintiff was in the act of crossing the railway in the city of Newark, at a place commonly used, and furnished with planking for that purpose. A train in plain sight was coming from the direction of New York, at a speed of twenty-five miles an hour, a rate exceeding that fixed by the ordinance of the city. He appears to have stood watching this train, on a track used for coal cars, there being another track between him and the track upon which the New York train was running. As soon as this train passed, he stepped upon the track next to him for the purpose of crossing, and was struck by a train coming from Elizabeth, which, it was stated rang no bell and blew no whistle. Under such circumstances, the inference to be drawn from the facts detailed by the witnesses, were promptly submitted to the jury. They were quite as doubtful as those in the case of Central Railroad *vs.* Moore. As I had occasion to remark then, it would be a plain case which would justify a court of errors in reversing a judgment because the judge declined to order a non-suit.

In my opinion the judgment should be affirmed.

Judgment affirmed.

Illinois, Missouri and Texas Railroad.

The initial branch or division of the road starts at Cape Girardeau and runs southwest to Poplar Bluff, Butler county, intersecting with the Iron Mountain Railroad at Allenville, and the Cairo and Fulton Railroad at Poplar Bluff. Forty-two miles of the road are graded, laid with ties and ready for the iron, westward from Cape Girardeau. Three and a half miles of the track are laid, and in thirty days more will be laid to Allenville, and sixty days afterwards will be completed for the forty-two miles now graded. By the first of next January the whole of the division to Poplar Bluff, a distance of sixty-three miles, will be completed and in running order. There are several locomotives and cars at St. Louis awaiting transportation to the road, and four thousand tons of rail en route from London via New Orleans. The road will ultimately connect with the Illinois Central at Jonesboro, Ill.

Preliminary surveys are now being made for another division from Allenville, Mo., westward for one hundred and fifty or sixty miles through the southern tier of counties of Missouri and thence southwest to Fort Smith, Ark.—*St. Louis Globe.*

☞ J. L. Birkey has been elected President, H. M. Wythe Treasurer, and Waldo Taylor Secretary of the Straitsville and Hocking Valley Railroad Company. The "Straitsville and Hocking Valley" is the contemplated route from Shawnee down the Snow Fork to Mineral City on the Cincinnati and Marietta, and is intended to give the Baltimore and Ohio direct railroad communication from the coal field both to Cincinnati and Sandusky City

☞ The Staunton (Va.) *Vindicator* says that President Huntington has announced that the terminus of the Chesapeake and Ohio Railroad will be at Yorktown, on the York river. The company some months ago purchased a large quantity of land there, and the route for the road is now being surveyed.

☞ The Salisbury *Gazette* says that the enterprise of building a railroad from Newton, Md. to Cherrystone, Va., has now assumed such proportions as to give rise to a belief that it will certainly succeed. According to the latest authentic advices the company is to be organized about the last of May, with a capital stock, subscribed by Pennsylvanians, of $100,000, one-tenth of which will be paid in immediately so that the work can be commenced at once if deemed advisable. An election will soon be held in Accomac and Northampton counties to decide whether or not the people will allow the company an untrammelled right of way from the Maryland line to Cherrystone. This being decided affirmatively, it is presumed that work will commence at an early day.

☞ We see it announced that the officers of the Texas and Pacific Railroad have finally decided upon the San Dragonia pass as the route from San Diego to Fort Yuma. It passes to the north of the direct route, and is 270 miles between the points named, but equating grades and curves it is commercially fifty miles shorter than the direct route, which is only 203 miles. The work upon the final location is now proceeding.

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, May 3, 1873.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, the 28th day of May instant, at 11 o'clock A. M. The transfer-books of the Company will be closed after the 14th instant until the 2d day of June next.

A subsequent closing for the new stock subscriptions will be duly announced.

L. A. CATLIN, Secretary.

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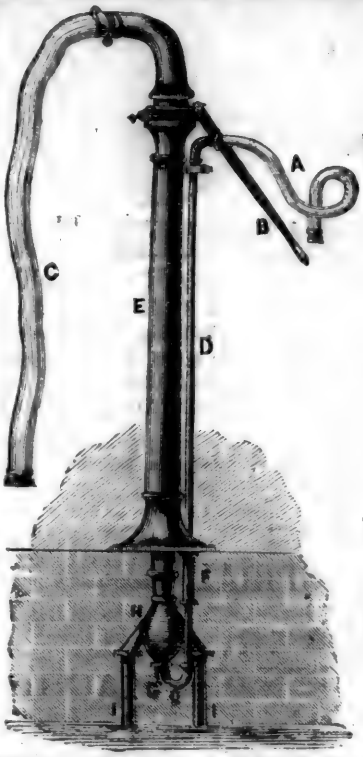
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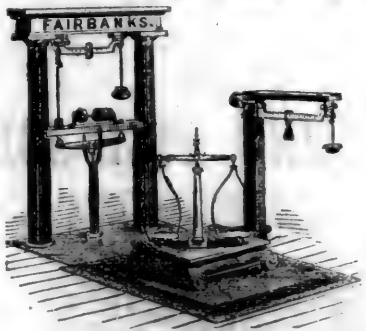


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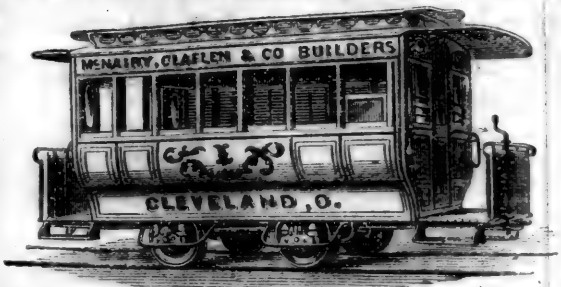
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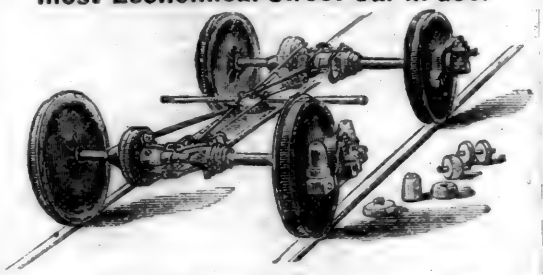
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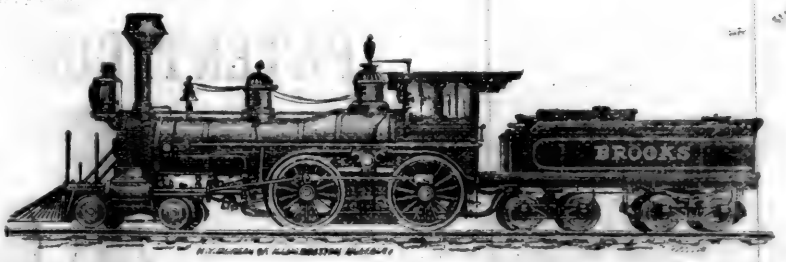
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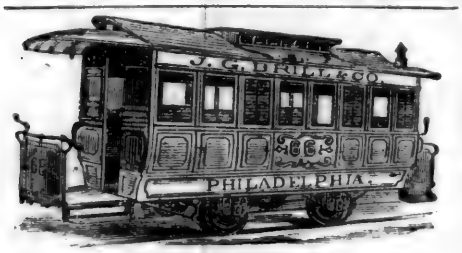
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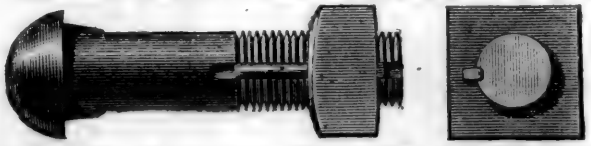
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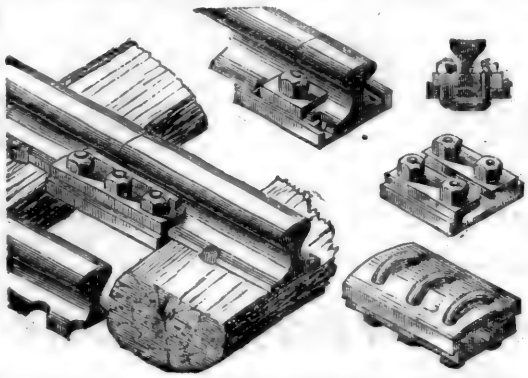
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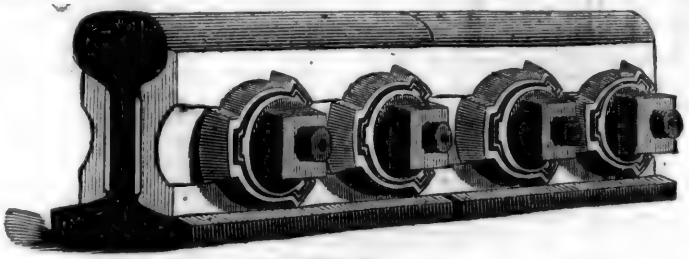
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No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, May 31, 1873.

New Depot of the Pennsylvania Railroad Company.

The market house at the N. E. corner of Sixteenth and Market streets, Philadelphia, but a short time ago frequented by the housekeepers of the neighborhood, has been transformed into a freight depot, which, in connection with the adjoining depot, thrown, as it has been, into one vast freight room, makes it the largest and handsomest in the city. The extension was greatly needed to accommodate the great quantity of merchandise for shipment over the Pennsylvania Railroad. The arrangements for receiving and shipping freights are most complete, each platform having its offices with their scales for weighing the freight. The scales of the new depot have just been put in, and are of RIEHLE BROS.' make, which possess peculiar advantages, and appear to be the favorite scale for this and other purposes, as they are daily becoming more generally used. We find, from investigation, that there are nearly one hundred scales in use at the present time along the line of the Pennsylvania Railroad, varying in value from $150 to $2,500, made at the Philadelphia Scale Works (about forty of them are in the various depots in Philadelphia.) There is said to be more general merchandize weighed upon this make of scales in Pennsylvania than all others combined. This indicates the high esteem in which the patented scales of this firm are held, and a proof of the superiority of Philadelphia mechanics.

BANKING HOUSE

—OF—

JAY COOKE & CO.

No 20 WALL STREET, New York.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan at an aggregate not exceeding thirty million dollars, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, *the limited remainder of the* **7 3-10** *loan is now being disposed of* through the usual agencies.

As the bonds of this issue are made receivable in payment for the Company's lands at **1.10**, they are in constant and increasing demand for this purpose, and will continue to be after the loan is closed—a fact which much enhances their value and attractiveness as an investment.

The Company has more than 500 miles of its road built and in operation, has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics at current rates.

JAY COOKE & CO.

Southern Central Railroad.

The Southern Central Railroad Company is authorized, by an act of the Legislature passed on the 27th of March last, to charge a fare not exceeding four cents per mile, and four cents for any fractional distance less than a mile, on their road, provided they shall furnish commutation or mileage tickets in amount not less than ten dollars, not transferable, at the rate of two cents per mile and two cents for any fractional distance less than a mile; and provided further, that for single passenger tickets sold at said company's ticket offices they shall not charge more than three cents per mile and three cents for any fractional distance less than a mile, except so far as may be necessary in any case to make the amount of fare a multiple of five, and said company shall keep its offices open for the sale of tickets at least fifteen minutes before the starting of trains.

JAY COOKE & CO.,

No. 20 Wall Street,

NEW YORK.

EXCHANGE

—ON—

LONDON,
PARIS,
BERLIN,
FRANKFORT,
BREMEN,
VIENNA.

CABLE TRANSFERS,

Circular Letters,

COMMERCIAL CREDITS,

—ON—

Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

CABLE TRANSFERS UPON VIENNA DIRECT

The Siberian Pacific Railroad.

It is announced that the construction of the Russian Trans-Continental Railroad, to connect the Baltic with the Pacific through Siberia, will be commenced as soon as arrangements can be made, and probably before the end of this year. It will commence at Nijni-Novgorod, in the Volga—in the basin of the Caspian—600 miles from St. Petersburg, in latitude 56 degrees, and run in an eastward direction 600 miles to the summit of the Ural chain, and 250 more in the same direction to Novolosk; thence east southward through Tomsk and Krasnogarsk 1,500 miles to Iskoutsh, on the shores of Lake Baikal in latitude 53 degrees; and thence the route to the Pacific, a distance of 1,500 miles, will be determined by a survey yet to be made. Such is the general project, but no working surveys between Novgorod and Iskoutsh have yet been made, and the plans may be altered. The total distance to be built is about 4,200 miles, and of this distance more than 3,000 will be north of latitude 50, and much of the distance in the basin of the Arctic Ocean, north of the Altai Mountains, and at a considerable elevation above the sea, so that it is

almost certain the road will be closed to travel for five months of the year in some parts of its route by snow and ice. The Pacific terminus will probably be at Alexandreffsky, on the Japanese Sea, in latitude 42, that being the chief port of Manchooria since the transfer of the Government offices from Nicolaieffsk, on the Amoor river. Nothing is said of the time when the road is to be finished, and a long time will elapse, as the work will advance only from the west. Its completion, however, when it does come, will be a great benefit to the coasts and commerce of the North Pacific.—*Alta California.*

Northern Central Railway.

The committee of five of the stockholders of the Northern Central Railway Company, appointed at the annual meeting in Baltimore, February 27th, 1873, to negotiate with the Pennsylvania Railroad Company for the permanent lease of the Northern Central Railway and its leased roads, have prepared and printed their report, to be submitted to the stockholders in advance of their next meeting, to take action on the same. The committee, it will be remembered, comprised Messrs. Thos. C. Jenkins, A. Loudoun Snowden, Henry Webster, Jno. S. Irich and H. G. Mosher. A very complete review of the condition of the road, its finances and resources, is made by the committee, including many of the statements fully reported at the annual meeting in February. The conclusions arrived at are as follows:

That the management of our road has been honest and as vigorous and effective as was possible under all its surroundings. If the company owned or controlled lines leading to all the important trade centres of the west, its policy might, at times have been different. But being largely dependent upon the Pennsylvania Railroad, and the Philadelphia and Erie, (one of its leased roads,) for business, the management of the Northern Central road could not always possess that freedom of action which an independent road owning or controlling its own feeders would have had. A great difficulty to the road as a coal road is in its high grades towards the Baltimore terminus, practically making the expense of movement three times as great between Baltimore and Harrisburg as between Sunbury and Harrisburg; another drawback is the fact that return freight falls far below paying for the actual expense in returning cars to the source of freight supply. The terminal facilities at Baltimore are inadequate to the economical and expeditious handling of the freight centreing here. The Elmira division requires a large expenditure to place it in proper condition for the traffic that should come over it. How the means for these large and necessary expenditures are to be raised in the present condition of the company, and in view of the financial condition of the country the committee is not prepared to indicate. The floating debt is now as large as prudence would permit. The committee says:

The next and the great obstacle our road has encountered within the last nine years is competition. In 1864 we could charge almost local rates between Harrisburg and Baltimore. Now all freight from and to Baltimore passing over our road from or to the West has vigorous competition in other railroads which have completed through connections, whilst the Baltimore bard coal traffic, which was exclusively ours, is now divided with the Reading road, which is of course a strong rival for this traffic at a number of important points on our road.

Indeed, all along our road, from Baltimore to its terminus, wherever there is a traffic worth cultivating, competition has sprung up, and carrying rates consequently reduced to figures scarcely remunerative.

After making full allowance for all the unavoidable causes that it is claimed interfered with our last year's business, your committee cannot perceive how the company as at present situated, and with its present low rates, can carry on its business, maintain its credit, and pay to its stockholders any reasonable dividends, unless we largely increase our equipment and facilities for carrying freight, very largely increase our terminal facilities at Baltimore, and by a liberal expenditure upon the Elmira division place it in condition to do a largely increased business.

To obtain the means absolutely necessary to accomplish these important results would seem very difficult with our present credit, and in our present situation.

One method by which it might be accomplished, without resorting to a lease, is by appropriating for years to come all the earnings of the company to meet these expenses and take care of the floating debt.

Besides the delay occasioned in the prolongation of the work, it may perhaps be doubtful if the stockholders would be willing to do without dividends for so long a period. It would be an especial hardship upon those holders of our stock who depend largely for a subsistence upon the dividends of our road. To announce this as the policy of the company would result in the immediate decline in the market price of our stock to very low figures. Those who would be forced to sell to invest in some other security yielding a return upon which they could depend for a living would be seriously injured by this action, in the depreciated value of our stock.

Are we prepared as stockholders, to meet this phase of the case? No array of figures drawn from fictitious or unreliable sources, or deductions made from unfair, incomplete or illogical premises should be permitted to delude us into the belief that as at present situated our company can, without a lease, pay next year and the years following dividends to its stockholders bearing any proportion to the ordinary rate of interest allowed for the capital invested, unless we raise a very large sum of money at once.

In view of all these facts and of the urgent necessity of a policy that will continue dividends to the stockholders, your committee is forced to the conclusion that it is the interest not only of all our stockholders, but of the Pennsylvania Railroad, that the latter should lease our road upon a fair rental, and take the management within its own hands.

Under the control of this wealthy and powerful corporation many of the expenses incident to an independent road would be dispensed with, the separate organization for the management of the road would cease, and many other expenses now incurred by the company would be largely reduced.

In all this there would a large saving, but the principal advantage would be in the immediately increased facilities for doing business, by a large expenditure of money necessary to make our road a paying corporation.

Your committee after determining the wisdom of this policy, had a meeting with the officers of the Pennsylvania Railroad Company, and long discussions followed as to the value of the road and the terms upon which a lease could be effected. The officers of the Pennsylvania Railroad did not give us to understand that they were anxious to obtain a lease of the road, and have made no proposition to that effect, although they admitted that in some respects it would be an advantage to their road.

They also stated that a large expenditure of money was absolutely necessary to place the road in proper condition, which they would expend if the lease was tendered them on terms they could accept. Your committee feel satisfied that on a tender from us a lease could be effected with the Pennsylvania Railroad upon an annual rental equivalent to six per cent per annum upon the stock, and the assumption by that company of all the indebtedness of our corporation. Without authority to make the tender, and without coming to any definite conclusion, your committee decide to report the facts, and learn from you, as the responsible parties in interest, upon what terms you would be willing to lease the road, &c.

Northern (N. H.) Railroad.

The earnings of this road for the years ending March 31, 1872 and 1873 were as follows:

From passengers	$212,021 58	$228,045 39
" merchandise	489,834 61	457,244 35
" mails	11,160 00	11,160 00
" rents	1,981 86	2,400 75
" express	7,500 00	7,500 00
" miscellaneous	276 60	4 75
	$722,774 65	$706,355 24
Expenses, viz:		
Passenger department	$25,011 85	$35,504 12
Merchandise "	42,537 40	53,873 54
Locomotive "	165,541 99	174,941 57
Maintenance of way	122 469 49	116,275 71
General expenses	18,414 44	18,672 00
Miscellaneous expenses	33 953 02	39,501 76
State tax	56,357 10	50,583 83
	$464,285 29	$489,252 53
Balance of earnings	$258,489 86	$217,102 71
Less new rail account	70,748 01	56,038 01
Net earnings	$187,741 85	$161,064 70
Add balance of income per last report		146,660 96
Total income		$307,725 66
From which deduct—		
Balance of interest and U. S. internal revenue accounts	$11,298 92	
Dividend Dec. 1, 1872, $4 per share	119,924 00	
Dividend June 1, 1873, $4 per share	119,924 00	
		251,146 92
Balance of income account		$56,578 74

The unusually severe weather and great fall of snow during the past winter have been unfavorable to the road, in increasing the expenses of operation and diminishing the business.

The contingent fund is increased to $97,997.

During the year 1,548 tons of new rails and 48,863 new sleepers have been placed in the track; and 2,465 tons of rails have been taken up, repaired, and relaid.

We have built one new freight locomotive, and one passenger and four merchandise cars, which are an addition to the equipment of the road. We have also built twenty merchandise cars to replace old ones; and the road and furniture are in good condition.

The Sugar River Railroad has been constructed to its junction with the Sullivan County Railroad in Claremont, as intended, and it has been in operation to that place since last September. An early completion of the road has been desirable in order to secure the benefit of the business on its line; and the large interests of this company in the road have rendered it desirable that it should extend what aid it properly could for that purpose. Delay in the collection of some of the subscriptions made to aid the construction of its road has prevented the Sugar River Railroad from making the expected payments to this company for supplies furnished for the road; and hence it has been necessary for this company to supply the place of the moneys not paid by that road, by temporary loans, which ultimately will be provided for by the Sugar River Railroad. This, together with the large increase of stock on hand, and the accounts in the agent's department, will explain the item of bills payable in the accompanying trial balance of the treasurer.

The contracts referred to in the Annual Report for 1872, relative to a line for Western business, have been attended with large charges against this company during the past year, arising from the operations of preceding years in connection with last year. It is not expected that so large charges will be incurred in future; and modifications of those contracts have been suggested,

which, if effected, will render them more favorable in that respect. Under the circumstances, we have deemed it proper to provide for those charges from other sources, instead of taking them from the income of the past year.

The equipment of the road March 31, 1873, was as follows: 11 passenger and 16 freight locomotives, 412 long and 108 short merchandise cars, 16 passenger, 6 baggage and 20 gravel cars. Number of miles run by passenger trains, 181,179; by freight trains, 319,098; by other trains 6,571—total, 506,848. Number of passengers carried 195,406; do., carried one mile, 8,060,748. Tons of merchandise carried, 411,888; do., carried one mile, 25,057,849.

TRIAL BALANCE SHEET, March 30, 1873.

Construction		$3,068,400 00
Rails	$7,693 62	
Oil	1,706 17	
Waste	205 64	
Fuel	92,575 11	
Shop stock	61,985 26	
		164,165 80
703 shares Northern Railroad, N. H.		87,228 84
Contracts		108,223 90
Cash		67,654 06
Agent's department		115,824 87
Boston, Nashua and Lowell R. R.		18,978 53
Bills receivable		10,500 00
		$3,590,975 50
Stock		$3,068,400 00
Income		56,578 74
Contingent fund		97,997 00
Bonds due April 1, 1874		102,100 00
Dividends unpaid	$9,696 76	
Coupons unpaid	216 00	
Coupons, April 1, 1873	3,063 00	
		12,975 76
Bills payable		133,000 00
Dividend June 1, 1873		119,924 00
		$3,590,975 50

President.—ONSLOW STEARNS.

Directors—Onslow Stearns, John A. Burnham, George W. Nesmith, Uriel Crocker, Josiah Minot, Joseph W. Clark, Charles F. Choate.

Treasurer.—J. MINOT.

Superintendent.—GEORGE E. TODD.

Canadian Railways.

We hear reports of satisfactory progress from several lines now under construction. The Canada Air Line was formally opened for traffic on the 26th inst. This undertaking has been pushed through with great energy. On the 20th inst. the running of regular trains on the western section of the Canada Southern Railway was commenced, so that these rival lines have about an even start. Together they give the southern counties of Canada all the railway facilities they could wish in an easterly direction; and when two or three proposed lines running northerly are constructed this district will be in easy reach of several markets. It is believed by the officers of the company that the Toronto, Grey and Bruce will be completed to Owen Sound in August, as the work is now making satisfactory progress. The construction of the Credit Valley Railway from Toronto to Campbellville, 35 miles, and from Streetsville to Alton, 30 miles, is secured. The line is located to Campbellville and portions are being graded. A sectional bye-law will be submitted in Wellington county in June for a bonus of $150,000 to aid in extending the line from Bell Fountain to Fergus, Elora and Salem, and from Alton to Orangeville. An agitation is going on to raise bonuses to extend the line ultimately to St. Thomas on the Canada Southern, and a good deal of interest is manifested by various municipalities in securing that object. We observe that the management of the Whitby and Port Perry line has been changed: Mr. James Austin of Toronto has been elected President, Mr. James Michie Vice-President, and Mr. James Holden of Whitby, Managing Director. A change has been made in the North Shore Company of Quebec. A new and strong board has been elected composed of the following gentlemen: Jas. G. Ross, E. Beaudet, J. B. Renaud, Willis Russell, Col. Rhodes, Hon. T. H. McGreevy, John Burstall, A. Thomson. The first named gentleman, a wealthy and respected citizen of Quebec will have the Presidency. It is expected that the enterprise will now be pressed forward with energy. At the annual meeting of the Hamilton and Lake Erie Railway, held on the 21st, it was stated, that the road to Jarvis would be ready for the rails in four weeks. A letter was read from Mr. C. J. Brydges, in which he stated, that as soon as the road between Hamilton and Caledonia was in running order, he was prepared to run a daily train between these points. Hamilton has granted a bonus of $100,000 to the projected Hamilton and Northwestern Railway.—*Monetary Times.*

Trial of the Westinghouse Air Brake.

A number of experiments were made yesterday to test the new Westinghouse air brake, in presence of a committee of the Franklin Institute and a large gathering of railway officials. A train, consisting of a locomotive and tender and seven cars, to which the new brake had been fitted, left the Pennsylvania Railroad depot yesterday afternoon. The brake is so constructed that it may be instantly applied from any part of the train, and, by an automatic action, in the event of any car being thrown from the track or becoming detached from the rest, the disruption causes an immediate application of the brake both in the detached cars and in those still coupled to the locomotive, bringing the whole to a standstill.

The first experiment was the application of the brake by the engineer in answer to a signal given by the conductor. The train was going at the rate of thirty-five miles an hour, and was brought to a standstill in sixteen seconds and 503 feet—a trifle over its length—from the point at which it was when the signal was given. The second trial was by applying the brake from the interior of one of the cars. The rate was thirty-five miles an hour, and the stoppage took place in fifteen seconds and 506 feet. The third experiment was by uncoupling five cars while going thirty miles an hour. The five cars suddenly uncoupled stopped in 11 8-10 seconds and in 367 feet; the locomotive and the rest of the cars stopping in about the same time.

Two experiments were then made by severing the locomotive from the train. In the first, the rate was 40 miles, time 10½ seconds, and distance 265 feet, and in the second trial, the rate was 45 miles, time 10½ seconds, and distance 265 feet. A trial was then made to stop the train by suddenly applying the brake in one of the cars, the engine remaining open and working ahead. The train was then travelling at about 36 miles an hour, and was still 15 8-10 seconds after the brake was applied, having gone 502 feet in that time. Two full stops were then made in succession to test the time required to get the train in motion from a state of rest. In the first trial the time was 4⅕ seconds, and in the second, 2 8-10 seconds.

Attached to the brake, and under each car, an iron arm projects downwards, its lower end being about six inches from the level of the rails. In the event of the car running off the track, the wheels would naturally sink, and the bottom of the arm coming in contact with the ground, immediately causes the brake to operate. This was tested by placing an obstruction on the track, high enough to catch the arm, which, when it was reached, brought the train to a halt in a few seconds. The brake acts uniformly and simultaneously throughout the train, a pressure being brought to bear on each wheel. It acts without causing the slightest jolt, and passengers, unprepared for the event, would not be conscious of its application but for the quickly diminished speed.—*Philadelphia Ledger, May 21.*

Chesapeake and Ohio Railroad.

Pertinent to the subject of cheaper transportation of Western field produce to the seaboard markets, and also to the expansion of American iron-manufacturing and mining interests, are the facts contained in a recently published pamphlet of Messrs FISK & HATCH, bankers, of this city, descriptive of the lately-opened Chesapeake and Ohio Railroad, and of the country and resources along its route. To all of the above industries and interests, as well as to agriculture, this great road is closely allied. Instead of trusting wholly to the short season of lake and canal routes, or to the more costly all rail transportation over long distances, or to the risks and delays of the circuitous route through the tropical Gulf of Mexico, Western products may be better accommodated by using the Ohio River from its mouth to its confluence with the Guyandotte, 650 miles, where (swollen by its great southern affluents) it begins its general westerly course. At this point, and again at the head of navigation on the Kanawha, the internal river system of cheap transportation is connected with that of the sea by means of the Chesapeake and Ohio Road, making the shortest and easiest portage between the two water-ways, having by far the lightest grades and most favorable working conditions, and scarcely ever interrupted by Winter rigors. By the use of tow-boats, barges, and elevators, such as are now in use on the Mississippi and its tributaries, it is claimed that breadstuffs and provisions can be carried to Atlantic markets at the minimum of expense. All our existing facilities are overtaxed, and the probabilities are that the new route, like the old one, will have all it can carry of the available surplus grown at the West. The route of this road is also known to be bordered with massive iron ore deposits, and at another part it cuts through probably the richest coal fields in the world. New mining, manufacturing, and mechanical sites are springing up, and ultimately Virginia must become another Pennsylvania, dotted with busy shops and forges. The pamphlet we allude to (which may be had gratis on application to the bankers) also contains valuable information concerning the agricultural, timber, and mineral values of the country, together with an account of its natural scenery, medicinal springs, and other objects of interest, which will draw travelers over the line for pleasure, profit, or health, while the material attractions will also doubtless draw many for residence.

☞ The Bethlehem Iron Company, of Bethlehem, Penn., own three blast furnaces, and are erecting two additional ones. The present capacity of the furnaces is 30,000 tons of pig iron per year, which will be doubled when the new works are in operation. Of ore, 70,000 tons, and coal, 75,000 tons a year are used in the manufacture of the iron. In the rolling mill of the company 20,000 tons of rails are turned out annually. They are also erecting extensive works for the manufacture and rolling of Bessemer steel, which will be completed some time during the year.

☞ The directors of the Concord (N. H.) Railroad, elected on the 27th inst., are: Wm A. Tower, John E. Lyons, Onslow Stearns, James W. Johnson, Frederick Smyth, Joseph P. Pitman, John A. Spalding.

General Railroad Law of New Jersey.

AN ACT to authorize the formation of railroad corporations and regulate the same.

(Continued from page 649.)

15. *And be it enacted*, That the president and directors of any company incorporated under this act, shall have power to have constructed, or to purchase with the funds of the company, all machinery, engines, wagons, carriages or cars for transportation of persons or any species of property on the said railroad, and any such company shall have power and be authorized to demand and receive such sums of money for the transportation of persons and property on said railways and their connections, and for any other services connected with the business of transportation on or over said railways or to and from the same as it from time to time shall think reasonable and proper; *provided*, that said company shall not charge more than three cents per mile for carrying each passenger, and tickets for passengers shall be good until used, but no charge shall be required in the aggregate to be less than ten cents, nor shall said company charge more than ten cents per mile per ton for the transportation of any description of property; *provided*, that any company formed under the provisions of this act shall not be entitled to charge or receive any greater sum of money for freights upon goods, wares or merchandise transported between way stations, or between a terminal station and a way station than they charge and receive for freight upon such goods, wares, and merchandise between the terminal stations of such railroad, and the said railroad with its appendages, and the lands over which the same shall pass, and all the work and improvements, and all other property whatsoever belonging to the company shall be and are hereby declared to be vested in the said company, and its successors, for and during the continuance of its charter.

16. *And be it enacted*, That the president and directors of any company incorporated under this act shall declare and make such dividends as they may deem prudent and proper from time to time, out of the net profits of the said railroad.

17. *And be it enacted*, That any company incorporated under this act may purchase, have and hold real estate at or near the commencement and termination of said road, or at any other point on the line of the said road where the directors may think proper to establish a depot, not exceeding ten acres at each place, and may also erect and build thereon houses, warehouses, workshops and such other buildings and improvements as they may deem expedient for the safety of their property and for other necessary uses appertaining to their business, and receive the rents and emoluments thereof, and may build and maintain over such streams as the road may cross, such piers and bridges as they may deem expedient; and that all lands, tenements, hereditaments and real estate acquired by any such company not used by it for the immediate use and occupancy of its rails, tracks, depot and freight buildings shall be subject to the same tax as the property of individuals, and said tax shall be assessed, levied and collected by the authorities where the same may lie, in the same manner as other taxes are levied, assessed and collected; any law, custom or usage to the contrary notwithstanding; and that it shall be lawful for any corporation incorporated under this act at any time during the continuance of its charter to lease its road, or any part thereof, to any other corporation or corporations, of this or any other state, or to unite or consolidate as well as merge its stock, property, franchises and road with those of any other company or companies, of this or any other state, or to do both; and such other company and companies are hereby authorized to take such lease, or to unite, consolidate as well as merge its stock, property, franchises, and road with said company, or to do both, and after such lease or consolidation the company or companies so acquiring said stock, property, franchises and road, may use and operate such road and their own roads, or all or any of them and transport freights and passengers over the same, and take compensation therefor, according to the provisions and restrictions contained in this act, notwithstanding any special privilege heretofore granted, or hereafter to be granted to another corporation for the transportation of freights and passengers between any points on the lines of said roads or any other points within or without this state; *provided, however*, that nothing in this act shall authorize any railroad companies incorporated under a special act of legislature to charge for transportation of freight or passengers over the roads constructed under said special act more than they may be authorized to charge by the provisions of their respective acts of incorporation.

18. *And be it enacted*, That if any person shall willfully impair, injure, destroy or obstruct the use of the railroad enjoyed under the provisions of this act or of any of their necessary works, wharves, bridges, carriages, or machines, such person or persons so offending shall forfeit and pay to such company incorporated under this act, the sum of fifty dollars, to be by them recovered in any court having competent jurisdiction, in an action of debt; and further shall be liable for all damages sustained.

19. *And be it enacted*, That as soon as any railroad or any part thereof, is in operation, the president of the said company shall file, under oath, or affirmation, a statement of the amount of the cost of the said railroad, including equipment, appendages and all expenses, in the office of the comptroller of the state, and annually thereafter on the first Monday of January of each year, he shall, under oath or affirmation, make a statement to the comptroller of the state, of the cost, equipment, appendages and expenses of said road, including the cost of road bed; and after the said railroad or any part thereof shall be in operation, the said corporation shall pay to the treasurer of this state a tax of one-half of one per centum on the cost, equipments and appendages of said road, including the cost of road-bed, to be paid annually thereafter on the first Monday of January of each year, and such other taxes as may be assessed from time to time by a general law, applicable to all railroads over which the legislature shall have power for that purpose, at the time of the passage of such law or laws and the said corporation shall be regularly assessed and pay tax for the value of its real estate (excepting the road-bed one hundred feet in width), improvements thereon, and personal property as now taxed in the city or cities, township or townships, wherein it lies, at the same time and rate, and in the same manner, for the same purposes, and by the same person or persons, as the other taxes assessed, in said city or cities, township or townships.

20. *And be it enacted*, That any company incorporated under this act, shall have power to borrow such sum or sums of money, from time to time, not to exceed in the whole its paid up capital stock, as shall be necessary to build, construct or repair the road, and furnish all necessary engines and other equipments for the uses and objects of said company, and to secure the repayment thereof by the execution, negotiation and sale of any bond or bonds, and secured by mortgage on said lands, privileges, franchises and appurtenances of and belonging to the said company; *provided*, that said company shall not plead any statute or statutes against usury in any court of law or equity in any suit instituted to enforce the payment of any bond or mortgage executed under the provisions of this section; *and provided further*, that said bonds shall constitute a first lien on the railroad, its cars, real estate and franchises, and the proceeds of said bonds shall be used for the purpose of aiding in the construction of said railroad.

21. *And be it enacted*, That whenever the track of a railroad constructed by a company formed under this act shall cross a railroad, a highway, turnpike, or plank road, such highway, turnpike or plank road may be carried under or over the track, as may be found most expedient; and in cases where an embankment or cutting shall make a change in the line of such highway, turnpike, or plank road desirable, with a view to a more easy ascent or descent, the said company may take such additional lands for the construction of such road, highway, turnpike, or plank road, on such new line as may be deemed requisite by the directors, unless the lands so taken shall be purchased for the purposes aforesaid, compensation therefor shall be ascertained in the manner prescribed in this act for acquiring title to real estate, and duly made by said corporation to the owners and persons interested in such lands, the same, when so taken, shall become a part of such intersecting highway, turnpike, or plank road, in such manner and by such tenure as the adjacent parts of the same highway turnpike, or plank road may be held for highway purposes.

22. *And be it enacted*, That every conductor, baggage master, engineer, brakeman, or other servant of any railroad corporation employed in a passenger train or at stations for passengers, shall wear upon his hat or cap a badge which will indicate his office, and the initial letters of the style of the corporation by which he is employed; no conductor or collector without such badge shall be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office, and no officer or servant without such badge shall have authority to meddle or interfere with any passenger, his baggage or property.

23. *And be it enacted*, That companies whose roads shall be constructed under the provisions of this act shall have the right to connect their roads with any railroads within this or any other state upon such terms as may be agreed upon by those who have the management of said roads, and in case of a failure of an agreement on the part of those having the management of said roads within this state, then and in that case either of said parties may apply to the supreme court within the jurisdiction in which said connection is proposed to be made, whose duty it shall be to appoint three disinterested citizens as herein provided for the condemnation of land, who shall determine and fix said terms, which, when approved by said court, shall be conclusive, and thereupon said companies shall be required to carry said terms into effect; and all companies whose railroads are or shall hereafter be crossed, intersected, or joined, shall receive from each other and forward to their destination all goods, merchandise, and other property intended for points on the respective roads, with the same despatch and at a rate of freight not exceeding the local tariff rate charged for similar goods, merchandise, and other property received at and forwarded from the same point for individuals and other corporations.

24. *And be it enacted*, That any such corporation shall, when applied to by the postmaster general, convey the mails of the United States on their road or roads respectively; and in case such corporations shall not agree as to the rate of transportation therefor, and as to the time, rate of speed, manner and condition of carrying the same, it shall be lawful for the governor of this state to appoint three commissioners, who, or a majority of them, after 15 days' notice in writing of the time and place of meeting to the corporation, shall determine and fix the prices, terms, and conditions aforesaid; but such price shall not be less for carrying said mails in the regular passenger trains than the amount which said corporation would receive as freight on a like weight of merchandise trains, and a fair compensation for the post office car; and in case the postmaster general shall require the mail to be carried at other hours, or at a higher speed than the passenger trains are run, the corporation shall furnish an extra train for the mail, and be allowed an extra compensation for the expenses and wear and tear thereof for the service, to be fixed as aforesaid.

25. *And be it enacted*, That if any passenger shall refuse to pay his fare, it shall be lawful for the conductor of the train and the servants of the corporation to put him and his baggage out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling house, as the

conductor shall elect on stopping the train: *provided*, that no passenger shall be put off on any bridge or in any dangerous place.

26. *And be it enacted*, That every such corporation shall start and run their cars for the transportation of passengers and property, at regular times, to be fixed by public notice; and shall furnish sufficient accommodations for the transportation of all such passengers and property as shall within a reasonable time previous thereto be offered for transportation at the place of starting, and the junctions of other railroads, and at usual stopping places established for receiving and discharging way passengers and freights for that train; and shall take, transport and discharge such passengers and property at, from and to such places, on the due payment of the freight or fare legally authorized therefor; and shall be liable to the party aggrieved in an action for damages for any neglect or refusal in the premises.

(To be continued.)

Valley (Virginia) Railroad.

(From the Baltimore Sun, May 22.)

All causes of delay heretofore existing in regard to the Valley Railroad have been happily removed, and yesterday the finance commissioners of the city of Baltimore ordered the payment of 80 per cent, the first installment, on the city's subscription of $1,000,000 to the capital stock of the company. The state of facts, under which this result was arrived at is shown by the connected account of proceedings here in the past two or three days, as follows:

At a session of the president and directors of the Valley Railroad, on Monday, in this city, 80 per cent of bonds of the counties of Rockbridge, Botetourt and Roanoke and of the city of Staunton and town of Lexington being presented by their representatives as ready for delivery, a resolution was passed by the board authorizing the president to let the road from Staunton to Salem to contract, which was done on Tuesday. On the same day the president of the Valley Railroad, Mr. Robert Garrett, addressed the following letter to the Hon. Joshua Vansant, chairman of the commissioners of finance:

Baltimore, May 21st, 1873—Hon. Joshua Vansant, Chairman Commissioners of Finance—Sir: I herewith inclose to you a copy of the resolutions of the board of directors of this company, passed at their meeting in this city on May 19th, 1873, in relation to the letting of the entire road of this company, from Staunton to Salem, and also a copy of the contract entered into on May 20th, 1873, to do the work therein specified. I have also to report to you that the counties of Rockbridge, Botetourt and Roanoke, and the city of Staunton and the town of Lexington, have accepted this action, and endorsed such acceptance by the delivery of bonds to the amount of thirty per cent of their respective subscriptions to the stock of this company. Very respectfully, yours,

ROBT. GARRETT,
President of Valley Railroad Company.

The commissioners of finance held a meeting at the mayor's office yesterday, and after due consideration of the statements of Mr. Garrett's letter, and recognizing that the exhibit of resources was satisfactory, and that the putting the road under contract bound all the parties in interest, took action authorizing the register of the city of Baltimore to issue its bonds for the payment of the first installment of 80 per cent on the city's subscription by passing the following preamble and resolutions:

Whereas the commissioners of finance have duly considered the papers this day submitted to them by the Valley Railroad Company of Virginia, together with the various communications and papers heretofore made, submitted and delivered to them by said company, and have arrived at the conclusion that satisfactory provision has been made for the completion of the road, and that payment of the city's subscription may now properly be made from to time as directed by the ordinance No. 59 of the year 1869, being "An ordinance to authorize a subscription of one million of dollars to the stock of the Valley Railroad Company, in the State of Virginia, and a loan to pay such subscription;" therefore be it

Resolved by the Commissioners of Finance, That provision satisfactory to the commissioners has been made by the Valley Railroad Company for the means to construct and complete the said railroad throughout its entire length, from Harrisonburg, in the county of Rockingham, to Salem, in the county of Roanoke, in the State of Virginia, as required by the proviso of the first section of the ordinance of the mayor and city council of Baltimore, No. 59, approved September 14, 1869.

Resolved, That a certified copy of this resolution be transmitted to the register of the city of Baltimore, in order that he may proceed to issue bonds of the city, and pay the city's subscription to said Valley Railroad Company, out of the proceeds of the sale of said bonds, as directed by said ordinance.

The contract for building the road is upon the engineer's estimate of 20th September, 1872, which amounted to $5,650,000, reduced now, however, by the substitution of wooden for iron bridges, and a reduction in the price of iron from $90 to $82 per ton, which, it is supposed, will make the aggregate cost $5,196,890. Of this total cost the grading and masonry are estimated at $3,439,400, and the superstructure, &c., at $1,757,490. The resources are as follows:

Cash resources:	
Subscription of the city of Baltimore	$1,000,000
Subscription of the Baltimore and Ohio Railroad Company	1,000,000
First mortgage, three million, 7 per cent bonds, at 90 cents	2,700,000
Private subscriptions	95,000
Total	$4,795,000
County and Town Bonds:	
Subscription of Rockbridge county	$525,000
Subscription of Botetourt county	200,000
Subscription of Roanoke county	200,000
Subscription of the city of Staunton	150,000
Subscription of the city of Lexington	80 000
	$1,105,000
At 80 cents on the dollar	$884,000

The mortgage bonds of the road are guaranteed at 90 cents on the dollar by capitalists in Baltimore, and the Virginia county and town bonds at 80 cents by Johns Hopkins and others. Some $200,000 of the mortgage bonds have already been subscribed for.

The total resources, therefore, stand thus:

Cash subscriptions and mortgage	$4,795,000
Proceeds of county and town bonds	884,000
Total	$5,679,000
Estimated cost of the road	5,196,890
Balance for contingencies	$482,110

The above estimates are on the basis of a maximum grade of 75 feet at the most elevated points, but generally the grade will not exceed 50 feet. Under the contract the total estimated cost of masonry and grading from Harrisonburg to Salem, the whole length of the road, is $3,459,400, but the road let to contract on Monday is only from Staunton to Salem, the other part having been heretofore contracted for at an estimated cost for grading and masonry of $800,000. Upon the entire estimated cost of the work the contractors agree to take 10 per cent of the county and town bonds at 80 cents on the dollars. The portion now in course of construction between Harrisonburg and Staunton is about 25 miles, and altogether the road will be some 100 miles in length.

☞ The New York *World* says it is a matter of certainty that the Pennsylvania Railroad Company is building its round-house and car-shops on the Newark Meadows, with a view to make them the nucleus of a system for the distribution of the immense freights that arrive on the west side of the Hudson by the different railroads now converging opposite New York. There is little doubt that within a year or two a railroad will be built by that company the entire length of the Meadows, tapping the Erie, Midland, Newark and Hudson, Delaware, Lackawanna and Western, New Jersey Central, and the West line, to accomplish the above result. The enormous expenses now attending the transhipment of freight in New York have led to this movement.

☞ Germany is no longer to be dependent on England for the iron plates required for her navy. Krupp's manufactory is now preparing to make iron plates on a large scale, and has ordered four ships, two of which will be finished next year, of the North German Ship-building Society, at Gaasder, near Kiel. These ships are to bring iron ore to Germany from some large iron mines belonging to Krupp, in Spain. The total number of vessels to be employed in the service is twelve.

☞ The Mahoning and State Line Railroad Company, with a capital stock of $600,000, has filed a certificate of incorporation with the Secretary of State of Ohio. The design is to build a railroad from the Pennsylvania and Ohio line, through Youngstown to Niles, Trumbull county. The corporators are Chauncey H. Andrews, Richard Brown, A. B. Cornell, W. C. Andrews and Robert McCurdy.

☞ Articles of consolidation of the North American, New York, Western, Fort Wayne and Pacific Railway Companies, agreed to in 1870, have been filed with the Secretary of State of Indiana, under the new name of the New York and Western. This line is contemplated to run from Council Bluffs, Iowa, to New York city, and will have a capital stock of $50,000,000.

☞ The Valley (Virginia) Railroad Company have contracted with Messrs. McMahon, Mason & Company to construct the entire road from Staunton to Salem. The names of the persons composing the firm are: C. R. Mason, Edward McMahon, J. C. Green, Thos. K. Menefee, Dennis Flannahan, and A. W. Harmon.

☞ A telegram from Marshall, Texas, states that the Texas and Pacific Railway have commenced track-laying from Jefferson toward Marshall, on the southern division, the track being laid at the rate of two miles per day. They expect to have the line completed to Dallas by the 1st of July.

☞ Henry L. Leach has been elected President, and Geo. F. Child Clerk and Treasurer of the Albany Street Freight Railroad Company, Boston.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,816	181,297	200,650	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,635	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,386	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	788.720	729.274	783,100	807,816	787,184	823,447	777.513	583,692	7,995,116
1871	536,499	485.490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	552 223	571.836	875,768	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,659	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	691,015	974,460	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,240	329,851	371,544	321,597	387,269	322,636	360.223	323,030	271,247	3,695.153
1867	243,787	157,832	255,961	282,165	335,510	342,358	354.244	415,982	408,999	426,752	359.102	330,169	3,892,561
1868	276,117	275,140	267.094	279,121	303,342	384.504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343.182	315,099	388,727	328,390	345,533	402.854	351,045	493,232	506 623	468.212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348.039	408,686	408,659	418.709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,464	461,290	466,097	533,655	554,163	507,617	473,227	455.607	377,687	5,278,910
1872	371 708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,004	5,156 326
1873	352,568	402,477	424,614	412,218	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,365	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932.683	754.671	547.842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,250	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	860,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,387,471
1869	892.093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,388	1,037,964	773,491	12,203,408
1871	655,423	602, 82	774,944	787,641	1,084,101	952,899	861,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	290.061	2,918,342
1869	204,112	180,840	239.522	247,661	241,456	259.408	253.867	341,783	320,025	293.615	271,555	242.621	3,095,966
1870	203,069	226.897	244,182	24 .046	2 0,169	274.021	249,355	319.012	317,887	339.239	319.573	284,156	3.273,719
1871	270.264	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.422	372,974	381,113	373,610	341,104	326,208	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	358,612	408,849	495,617	432,928	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055.469	971.193	1,201,500	1,253,965	1,443,372	1,656,415	1,720,078	1,861,554	1,794,397	1,694.651	1,483,454	1,417 211	17,398,327
1872	1,332 994	1,294.076	1 460.174	1,548 813	1,775,324	1,483,951	1,550,023	1,525 243	1,643,4?4	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316 831	1 329,422	1,615,382	1,541,958	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477.027	516,493	525,242	709,327	738,530	823,901	727,810	613.329	7,160.992
1868	587,443	536.165	444,443	518,800	572,561	626,249	549,714	794,325	889,967	931.530	685.401	681,041	7,817,629
1869	669,138	524.693	709,645	568,282	640,975	678,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623 383	661.789	691, 26	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,878,958
1871	624 744	5 9,617	583,598	620,228	713,1 2	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401.142
1872	637,436	531,627	575 393	559,871	648,954	659,363	609,846	783,255	744,782	881,693	696 475	693,053	8,026,764
1873	580,499	552,949	651,962	544,035	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	1 3,673	152.264	207,411	303 915	306 944	286,086	282,723	332,555	366,446	387,999	303 305	210,197	3,321 518
1872	189 606	191.738	300.783	322 875	341,843	322,559	329,838	357,302	349,408	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1 082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1.368,948	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,589	1,294,710	1 4 8,408	1,628,250	1,479,945	1,323,476	1,425,708	1,469,360	1,635,691	1,764,788	1,568,424	1,483,480	17,591,629
1873	1,412,308	1,519,.80	1,7.5,736	1.694,543	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81.599	98,482	108,461	95.416	95,924	108,413	126.556	121,519	125,065	119.169	121,408	1.294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114.496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	108,246	110,213	111,117	111,127	118,407	132,998	153,531	144 023	141,356	1,418,869
1871	130,883	126.224	140,740	119,173	119 650	115,115	118,572	127,241	166,191	175,408	172,567	169,820	1,690,714
1872	152,577	142,408	160,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,5?5	180,467	190,562	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384.120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4.744,164
1870	337,992	329,128	384.431	4 2.030	405,283	363,187	329 891	376,880	487,990	511.447	453,873	387.827	4,755,958
1871	418,755	442 665	486,980	470.703	480 847	427,093	422.015	529,890	628,660	582,802	5 7,434	507.050	5,940,102
1872	505,586	484,022	558,553	607,678	593,611	505,314	505,808	580,908	667,549	785,338	616,024	576,783	6,988,479
1873	476,897	542,005	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	389,228	321,203	333,508	436 412	565,713	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330.400	420,951	469,288	630 844	678,923	586,531	525,547	7 4,732	1,040,102	801 155	496,565	7,250 069
1870	396,171	382,823	377,571	443,132	7 0,700	755,787	636,434	661,020	898,318	908,313	791,014	529.758	7,420,421
1871	396,760	327,431	400,149	483,884	662,868	658,017	481,113	503,557	815,346	841,150	644,625	478,295	6,690,695
1872	460.985	387,526	426,192	474,184	580,432	591,769	488,348	565,729	811,961	950,945	702 658	513,787	6,957,739
1873	384 715	423,716	555,005	569,236	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,802	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,703	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283 221	263,328	260,449	343,195	353,677	341,378	321,659	236,103	3,438,930
1871	212.005	219,504	319,765	285,416	284,732	275.351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	264,319	238,823	303,591	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	201,346	344,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534.561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956,658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1?9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,803	1,359,333	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,315	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,194,695	1,?22,847	1,127,03)	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,286
1870	152,393	158,788	172,215	172,347	155,061	150,719	129,567	167,305	168,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158 198	140,471	166,969	154,641	147,540	149,882	130,145	161,496	177,085	201,648	175,169	155,480	1,926,674
1873	144,209	109,454	177,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	158,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	219,260	208,140	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	434,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,520	348,891	310,800	450.246	4?0.720	422.369	323,377	434,284	4,242,343
1870	257,664	293.645	295,279	318,.99	340,892	348,633	322,756	466.431	508,043	451,294	425,687	515,618	4,454,464
1871	365.175	328.791	393.455	443,611	453,009	439.515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	480 643	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,361	446,527	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,943	706,602	23,560	617,585	753,467	999,665	837,389	716,329	5,709,183
1870	528,529	500 139	539,238	706.603	802.586	746.450	643.058	664 951	728.521	719,698	570 163	606.053	7,654,094
1871	479,573	373,925	499,899	584.540	724.466	728,174	675,696	681,805	800,402	777,382	708,142	469,932	7,521,682
1872	278.936	534,115	566,861	699 420	880,442	855,450	743,882	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,259	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.			
Sept. 30,'71	7.25	102	10	Albany.....N.Y	157,800	111,400	40,000	—	63,640	16,449	10	100	100	—
Sept 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown.....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.3	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	449	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,383	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.6	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,85-	143,794	25,415	9	100	100	....
Sept. 30,'71	10.35	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,180	235,-15	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,370	180,000	80,000	—	41,168	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	800,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	16.50	194	42	Brooklyn City & Newtown.N.Y.	6 6,730	400,000	200,000	8,829	164,75-	34,200	—	100	100	....
Sept. 30,'71	14.-3	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,985	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,014	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,000	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,1 3	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	50	19½
Oct. 31,'71	8.85	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	60,000	7,700	107,771	60,987	22.6	50	46	....
Sept. 30,'71	14.83	22.	21	Coney Island (Brooklyp)..N.Y.	647,363	500,000	215,000	49,593	160,178	14 667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.& B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	18	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	9,757	2,655	5	25	25	....
Sept 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	208,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	oper.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,258	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.)Pa	95,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.03	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	86.	65	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,5 2	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flath..N.Y.	400,000	200,000	200,000	14,000	(Not in	oper.a.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,388	26.7	50	15	49
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	124,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mast. & F'mount (Ph.)Pa.	388,01.	299,424	133,100	—	310,958	105,645	13.5	50	....	19
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	1.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,530	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.02	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,21-	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,240	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,00	500,00	36,326	—	—	—	100	100	....
Sept. 30,'71	3.40	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	9.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	325	Metropolitan (Boston) ....Mass.	1,705,386	1,250,000	—	455,566	905,066	153,192	10	100	100	56½
Sept. 30,'71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,241	222,408	42,125	3	100	100	60½
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N.Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.J.	154,343	133,600	—	15,350	41,951	5,951	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,000	—	1, 20	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.)Pa.	121,805	13,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,02.	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,05-	898	—	100	100	....
Dec. 31,'71	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,257	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31,'71	12.87	145	25	Phi'adelphia & Gray's Ferry.Pa.	299,42.	200,175	6,500	—	120,305	30,-13	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,292	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham...Pa	135,913	100,000	10,600	57,254	84,89-	3,636	—	50	50	....
Dec. 31,'71	6.88	92	10	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,616	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,15-	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.80	52	32	Salem.....Mass.	203,73	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	5)	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,623	888,100	1,163,500	—	535,954	137,404	—	50	50	95
Oct. 31,'71	38.00	590	85	2d and 3d street (Phila.).....Pa.	695,225	573,417	109,300	—	484,034	151,593	16.0	50	30	57
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,40.	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,930	100,100	12 5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	80	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	60
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield.....Mass.	65,051	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16, 07	6,48-	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4 0	100	100	....
Oct. 31,'71	7.20	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	50	19½
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y	3,061,241	1,17-,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa	.....	997,700	—	—	173,479	48,074	3.50	50	....	21
Sept 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4 992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	209,815	250,000	75,000	83,673	150,799	29,030	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lan	sing.b.)	—	—	100	100	....
Sept. 30,'71	—	502	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,195	31,672	10	100	100	....
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	50 ,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	750	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,259	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	488	73	West Philadelphia.....Pa.	584,895	400,000	100,000	—	415,796	105,301	10	50	50	95
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,653	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport.....Pa	38 62.	15,000	5,000	22,213	10,436	2,784	—	25	25	....
Sept. 30,'71	3.28	—	—	Winnisimmet (Boston).....Mass.	62,164	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester.....Mass.	51,413	40,000	83,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BOND

Companies.	Amount outstanding	Rate per cent.	Payable.	Interest Payable.	Market Price.
	$	pc			
Albany.					
1st Mortgage.....	40,000	7	J.& J	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
B'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (P g)					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	1878	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M&S	'74'6	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	208,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.).					
1st Mortgage.....	215,000	7	A&O.	1878	....
Frankford and Southwark.					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A&O	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	6			....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris'a & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	188-	....
Lynn and Boston.					
1st Mortgage sinking fund	50,000	7	J.& J	1885	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&	1890	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage.....	25,000	7	J.&	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark.					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	90	....
Park Avenue (Bkly):					
1st Mortgage.....	188,000	7	J.& J.	-9	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J	1890	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	J.&A	1876	....
3d Mortgage.....	150,000	7	\ \	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	16,800	7	\ \	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J	1880	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	--	....
Real estate.....	219,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg:					
1s. Mortgage.....	75,000	7	M&N	1888	....
Union (Boston):					
1s Mortgage (R. E).....	75,00	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J	1885	....
Genera Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.					
1s. Mortgage.....	200,0 0	7	J.& J.	13 9	....
Watervliet:					
1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester.					
1st Mortgage.....		7	.....	....	....
2d Mortgage.....		6	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	3 280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,2.6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,893,200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,659,090	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,080 685	— & —	.....
Berkshire* 100	600,000	J.A J&O	Apl. '73 1½
Bloasburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb.pref.100	623,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence.100	3,950,000	M & N	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5s
" " pref.100	1,485.900	M & S.	Mar. '73 5s
Camden and Amboy* ...100	5,847,800	J A J.O.	Apl. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J & J.	Jan.'72 $2½
Cape May and Millvil.e* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa* 50	1,1?9,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,950,400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,666,800	J & J	Jan. '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	Jan. '73 2½
Central Ohio* 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung* 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '73 4
Chicago & N. Western .100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,2?9,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,559	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 5	1,?86,800	M.J.S.D.	Mar. '73 2
Colum. & Hocking Val..100	2,500 000	F. & A	Feb. '73 5
Concord 50	1,500,000	M. & N.	May '73 5
Concord and Porte.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Feb. '73 3
Connecticut River..... .00	1,859,000	J. & J.	Jan. '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware* 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '72 2½
Detroit & Milwaukee *.. 5	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,3?9,200	J. & J.	Jan. '73 4
East Mahanoy * 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.) 100	4,262,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	28,000,00	March.	Mar. '73 1½
" pref.....100	8,538,91(	J & J.	Mar. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Mar. '73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,51(	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,688,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	40 466,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence* 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	6,789,800	M & N.	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	Apl. '73 2½
Little Miami* 50	5,871,45(	J.A. J.O.	Apl. '73 2
Little Schuylkill* 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M. AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati .. 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989 548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '73 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	14,008,100	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*...150	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J	Jan. '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl '73 2½
Niag Bridge & Can and*100	1,000,000	J. & J	Jan. '73 3
North Carolina* 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,842,000	M. & N	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,824,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. 73 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama.....100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*.100	630,000	J & J.	Jan. '73 4
Paterson and Newar.*.100	500,000	J & J.	.....
Paterson and Ramapo*.100	241,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M & N.	May '73 5
Peoria & Bureau Val.*.100	1,200,000	F & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	.....
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Apl. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12 000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 4½
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '73 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267.300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana..100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,?? ,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00.	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,556	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City.....100	800.000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl.'73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000.000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 10	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)..... 100	400,000	A. & O.	Apl.'73 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	232,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J	July '71 2
Phila. and Grey's Ferry 50	284,77:	J & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75.000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio ... 25	3,229,591	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000 000	F. & A.	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50		— & —	.....
" preferred 50	2,907,850	— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Mersh. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express... 100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	33,000,000	J. & J.	July'73 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Prices.
National Securities May 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112½
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	118½
.. .. coupon	4,656,000	6	" "	1880	122½
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,555,950	6	Jan. & July	1881	118½
.. .. coupon	63,765,700	6	" "	1881	122½
Loan of Feb. 25, 1862 (5-20s).....registered	30,761,850	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon	232,745,900	6	" "	1882	118½
Loan of March 3, 1863.....registered	53,642,450	6	Jan. & July.	1881	118½
.. .. coupon	21,457,550	6	" "	1881	122½
Loan of March 3, 1864 (5-20s).....registered	2,293,500	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s).....registered	32,534,950	6	May & Nov.	1884	116½
.. .. .. (5-20s).....coupon	34,565,400	6	" "	1884	116
Loan of March 3, 1865 (5-20s).....registered	36,445,750	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	119,169,400	6	" "	1885	116½
.. .. 2d series (5-20s).....registered	58,818,200	6	Jan. & July.	1885	118
.. .. .. (5-20s).....coupon	148,633,300	6	" "	1885	119
.. .. 3d series (5-20s).....registered	90,974,200	6	Jan. & July.	1887	119
.. .. .. (5-20s).....coupon	224,700,450	6	" "	1887	121½
.. .. 4th series (5-20s).....registered	14,191,500	6	Jan. & July.	1888	117½
.. .. .. (5-20s).....coupon	24,432 900	6	" "	1888	120½
Loan of March 3, 1864, (10-40s)....registered	140,099,750	5	Mar. & Sept.	1904	114½
.. .. .. (10-40s).....coupon	54,467,550	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71.registered	129.182,300	5	F. M. A. & N.	1881	115½
.. .. coupon	70,817,700	5	" "	1881	116½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	215,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency.....	402,896,210	*nil.*	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2.582,800	5	May & Nov.	'82-'92	59
.. Bonds (new), '866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'89-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	...
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	80
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	92
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	...
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'96	50
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State Bds (N.O., Mob. & Chat. R. R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99½
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	93½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	106

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Prices.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'86	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1861.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2.551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'95	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'9.	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	74- 90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	71-'78	....
.. War Loan Bonds, July 1, 1864.....	600,000	6	Mar. & Sept.	84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	72-'74	97
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'90	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	...
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	346,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,100,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'73	105½
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	27½
.. State (old) Bonds 1848 to 1860.....	3,639,900	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	8,009,045	6	Jan. & July.	'92-'98	17
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	18
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	18
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882.894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,369	6	" "	1881	105½
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	100
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	...
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'7-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	28
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	800,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	80½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'75	100
.. .. .. registered	201,000	6	" "	'71-'75	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	38½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,585,000	5	" "	'86-'00	...
.. Funded Interest, 1866-'67.....	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,600,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac.R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850–'80	579,500	6	" "	"	1880	97½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60°,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	498,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	660,006	7	March & Sept.	Boston.	1884	35
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1890	50
Mass. Loan(secur'd by $4,000,000 Ber.)	8,000,000	7*	" "	" "	1890	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	97
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	96
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	89
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,940	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F gold	3,000,000	7*	Jan. & July.	New York.	1891	80
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y., L. & F.	1906	94
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	158,250	7	" "	"	'80–'89	102½
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	72½
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	104½
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds(1st by State)gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	6	" "	" "	1876	96½
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	93½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1908	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,900,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,502,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	550,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9 3,225	7	Jan. & July.	Boston.	1896	94
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Kook. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100
1st Mort. (O., O. & Fox Rv.)guar.	1,280,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	502,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	101
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.) ..	3,568,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	103½
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,5 0,000	7	F. M. A. & N.	" "	1915	89½
Equipm't(Eng & Cars.$2,750,0 0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	94
2d Mort. (Mil. & Chi.R. R) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	94
1st Mort (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,000,000	7	" "	" "	1896	104
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,087 421	7	June & Dec.	New York.	1890	80½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	87
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct	New York.	1908	89
2d Mortgage Consol. skg fund..	3,679,800	7	Feb. & Aug.	" "	1909	71
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD& E$200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1859	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,600	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv..Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	428,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103
2d Mort. (Del., Lack. & Wtn)..	1,633,000	7	March & Sept.	" "	1881	99
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov	New York.	1890	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.R.) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	160,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	58½
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1861	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (42,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1989	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	500,000	8	Jan. & July.	"	1995	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	948,000	7	May & Nov.	" "	1875	96
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	87
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1899	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5',000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	86
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	102½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	89½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	64
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	97½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1898	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,182,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	93½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,258,000	7	May & Nov.	" "	1885	102½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	95
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ali.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1868 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1607	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	99½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M.& A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1802	98
Long Island:						
1st Mortgage main line	600,000	6	Jan. & July.	New York.	1875	99
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1890	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	68,000	7	" "	" "	'80-'85	....
Consol.M. for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	93½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,200,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	88
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1989	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	116½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1870	100½
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan, Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	78
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	92
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	84½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	96
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1856.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1880	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180.000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	1 0,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1890	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	98
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	86
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2.495,000	6*	" "	"	1900	95½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	95½
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	800,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	84½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	73
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	90
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	93
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	646,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:)						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	76
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1886	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	800,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,230	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	1*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage (")stg.	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	3.0,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	101
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	83
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	92
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	900,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	90
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1886	....
Mort. Loans of 1845-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon. 7,696,000	7	June & Dec.	Philadelphia.	1911	103
	Dollar registered 3,414,000	7	" "	"	1911	104
	Gold or stg coup. 7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg. 624,000	6*	" "	"	1911	97½
	Dollar coupon 376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,630	7	Jan. & July.	"	1893	106
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	845,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	107
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1880	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	360,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1899	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1860	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1883	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1860	100½
Reading and Columbia (P.& R):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1878	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)	400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1900	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1904	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	75½
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1915	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Rich'd.	'75	....
1st Mortgage	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Roudout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	98
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St. P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	167,400	7	" "	" "	1859	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'76	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,250	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	"	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	"	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1907	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1904	93½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	74
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	86½
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1889	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1878	....
Convertible Bonds	648,000	7	" "	" "	1893	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96½
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. W. R. R. W. D. 100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	96
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	91½
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	85½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	86
1st M. (Dec. & East St. L 109m.)	2,700,000	7	" "	" "	1900	91½
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	96
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	89½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	61
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'98-7-8	....
Union Pacific, S. Br. (M. K. & T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville (O. C. & A. Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,008	6*	April & Oct.	Philadelphia.	1875	97½
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1868 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated (mort.) Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	95
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J. (NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1876	....
Utica, Chen. & Susq. Val. (D. & H. C.):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	83½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	10
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca. R. R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	93½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000 pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O. C. & A. R.R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1860	....
Westchester and Philadelphia:						
1st Mortgage	103,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1883	....
1st Mortgage (M. & W. Point R. R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	518,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	95
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N. Y. or Lond.	1896	84
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1900	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000 pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	83½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	113
Delaware Division (L. C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage Loan reg	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	89
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
1st Mort. gold, reg	2,000,000	6	F. M. A. & N.	Philadelphia.	1884	102½
1st Mort-gage re-gistered.	1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
	2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102½
	3d series, Jan. 1, 1871.	6,000,000	7	" "	" "	1891	104½
Lehigh Navigation:						
Mortgage Loan reg	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	89
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	93½
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,966	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	6½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1878	....
Schuylkill Navigation (Ph. & Rdg):						
1st Mortgage	1,743,857	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	77½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80½
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1879	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State and Railroads are distinguished by a "¶."

Years trading.	Railroad. M. in Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	2	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Forc closed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	283,874	1,060,996	267,487	7	100	96
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,401,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	.....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	6	10	2	22	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	2	3	—	—	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	.....	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	596,000	—	.....	.....	246,018	150,000	.....	.....	23.0	(Leased to Cheshire.)				7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.....Kansas.	6,430,000	*	.....	.....	3,065,000	2,765,000	.....	.....	—	308,030	73,367	87,571	446,933	151,629	—	100	20½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	.....	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	.....	2,500	138,030	1,232,200	27,000	3,672	75,877	86.7	.....	61,715	76,090	453,715	96,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	46	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.8	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West, N.Y. Penn.& O.	.....	.....	.....	.....	.....	30,000,000	59,000,000	.....	—	565.6	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	106.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,819	85,084	347.0	638,161	102,800	.....	1,944,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,095	.....	.....	428.0	1,271,706	302,382	439,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	15	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,863	466,378	—	100	....
Dec. 31, 1871	149.5	1.6	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,664,089	—	.....	.....	3,994,900	3,483,848	175,341	.....	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	3	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,586	8	100	172
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,572	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,487	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	—	(Opened to Washington May 1, 1872.)					—	100	61
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	.....	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec 31, 1871	21 2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	300,000	99,000	.....	.....	36.7	51,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	6	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	.....	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.8	48.0	204.4	—	180	133	36	3,290	Boston and Albany.....Mass. & N. York.	22,888,797	*	1,819,262	715,978	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,988	10	100	144½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,319	872,600	916,000	262,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,060,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	376	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	*	21 373,900	.....	25,000,000	21,200,000	7,349,164	.....	112.5	517,592	1,160,942	294,177	691,852	135,334	—	100	2½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,670,000	737,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	135
Sept. 30, 1871	74.2	8.6	66.4	—	49	88	24	1,056	Boston and Maine.....Mass., N. H. & Me.	8,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	147.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	121
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,807	87.0	235,167	86,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	.....	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	.....	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	88	Buff., Corry and Pittsb.... N. Y. & Penn.	1,632,058	*	.....	.....	428,717	700,000	463,674	.....	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983 932	150,612	270,030	.....	750,208	600,000	228,852	.....	.....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	249.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,807,500	.....	.....	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	296.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,146	438,681	349.6	1,609,941	249,386	320,574	2,466,840	1,111,881	10	100	106
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	.....	100.0	(Traffic guaranteed 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	.....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	.....	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	.....	60.0	.....	396,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	.....	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,168	*	1,861	4,087	—	683,467	3,776	3,800	28.5	(94 m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	—	10	15	7	157	Cape Cod.....Mass.	1,657,584	*	51,948	25,712	817,686	177,000	98,824	41,740	76.5	171,754	265,864	59,298	306,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown...Illinois.	550,000	—	.....	.....	350,000	200,000	.....	.....	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	.....	.....	376,594	150,000	.....	.....	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	—	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,560	*	.....	.....	3,359,500	1,740,360	.....	.....	98.5	430,831	.....	487,452	654,828	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	.....	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	8.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	160.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,296,522	*	618,680	786,709	5,000,000	789,000	811,514	92,694	640.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	16.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	.....	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	302	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,689	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	878,477	330,620	271.7	3,708,378	3,944,103	990,591	6,841,379	3,035,235	10	100	105
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	681.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	129,433,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	.....	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	.....	22.8	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,428,257	1,234,906	.....	273.1	451 522	133,427	99,598	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Figures (") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	189.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	186,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,925,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461 409	*	.....	.....	300,000	300,000	27,225		10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	.....		100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109 C	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707		—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	288,745	.....	99,267		22.0	70,617	124 254	39,375	57,585	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,788,468	534,000	.....		85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,361	51.0	51,434	29,971	37,790	214,874	107,280	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	8.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000		11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,000,000	8,000,000	.....		239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—		94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,282	2,064,502	17,442,945	36,608,620	.....		1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,338	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5¶	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	—		....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,000	150,000	—		14.0	17,528	15,714	7,415	26,898	11.061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No statement	furnished.)		—	—	—		—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	—		5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—		28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—		70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 22, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—		52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,508	375,497	277.0	2,066,880	358,894	416,791	3,104,903	1,089,835	—	100	35¶
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	—	38,139	7 8	19,200	75,124	13.019	62,663	21,242	—	100	....
Jul. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84.714	76,386	17,542	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,560	—	—	—	1,182,560	700,000	—		—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	....	Hartford and New Haven...Connecticut.	.....	.....	.....	.....	—	582,000	(Consolidated		in N. Y., N. Haven and Hartford R. R.)									
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263 447	939,344	'191.062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,688	*	.....	.....	180,000	—	—	—	5.5	.....	.....	83,892	45,628	15,000	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	—	—	1,000,000	1,000,000	.....		—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	—	—	200,000	200,000	50,000		10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,381	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....		62.5	197,972	52,236	453,132	378,089	87,686	—	50	22
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,363	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,954	1,286,584	1,831,944	8,401,142	2,732,847	1¶	100	114
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—		65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	161.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,133,865	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,527,824	632,319	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago...Indiana.	—	—	—	—	—	—	—	—	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600.000	3,338,000	702.486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,160,000	32,717	—	117.0	215,952	.....	.....	256,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			384,369	120,389	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	—	—	1,314.000	1,314,000	—	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	18.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28 882	120,501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400.000	100,000	.....	.....	11.0	11,380	.....	82,617	34 992	5,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263.757	121.0	281,640	(8 months		337,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	156 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	438,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—		58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	590,000	—	—	—	250,000	640,000	—		32 0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,168	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	107,497	1,221,938	448.077	—	100	....
Feb. 28, 1872	35.0	—	.....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	54.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,600	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,515	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,007	2,020,000	6,730	—	....		(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80.0	969.043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,078	—	—	—	117,073	666,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	84,309	—	—	188,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	510.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P. O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,898,000	3,606,970	1,369,927	1,073.8	10,178,663	1,943,162	3,725,425	14,797,975	4,884,369	8	100	90¶
Aug. 31, 1872	92.0	—	5.1	—	10	....	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000 000	—	.....	—	—	(Recently opened.)					—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,968	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	*	.....	.....	135,300	—	74,700		7.0	(Recently	opened—	No returns.)	—	—	—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,559	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	140
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	* 245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	3,210,616	*	.....	.....	1,000,000	—	.....	.....		(Leased	to New Y	Cent. & Har. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	600,000	500,000	127,420		35.0	.....	42,948	274,628	164,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	28	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,418	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	(No accounts obtainable.)								72.0		(No accounts.)				—	100	....
Oct. 31, 1871	56.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,648	1,166,187	136,486	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	95
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	8	600	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	72½
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	112
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....	.....			(Leased to | Erie Company.)			8	100	....
Dec. 31, 1871	278.0	—	.....	1,700.0	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)				100,000,000	50,000 p.m			278 0		(No accessible returns.)				8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	29	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	132
Dec. 31, 1871	118.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Government bonds and cash.)				145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,187,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	684,939	153,412	388,827	1,027,699	347,857	6	100	55
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	462,994	*	.....	34,259	450,000	—	2,767	24,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,372	Ohio and Mississippi	Ohio, Ind. & Ill.	30,583,793	*	.....	.....	24,080,000	6,534,870	298,943		393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	41½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	.....	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	68½
Sept. 30, 1871	130.5	15.3	48.4	—	49	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,382,700	395,157	1,671,478	599,236	6	100	112½
Dec. 31, 1871	5.0	4.0	2.7	—	—	—	—	—	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640.258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,800	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185.604	12'.911	939.680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	.....	.....	375,000	200,000	25,000		25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,952	—	.....	.....	268,000	612,100	27		28.6	(Leased	to Rome,	Watertown & Ogdensburg.)	...	...	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,269,324	*	.....	.....	1,141,400	183,000	.....	.....	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under construction.)				1,500,000	1,500,000	.....	.....	21.0		(Opened | April 17, 1871.)			—	100	....
Feb. 29, 1872	288.5	—	45.0	—	97	50	23	1,221	*Pacific of Missouri* ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	40
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	48	Paducah and Gulf	Kentucky.	(Under construction.)				2,425,000	1,071,000	.....	.....	63.5		(No returns furnished.				—	100	....
Feb. 28, 1872	—	—	—	66.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	.....	.....			(Under construction.)				—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.5		(No returns.)				—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	500,000	.....	600,000	1,200,000	.....	.....	34.0		(Construction in progress.)		245,662	5	—	100	110
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	.....	.....	330,000	—	.....	.....	14.5		(Leased to Erie.)		53,410	—	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	.....	.....	500,000	500,000	.....	.....	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	.....	.....	248,000	80,000	.....	.....	15.1		(Leased to Erie.)		29,758	6	—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	.....	1,500,000	1,076,000	.....	.....	67.3	(Leased to Tol. Wab. and Western.)					—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692	—	.....	.....	342,150	170,000	36,542		22.0	(Leased to United | Companies.)			6	—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	.....	.....	500,000	375,000	.....	.....	18.0	(Leased to New Jersey Southern.)					—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	.....	118.0	(Recently opened—No returns.)					—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,899,404	10	50	110½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,937,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	228
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098	—	.....	.....	132,412	700,000	100,000				(To be completed in 1872.)				—	50	
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York	N.Y. & Penn.	4,820,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	.....	46.0	(Leased	to Chicago R. I. &	Pacific.)	125,000	8	—	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	6	4	160	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	.....	91.0		(Turned over to Co | and Amboy.)	Dec. 1, 1871.)		—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381		6.5	(Oper. by Camden					—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	6	8	106	Petersburg ¶	Virginia	1,719,113	*	.....	63,753	1,342,200	558,500	450,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	84	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	3,450,000	14,000,000	149,362		33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	.....	.....	298.6	2,430,206	684,884	1,828.491	3,542,264	842,596	—	50	50
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	178½
Dec. 31, 1871	26.6	—	35.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	.....	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	119½
Oct. 31, 1871	96.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	165.1	1,065.517	1,608,033	348,216	2,678,865	1,069,943	8	50	118
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	.....	.....	60,855	330,300	112,713		11.3	(Leased to Phila. and Reading.)					—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	84	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353.247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8 639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	64	8,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,288	13,683,000	.....	.....	369.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	.....	.....	450,000	—	.....	.....			(Leased to Boston and Albany.)				6	100	69
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,236	551,000	218,383		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	.....	.....		(Not in running order.)				—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,369,836	*	585.069	79,576	1,500,000	—	.....	.....	51.3	331,257	389,322	.....	628,430	180,561	10	100	150½
May 31, 1872	50.0	—	....	60.0	2	....	....	....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....			(Not in operation at | date.)			—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	.....	26.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,528	.....	524,464	380,300	226,830		....	40,208	53,052	6.110	97,204	33,511	—	100	94½
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,961	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	1,452,266	829,219	205,813	10	100	1424
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	23,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,935	*	934,015	.....	6,000,000	1,925,000	.....	—	151.0	724,628	623,731	457,484	1,576,494	441,122	7	100	105
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,180	441,009	6,935,817	190.5	481,768	118,216	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,214,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	320,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	(Leased	to Erie at	48 p. c.)	—	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	.....	lands &c.	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0	(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	118,073	2,998,900	100,000	8,961	—	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	36	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,570	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central.)				—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	.....	(No returns furnished.)				—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute..Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	286.0	.....	.....	.....	940,788	666,966	—	100	234
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	848,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,968	1,636,904	667,319	—	100	884
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26, 1871—No returns.)				—	100	55
Dec. 31, 1871	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern..Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	....	(Completed in	January 1872.)				—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,780,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	*	8,594,240	250,419	1,968'600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	19.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,999	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston and Lowell.)			17,711	14	100	314
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,588	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,956	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	—	50,132	—	150,000	231,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	—	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	527,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke..Va. & N. Carolina.	1,811,868	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	—	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206.545	41,009	750,445	334,067	132,071	6	65	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	—	.....	.....	2,667,600	1,628,000	.....	—	167.0	.....	(No report furnished.)				—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,554	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,59..	—	3,650	19,850	259'685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	—	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67 077	408,615	142,987	—	100	50
Sept. 30, 1871	116.5	—	8.6	—	8	7	3	88	Southern Central.....New York.	3,236,859	—	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	488,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,085	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	—	.....	.....	4,000,000	4,000,000	.....	—	....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	18.0	—	0.3	—	3	3	0	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	184,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	60.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,136,900	99.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	3	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	53	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	18	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	328
Dec. 31, 1871	461.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	683,166	.....	5,736,666	1,959,838	—	100	681
Sept. 30, 1871	34.9	—	9.1	—	13	11	6	222	Troy and Boston.....New York.	2,312,098	—	.....	.....	1,599,000	1,899,000	62,269	—	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	5	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	—	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	123	103	40	1,325	United Companies of New Jersey..N. Jer.	28,620,394	*	8,328,170	427,838	18,920.400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	120
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,955	*	.....	.....	1,736,020	381,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,811,681	*	.....	.....	2,558,800	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermont Central.)				8	100	69
May 31, 1871	118.0	—	108.0	—	170	125	51	5,169	Vermont Central.....Vermont.	11,500,000	—	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,584	284,674	26,448	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	824
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	60	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recently opened—No returns.)					—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., Lacka. and	Western.)			7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126 092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	101
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	53	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,162	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	21	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	—	—	306,088	.....	—	138.0	(66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	—	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,750,203	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)				—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	18	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	196,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	199,058	284,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	3	171	West Jersey .....New Jersey.	2,241,892	*	1,270,669	228,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,880	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	16	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	—	168.0	143,269	13,340	42.937	235,616	82,979	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	—	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	21	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,625	32,892	.....	757,729	1,978,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	102.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,316 000	71,633	—	143.6	247,360	70,848	128,639	464,798	110,935	—	100	....
Sept. 30, 1871	46.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,425	119,192	35,576	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,704	181,067	10	100	135
									CANALS, &c.																												
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,316	—	258,679	151,967	2,631,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	80	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.1	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal..Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	.....	.....	1,428,755	113,361	(Loss.	10	100	116
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal..New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	.....	.....	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,500	.....	8,739,850	15,038,656	.....	—	108.0	.....	.....	982,188	578,462	31,978	—	50	84
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.... Penn.	1,132,452	—	.....	.....	1,003.800	110.000	8,179	.....	85.0	.....	.....	.....	175,120	80,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3 391,214	—	.....	110,570	2,200.000	1,021,965	197,816	82,206	103.0	.....	.....	.....	609,552	142,888	—	50	100
Dec. 31, 1871	78.0	44.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,781,750	—	.....	.....	4,457,180	2,805,000	460,000	.....	366.0	.....	.....	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,458,048	8,617,098	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	661,420	687,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal..Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,319	270,506	.....	84.0	.....	.....	601,264	144,099	37,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	.....	.....	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)				—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	58 —	@ 59 —
Gartsherrie		58 —	@ — —
Glengarnock		48 —	@ 50 —
Eglinton		47 —	@ — —
Pig, American, No. 1		48 —	@ 50 —
Pig, American, No. 2		46 —	@ 48 —
Pig, American, Forge		40 —	@ — —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold)	137 50	@142 50
	—STORE PRICES.—		
Bar, Swedes, 1½ x¾ & 1 ¼x¾ to 1 & ¾ sq. 1¼ to 5x½ to ¾ & ⅞ to 2 sq. 6 to 12 x¼ & ½		150 —	@160 —
Bar, Refined, ¾ to 2 in. rd. & sq.—1 to 6 in. x ½ to 1 in		— —	@100 —
Bar, Refined, 1¼ to 6 by ¾ & 5-16 in		— —	@105 —
Bar, Refined, 1 & 1¼ by ¾ & 5-16		— —	@107 50
Large Rounds, 2½ to 2⅞ to 3¾ to 4 in		110 —	@120 —
Scroll		120 —	@165 —
Ovals and Half-round		125 —	@145 —
Band, 1 to 6 in. by 3-16 to No. 12		— —	@117 50
Horse Shoe		— —	@125 —
Rods, ¾@3-16 inch		105 —	@150 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		125 —	@172 50
Nail Rod	per lb.	— 9¼	@ — 9¾
Sheet, Russia, as to assortment	(gold)	— 16	@ — 17
Sheet, Single D. and T. Common		— 6¾	@ — 7¼
Sheet, Doubles and Trebles, Charcoal		— 7¾	@ — 8¼
Sheet, Galvanized	List. 10 per ct. disc.		
Rails, English	(gold) per ton.	70 —	@ — —
Rails, American, at Works in Penna.	c'y.	80 —	@ 82 50
Anvils, (Eagle)	per lb currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3¾ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)	per lb.	— 18	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10¼
English Blister (2d and 1st quality)		— 14	@ — 18¼
English Machinery		— —	@ — 14¼
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11¼
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11¼	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 75	@ 5 —
3d. and 9d. "		5 —	@ 5 25
2d. and 7d. "		5 25	@ 5 50
4d. and 5d. "		5 50	@ 5 75
3d. "		6 25	@ 6 50
Cut, 2d and 3d. Fine		7 —	@ 7 25
Cut Spikes, all sizes		5 —	@ 5 25

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— —	@ — 37½
Straits	(gold).	— 31	@ — 31½
English	(gold).	— 30½	@ — 30½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box.	11 — @11 50	13 50	@ 14 —
I. C. Coke		8 75 @ 9 50	10 75	@ 12 75
Coke Terne		8 — @ 9 —	9 75	@ 11 —
Charcoal Terne		9 75 @10 25	12 —	@ 12 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	—	9½	@ — 9½
Crude, 40 @ 47 gravity (in shipping order)	—	14½	@ — —
Refined, Standard White (in ship'g order)	—	20	@ — 20½
Refined, S. W. (in jobbing lots)	—	20½	@ — —
Refined, S. W. (in tin)	—	25½	@ — 27
Naptha, Refined, (65 @ 73 gravity)	—	10½	@ — 11½
Residuum....(in shipping order)	per gall.	11	@ — 11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.)	per lb.	—	@ — 43
Copper, Bolts		—	@ — 45
Copper, Braziers' (over 16 oz.)		—	@ — 45
Copper, Nails		—	@ — 45
Copper, Old Sheathing, &c., mixed lots		— 28	@ — 30
Copper, American Ingot		— 30½	@ — 31
Copper, English Pig		— 29½	@ — 30
Yellow Metal, New Sheathing & Bronze		—	@ — 27
Yellow Metal, Bolts		—	@ — 32
Yellow Metal, Nails, Sheathing & Slating		— 27	@ — 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75	@ 6 87½
German Ordinary	(gold)	6 75	@ 6 87½
English	(gold)	6 75	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. per lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		— —	@18 —
Liverpool House Cannel		— —	@22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 —	@ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 28.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28
Boston, Hart. & Erie	2½	2¼	2½	2¼	2½	2¾
Canton Co	99	99½	....	....	99	....
Central Pacific 6s	....	102¼	....	....	....	102½
Central of N. Jersey	105	105½	....	105½	105	105
Chicago & Alton	....	....	....	....	111	....
" pref.	....	....	....	....	105½	....
" M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	108	....	107	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	....	....	....
" pref.	....	85¼	85	....	....	....
" 1st M.	....	....	101	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	89¼	89	....	89¾	89¼	89¾
Chic., Rock Isl. & Pac.	108¾	107¾	107¾	108¾	107	108¾
Chi., R. I. & Pa. 7s, 1896	....	....	104	....	....	....
Clev., Col., C. and Ind.	89¾	....	89¾	87¾	87¾	....
Clev. & Pittsburg guar.	87¾	87¾	87¾	87¾	87¾	....
" 2 M.	....	....	....	....	....	....
" 3 M.	97½	....	....	....	....	....
" 4 M.	87	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	31¾	30¾	30¾	30¾	29¾	30¾
" 1 M.	89¾	....	89¾	....	....	89
" 2 M.	72¾	....	....	....	71¾	71
Del. & Hudson Canal	....	116	....	....	....	....
Del. Lack. & Western	103¾	103¾	103¾	103¾	103¾	104
" 1 M. 7s	102	....	....	....	....	....
" 2 M 7s	99	....	....	....	....	....
Erie Railway	64¼	63¾	63¾	62¾	63¾	63¾
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	100	99¾	100	....	....
" 4 M. 7s, 1880	97¾	97¾	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	85¾	....	85¾	....	....	....
Hannibal & St. Joseph	36	....	36	36	35¾	....
" pref.	....	....	....	....	....	....
" 8s, conv.	86	86	....	86	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	114	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	90¾	90¾	90¾	90¾	90¾	90¾
Lake Shore Div. bonds	....	93¾	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	103¾	....	....	103¾
" S. F. 8s, 1882	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	102¼	102¼	....	....	102½
" 2 M.	....	....	....	98	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	55¾	54¾	54¾	54¾	54¾	55¾
" pref.	72¾	72¾	....	73	72¾	72¾
" 1st mort.	....	....	....	....	....	....
" 2d mort.	78	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	94¾	....	....	93¾	93¾	....
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	93¾	93¾	93¾	93¾	....	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	99¾	....	....	....	....
N. Y. Cen. & Hud. Riv.	100½	100¾	100¾	100¾	100¾	100¾
" 7s, S. F. 1876	101¾	....	....	....	101¾	101¾
" 6s, S. F. 1883	92¾	....	....	....	....	....
" 6s, S. F. 1887	91¾	....	....	....	....	92
N. York and Harlem	130¾	130	129¾	130¾	130¾	130
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	140	....	140	140	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	42¾	41¾	41¾	41¾	40¾	41¾
" pref.	....	71	....	....	....	....
" 2d M.	....	84¾	....	....	84¾	....
Pacific Mail S. S. Co.	46¾	45¾	45¾	45¾	42¾	44¾
Panama	112	111	110¾	111	110	....
Pitts., Ft. W. & Chi. gtd.	93	93¾	93¾	93¾	93	93¾
" 1 M.	106¾	107	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	39	....	40¾	....	40	40
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	81	....	....	....	81
" new	81	80¾	80¾	....	....	80¾
Tol., Wab. & Western	69	....	68¾	68¾	67¾	68¾
" pref.	....	....	....	....	....	....
" 1 M.	....	96¾	....	....	....	96¾
" 2 M.	....	....	91¾	91¾	....	....
" Equipment	....	83	....	....	....	....
" St. Lou. Div.	91¾	91¾	....	....	....	91¾
Union Pacific	31	30¾	30¾	30¾	26¾	27¾
" 1st mort.	86¾	87	87	87	85¾	86
" L. Gt. 7s	74	74¾	....	74¾	71	69¾
" Ins. 10s	....	69	....	....	64	61
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	53¾	....	53¾	54¾	....	....
" def. cert.	....	....	11¾	11	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 28.

	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	114¾	....	114¾	....	....	....
U. S. 5s, 1881, reg.	114¾	115¾	....	....	....	....
U. S. 5s, 1881, coup.	117¼	116	....	....	....	116¾
U. S. 6s, 1881, reg.	118¾	118¾	119	119	....	118¾
U. S. 6s, 1881, coup.	122	122¾	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	116¾	....	....	....	....	118¾
U. S. 6s, 5-20s, reg. '64	116¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	116¾	....	116¾	....	....	116¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118¾	118¾	....	....	....	118¾
U. S. 6s, 5-20s, r. n. '65	118¾	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	119	119¾	....	119¾	119	....
U. S. 6s, 5-20s, reg. '67	....	....	....	119	....	....
U. S. 6s, 5-20s, c. 1867	121¾	121¾	121¾	121¾	121¾	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	119¾	120¾	120¾	120¾	120¾	....
U. S. 6s, Pac. R. R. issue	....	....	....	116¾	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 27.

	W. 21.	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27
Catawissa preferred	....	....	44	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89 95	94¾	....	95	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	42	....	42¾	....	42¾	42
" 6s, 1884	....	....	89	....	89	....
" Gold L.	94	94	94	....	93¾	93¾
" R. R. L.	92	....	....	....	....	92¾
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	60¾	60¾	60¾	60¾	60¾	61¼
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	99	....	....	....
Little Schuylkill R.R.	46¾	....	46¾	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52¾	52¾	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	125
North Pennsylvania	....	....	....	47¾	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	97¾	98	98	....	98	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	32	31¾	32	....	31¾	....
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	54¾	54¾	55¼	54¾	55¼	55¼
" 1st M.	101¾	102	....	102¼	....	....
" 2d M.	97¼	....	....	....	98	98
" Gen. mort.	....	....	....	....	....	93¾
" " reg.	....	....	....	....	....	95¾
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	106
" 6s, 3d series	....	....	....	....	....	109¼
Philadelphia City, 6s	98	....	97¾	....	97¾	....
" new	101¼	101¼	101¼	101¼	101¼	102¾
Philad., Germ. & Nor.	....	....	....	....	....	87¾
Phila. & Reading	58	58	58¾	58¼	58¾	58¾
Philadelphia and Erie	....	....	25¾	....	....	25
" 6s	89	....	89	....	....	....
" 7s	91¼	....	92	92	....	....
Phila., Wilm. & Balt.	....	....	58	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	119¾	....	....	120	120	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	59	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	32	....	....
13th and 15th sts.	21	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 27.

	W. 21.	Th. 22.	F. 23.	Sat. 24.	M. 26.	Tu. 27
Baltimore City 6s, 1875	99	....	99	....	99	....
" 1886	....	....	....	....	....	....
" 1890	99¼	99¼	99¾	99	99¼	99¾
" 1884	....	....	99	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	97	....	....	....	97¼	97¼
" " 1885	....	....	96¾	....	....	97
Marietta & Cin. 1st M.	101	101¼	....	101	101¼	101¼
" 2d M.	89¼	....	89	89	87	....
" 3d M. 8s	84	83¾	....	83¾	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	95¼	....	96¼	....	95¼	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	53¾	....	53¾	54	54¼	54¾
" Defer. Certif.	....	....	....	....	11¼	11
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 28.

	Th 22.	F 23.	Sat. 24.	M. 26.	Tu. 27.	W. 28
Boston and Albany	144¼	144¼	....	....	144¼	144¼
Boston and Lowell	135	....	....	....	135	....
Boston and Maine	....	122	....	122	....	121¼
Boston and Providence	....	....	....	....	149	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	33¼	35	....	35¼	34¼
Cheshire, pref	....	....	....	....	78	78
Chi., Burl. & Quincy	108¼	107¼	....	107¼	106¼	106¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	105	105	....	....	105¼	....
Fitchburg	....	133¼	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	136	....
Michigan Central	104	....	....	103	103¼	103¼
Northern, N. H.	112	....	....	....	....	....
Ogdens. & Lake Champ	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Old Colony	112	111¼	....	112	112	112¼
Ph., Wil. & Baltimore	....	....	....	59	59	59
Portl'd, Saco & Porta	....	....	....	....	....	....
Union Pacific	....	....	....	84	84	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge ..	....	....	....	....	....	....
Metropolitan ..	....	....	....	....	....	....
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	34
Copper Falls ..	23	23	....	....	22¼	....
Franklin ..	....	....	....	5¼	5¼	....
National ..	....	....	....	....	....	....
Pewabic ..	10	....	....	....	9¾	9¾
Quincy ..	46¼	46¼	....	....	....	45¾

London Stock Exchange.

	Closing Prices. May 16.	May 9.
Atlantic & Gt. W. 1st mort., $1,000	77 — 79	79 — 80
Do. 2d mort., $1,000	66 — 68	68 — 70
Do. Con. mort. B'nds Bisch's Cert.	42 — 43	45 — 47
Do. Reorg. Scrip	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds	91 — 92	92 — 93
Detroit & Milwaukee 1st mort. Bonds	70 — 72	70 — 72
Do. 2d do.	— — —	— — —
Erie shares 100 dol. all paid	46 — 46¼	50 — 50¼
Do. 6 per cent Convertible Bonds	95 — 96	95¼ — 96¼
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	87 — 89	90 — 92
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.	— — —	— — —
Panama General mort.	91 — 93	91 — 93
Pennsylvania, 2d mort.	97 — 99	97 — 99
Do. General mort.	98¼ — 99¼	99 —100
Do. $50 shares	42 — 43	44¼ — 45¼
Philadelphia and Erie 1st mort.	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, May 31, 1873.

Stock Exchange and Money Market.

There has been a much easier Money market noted, with call loans quoted off to 5@7, chiefly at 5@6, and very choice to prime discounts at 6¼@8 per cent per annum, on more liberal offerings of funds, and a less urgent inquiry from all sources for accommodation. The speculative demand has been on a less extensive scale, for Stock Exchange, and Gold Board purposes. The mercantile call has been fair, but not active, and has met with a prompt response from lenders at the current quotations. The city banks were relatively weaker in their reserves; while the U. S. Sub-Treasury reported a handsome addition to its specie balance, with a moderate loss of currency.

The city banks reported an addition of nearly two millions to their deposit line, with a loss of about ⅝ths of a million of their legal tender, and a small amount of their specie reserves. They enlarged their loan and discount averages nearly 1¾ millions, while enlarging their circulation slightly.

The city banks are yet ahead on their obligatory reserve, the last statement showing that they had $4,046,475 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U.S. Sub-Treasury, last week, reduced its coin balance about ⅝ths of a million; and added nearly 1⅝th millions to its currency reserve. Its currency reserves at the close of the week were $23,285,864; and its coin board, $40,966,668.

The clearances of the banks averaged through the week 96⅛ millions a day, and amounted in the aggregate, for the whole week, to $578,673,926 as against $615,076,038 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,704,362 and reduced its coin reserve $607,048 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $20,632,600, against $20,708,600 same time last year. The city bank deposits are now $209,762,800 against $222,454,800, week ending May 25, 1872. The legal tender reserve amounts to $42,752,900, against $51,607,100 same time last year. The circulation now stands at $27,493,800 against $27,545,300 same time last year. The loans are now $279,846,300 against $283,601,100 at this date last year.

The coin reserve of the city banks is now about 20⅝ millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is 43¾ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 209¾ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $4,328,043 of currency, and $3,540,829 of gold, the latter including $2,297,000 from customs; and disbursed $2,623,681 of currency and $4,147,746 of gold, the latter embracing $932,020 of coin interest.

Government revenues have been on a moderate scale, since our last. The excises yielded within the week about 2½ millions, and thus far in the current fiscal year beginning with July 1, 1872, $103,595,335. The customs at the port of New York, for the week, were $2,259,380, and at the outports, about $750,000 more, in coin or coin certificates.

The cash balances under the control of the Treasury Department on Wednesday were: Currency, $4,428,814; special deposits of legal-tenders for the redemption of certificates of deposits, $29,095,000; coin, $74,537,251, including, $26,560,200 in coin certificates; outstanding legal tenders, $356,539,800.

Gold has been moderately active, through the week. The speculative business has been the chief support of the market. Operators for a rise have been working energetically, though without very encouraging success, notwithstanding the exciting political reports from France, which were deemed unfavorable to the maintenance of confidence. The customs demand was about equal to the average call, on this account, at this season of the year. The specie export drain was comparatively limited. The produce shipments were quite liberal. The range of the price during the week has been from 117⅛@118⅝ and the closing quotation on Wednesday was 118¼@118⅜ against 117⅛ on Wednesday of the preceding week. The specie outflow last week, was $659,018. The Gold Exchange Bank clearances have averaged about 69 millions per day during the week.

The customs demand for Gold last week, averaged $888,000 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been $1,653,682 against $689,612 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $122,015,975 against $144,670,479 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $71,591,216, against $74,668,343 during the same time in 1871-2.

The export drain of specie was $659,018 last week, against $4,378,679 same week preceding year. The shipments since July 1, 1872, have been $55,556,430 against $45,482,782 during the same portion of 1871.

Foreign Exchange has been in more liberal supply and quoted easier in price, on a less confident inquiry. Bankers' sixty day bills on London closed on Wednesday at 108⅝@108¾; sight bills on London, at 109⅝@109¾. The week's exports of Domestic Produce have been to the currency value of $5,205,204.

An active inquiry has been noted for Government securities, since our last, at a further improvement in price, on unusually limited offerings of the favorite issues, especially the six per cents of 1881, and the Five Twenties of 1867.

U. S. sixes of 1881 closed on Wednesday of this week at 122@122¼; U. S. Five-Twenties of 1862, 116¾@116⅞; U.S. Five-Twenties of 1864 at 116¾@116⅞; U. S. Five-Twenties of 1865 118@118¼; U. S. Five-Twenties of 1865 consolidated 118⅞@119; U. S. Five-Twenties of 1867, 121¼@121⅜; U. S. Five-Twenties of 1868, 119⅞@120⅛; U. S. Ten-forties at 114⅛@114¾; U. S. Fives of 1881 (Funding Loan) 116@116¼; Six per cent. currency Sixes from 116⅛@116⅜.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 14.	May 21.	May 28.
Consols	93⅛	93¾	93¾
U. S. 5-20s, 1865	91⅞	91½	91¾
" 1867	93⅜	94	94⅛
" 10-40s	88¼	88¾	88¾
New Fives of 1881	89½	89⅛	89⅛
Erie	46¾	49	49

State bonds have been in fair, though not active request, at about steady prices on the more popular issues.

The Railway and Miscellaneous share speculation has been quite moderately active, and values have been generally very well supported. Union Pacific Shares, and Pacific Mail were the main exceptions, having been seriously depressed in price toward the close, by heavy offerings.

Railway Mortgage Bonds have been more sought after especially for home investment purposes, at firmer rates. Central Pacific Sixes have been in good demand and have been quoted higher closing at from 103¼@103¾. Chesapeake and Ohio Sixes have been also in more request and quoted up to 88½ and interest. Western Pacific Sixes have been selling more freely at 95. The Northern Pacific 7-30 Loan has been in more demand at par and interest, especially in view of the official limitation of the amount of this loan to be issued, determining the aggregate at thirty millions, of which sum more than two-thirds have already been successfully marketed. The bonds of the Central Railroad Extension Company of Long

Island have nearly all been disposed of at 90 and accrued interest.

There has been a moderate movement noted in n the line of general business. The Hardware and Earthenware trades have been dull. The Metal trade has also been inactive as, a rule In Copper the dealings have been light, though prices have favored buyers; sales 80 tons English at 30c.@30½c. and 40,000 lbs. Lake at 31c.@31½c. Pig Iron has been very dull, throughout, and prices have been somewhat nominal; 200 tons Glengarnock sold at $47. In old Rails further sales have been made of 2,000 tons double headed and T, at $50 and $49, respectively, four months' time and interest added, and rumored, 2,000 tons at Philadelphia, without particulars. Other kinds of Iron inactive. We quote Glengarnock Pig nominally at $47@$49; Eglinton do. at $46@$48; Coltness, $58@$60; No. 1 American Pig at $49@50; do. 2 do. at $46@$48; Wrought Scrap at $45@$48; English rails at $70@$71, gold; American Rails at Works, $80@$82 50. Pig Lead in slack demand at 6¾c.@6⅞c., gold, for ordinary foreign. Spelter has been slow of sale at 7⅝c.@7¾c., gold; sales, 10 tons, in lots, at the latter rate. Pig-tin has been comparatively dull with Straits quoted at 31c., and English at 30½c.; Banca, 36½c., gold; sales, 5 tons English at 30½c., gold. Tin Plates have been in moderate demand, with prices favoring purchasers; sales 1,000 boxes Charcoal at $11 37½; 500 boxes low quality Coke, on private terms; 500 boxes Charcoal Terne at $10 25; 250 boxes Coke at $9 87½, gold. Charcoal Plates quoted here at $11 25 @$11 75@$12; Charcoal Terne, at $9 75@$10 50; Coke, $8 75@$9 50; Coke Terne, $8@$9, gold, per box. Zinc in limited request at about former figures.

Domestic produce has been less active, and the leading articles have been quoted less firm in price. Middling upland Cotton left off at 19¼c. per lb. The receipts at all the ports, since Sept. 1, have been 3,384,355 bales, against 2,615,913 bales same time in the preceding year, exports 2,326,513 bales against 1,841,321 bales in the previous year; stock at the ports at latest dates, 855,980 bales against 230,100 bales same date 1871.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were disposed at from $4 80 @$5 22½, as against $4 27½@$5 12⅝ at the April sale.

Foreign goods have been in less request and less buoyant as to prices. The week's imports amounted to $8,585,218 including $1,479,407 of dry goods.

Ocean freights have been quoted firm, on a fairly active market especially for Grain and Petroleum room, which has been most sought after.

At the Live Stock Markets, Beeves have been in more request at from 9@13⅛ cts. Veals at 6@11 cts.; Sheep at from 4@7½ cts.; Swine at 5⅛@5⅞ cts. per lb., all live weight. The week's receipts were 8,000 Beeves, 4,735 Veal Calves, 17,040 Sheep and Lambs, and 35,363 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Dubuque and Sioux City 1st mort., 95; Gt. Western 1st mort., 1888, 96; North Missouri 1st mort., 91; Canada Southern 1st mort., 94; Burlington, Cedar Rapids and Minnesota 1st mort., 89; Boston, Hartford and Erie 1st mort., 35; Toledo, Peoria and Warsaw 1st mort., W. D., 88¼; do. E. D., 93⅛; do. consol., 85¼; Galena and Chicago 1st mort., 103½; St. Louis, Jacksonville and Chicago 1st mort., 91; Am. Dock and Imp. 7s, 97½; New York and New Haven 6s, 100; Chicago and Milwaukee 1st mort., 94; Lake Shore and Michigan Southern 7s, consol., reg., 100; do. coupon, 97½; Clev., Paines. and Ash. 7s, old, 98; Albany and Susq. 2d mort., 97⅜; Ohio and Mississippi 7s, consol. S. F., 95; Buffalo, New York and Erie, 1st mort., 96; Long Dock bonds 99; Belleville and Southern Ills. 1st mort., 96; Joliet and Chicago 1st mort., 107½; Mil. and St. Paul 7s, Iowa div., 84½; Del., Lack. and Western 7s, consol., 103; Pacific 7s, guar. by Mo., 98¾; Cedar Falls and Minnesota 1st mort., 80; New Jersey Southern R. R., 30; do. 1st mort., 74; Joliet and Chicago R. R., 94: Rensselaer and Saratoga R. R. 105; St. Louis and Iron Mt. R. R., 88½; Atlantic and Pacific pref., 25; Pacific R. R., of Mo., 46; N. J. Land and Imp., 58; At. M. S. S. Co., 1; Western Union Tel., 84⅞; do.7s, 97; Quicksilver pref., 49; U. S. Express 71¼; Am. Mer. Union Exp., 68; Adams Exp., 94; Consol. Coal of Md., 54½; Pennsylvania Coal, 230; Maryland Coal, 25; Spring Mt. Coal, 52; N. C. 6s, Fund Act, 1866, 18; Alabama 8s. 1893, 86; Louisiania 6s, old, 50; N. Y. State 7s, B. L., coupon, 106⅜; do, reg., 106½; South Carolina 6s, new, Jan. and July 15.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 75½; Pennsylvania and New York 7s, 101; Pennsylvania Canal 6s, 69¼; Huntingdon and Broad Top Mt. 7s, consol., 64; Philadelphia and Reading Gen'l mort., coupon, 103; do. reg. 104; do. 7s, new conv., 106; Lehigh Valley 7s, new, 104; Reading C. and I. Co. mort., 93; Wilmington and Reading 7s, 100; Morris Canal 1st mort., 98½; do. 2d mort., 93; Catawissa new pref., 82½; Pennsylvania R. R. allotments, 54¾; Camden and Atlantic pref., 42; Allegheny County 5s, 78⅞; Pittsburg 5s, 74; Fulton Coal 5½. The latest quotations are: City 6s, 97¾@98; do. free of tax, 102¾@—; Pennsylvania State 6s, 1st series, 101@—; do.2d series, 106@106¾; do. 3d series, 109@109; Philadelphia and Reading 58⅛@58¾; do. Gen'l mort. 7s, coup., 103@103; do. reg., 103½@104; do. mort. 6s, 1880, 95@95; do. 7s, new, conv., 106¼@106⅛; United New Jersey R. R. and Canal Co., 119¾@120; Camden and Amboy mort. 6s, 1889, 94½@94¾; do. 1883, 92@92; do. 1889, 90@90; Pennsylvania R. R., 55⅛@55¼; do. allotment, 54⅞@55; do. 1st mort., 102@102¾; do. 2d mort., 97⅛@98; do. General mort. coupon, 93½@94; do. reg., 95@96; Little Schuykill R. R., 46½@47; Morris Canal, 50@50; do. pref., 124@125; do. 6s, 93@95; Susquehanna Canal, 7¾@9; do. 6s, 74@76; Schuylkill Nav., 7@8; do pref., 14@14½; do. 6s, 1882, 77@77¾; do. 1872, 80@81½; Elmira and Williamsport pref., 35@40; do. 7s, 1873, 97@98; do. 5s, 58@59; Lehigh Coal and Navigation, 42@42; do. 6s, 1884, 88@89½; do. R. R. Loan, 92¼@—; do. Gold Loan, 93@94; North Pennsylvania, 47⅛@48; do. 6s, 98@98½; do., 7s, 98 @98¾; do. Chattle 10s, 106@109; Philadelphia and Erie, 25@25¾; do. 6s, 88@89½; Minehill, 52½@52¾; Catawissa, 20@21; do. pref, 42@43; do. new pref., 82¼@82¾; do. 7s, 1900, 101⅛@102; Lehigh Valley, 61⅛@61⅜; do. 6s, new coupon, 97⅛@97½; do. reg., 98⅛@99; do. 7s, 104@104; Fifth and Sixth streets, (horse,) 51½@51⅝; Second and Third, 57@58; Thirteenth and Fifteenth, 21@21½; Spruce and Pine, 31@32; Green and Coates 49@50; Chestnut and Walnut, 58@60; Hestonville, 18½@19¼; Germantown, 33@—.

Boston.—Burlington and Missouri River R. R., 106; do. L. G., 7s, 95¼; Ogdensburg and Lake Champlain Equip. 8s, 96¾; Boston, Clinton and Fitchburg 7s, 90; Eastern R. R. 7s, 1882, 101; Cedar Rapids and Missouri 7s, 1916, 85¾; Vermont and Massachusetts R. R. 7s, 1879, 99⅞; Central R. R. of Iowa, 7s, gold, 78¼; Western R. R. 6s, 1875, 97¾; Sandusky City and Indiana 7s, 89¾; Boston and Lowell 6s, 1879, 97; Detroit, Hillsdale and Indiana R. R. 8s, 79½; Old Colony R. 7s, 1877, 102⅛; Illinois Grand Trunk 8s 89; Chicago, Burlington and Quincy 7s, 94; Quincy and Warsaw 8s, 100; Norwich and Worcester R. R., 132; Cincinnati, Sandusky and Cleveland R. R., 15; do. pref., 34; do. 7s, 1890, 80½; Connecticut and Passumpsic Rivers R. R., 82½; Portsmouth, Gt. Falls and Conway R. R., 94¾; do. 7s, 100; Atchison, Topeka and Santa Fe R. R., 20⅜; do 1st mort., 73; Rutland R. R. pref., 56½; do. scrip, No. 1, 97½; do. No. 2, 95½; do. No. 3, 93½; Burlington and Missouri R. R. in Nebraska, 61; do. 8s, old, 99¾; Summit Branch, 43; Eastern (N. H.) R. R., 100½; Cary Imp., 11⅜; Waverly Land, 4¼; Boston Water Power, 29; do. scrip, 71¼; Maine 6s, 1889, 99⅜; Massachussetts 6s, 1876, reg. gold, 101¾; New Hampshire 6s, 1884, 98; Chicago 7s, River, 99⅛; do. sewerage, 99½; Boston 5s, 1883, gold, 98¼; do. 6s, 1880, currency, 99; do. 1876, 98½; Belfast 6s, 1898, 89; Lowell 6s, 1890, 95¼; Cambridge 6s, 1882, 95½; Charlestown 6s, 1892, 95¼; St. Louis 6s, 89½; Allouez Mining Co., 9¼; Calumet and Hecla, 161; International Silver, 75c.; Madison, 65c.; Petherick, 3¼; Ridge, 8½; St. Clair, 2½; Shuniah Silver, 87½.

Baltimore.—Western Maryland 3d mort. guar., 97; do. guar. by Washington Co., 84; Wilmington, Columbia and Augusta 7s, 81; Central Ohio 1st mort., 86¼; Virginia and Tennessee 8s, 88; Orange, Alex. and Manasses 7s, 81¼; Northern Central 6s, 1900, gold, 93¾; Virginia consols, coupons, 78¾; Maryland Defence 6s, 106; George's Creek Coal, 122; Santa Clara Mining Co., 4.35. The latest quotations are: Wilmington, Columbia and Augusta bonds, 81@81; Pittsburg and Connellsville 7s, 1898, 95@95¾; Baltimore and Ohio, 172@174; do. 6s, 1875, 98⅝@—; do., 1880, 97⅜@97½; do., 1885, 96⅛ @97; Parkersburg Branch, 11@11¼; Northern Central, 38@39; do. 6s, 1885, 93@93; do., 1900, 83@85; do., 6s, 1900 gold, 93⅛@94; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885,90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 101@101½; do., 2d mort., 7s, 89@89¼; do., 3d mort., 8s, 83¾@84; Central Ohio, 40⅛@41½; do. pref., 41@42⅛; do. 1st mort., 86¼@86¾; Western Md. 1st mort. 6s, 1890, 85@90; do. 1st mort. guar., 97@97; do. 2d mort. guar., 96½@97; do. 3d mort., guar., 96@97; do. 2d mort. pref., 75@85; do., 2d mort. guar. by Washington Co., 84@87; Richmond and Danville 1st mort., 76@77; Orange and Alexandria 1st mort. 6s, 95@96; do., 2d mort. 6s, 88⅛@89½;

do., 3d mort. 8s, 89¾@90; do., 4th mort. 8s, 80@81; Orange Alex. and Manassas 7s, 81@81⅛; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77½@78½; do. 8s, 3d mort., 87½@88½; Baltimore 6s, 1875, 98⅞@99; do., 1884, 99¼@—; do. 1886, 99½@100; do., 1890, 99½@99¾; do., 1893, 97@97; do. 1893, exempt, 102@102; do., 1900, exempt, 99@99; do. 1900, new, 98@98⅝; do. 1902, 100¼@100½; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 105⅛@106¼; Virginia 6s, old, 87⅝@—; do. coupon old, 38@40; do. consol. 6s, 54⅞@55; do. reg. 51@54; do. coupons, 77½@78½; West Virginia, 10⅝@11⅛; City Passenger R. R., 17¾@21; George's Creek Coal, 120@127.

Pennsylvania and Sodus Bay Railroad.

By an act passed by the New York Legislature on the 27th of March, 1873, the Pennsylvania and Sodus Bay Railroad Company is authorized to construct its road upon the most direct and feasible route northward from where the said road shall cross the New York Central and Hudson River Railroad, in the town of Seneca Falls, via Clyde and Rose Valley, to its place of termination at or near Nicholas Point, on Sodus Bay, in the county of Wayne, in the State of New York, and to maintain and operate its said railroad on said route the same in all respects as if said route had been named and specified in its original articles of association. But if the route of the road shall be changed, and built upon a route not running into or through the town of Waterloo, then the town shall be relieved from its liability to subscribe to the capital stock of the company, and the commissioners appointed to create and issue the bonds of the town of Waterloo in aid of the construction of the said Pennsylvania and Sodus Bay Railroad, shall not create and issue such bonds.

☞ Thomas D. Messler, of Pittsburg, Pa., has been elected President, and F. M. Hutchinson Secretary and Treasurer of the Lawrence Railroad Company. The directors are: Thomas D. Messler, J. N. McCullough, G. W. Cass, John B. Jackson, A. L. Crawford, R. W. Cunningham and Caleb B. Wick. This road was recently consolidated with the Youngstown and Canfield.

☞ The directors of the United Railroad and Canal Companies of New Jersey, recently elected, are: John J. Astor, Wm. G. Cook, A. L. Dennis, Benjamin Fish, Hamilton Fish, Cambridge Livingston, Nehemiah Perry, Isaac W. Scudder, John G. Stevens, R. F. Stockton, Ashbel Welch, Samuel Welch.

☞ Coupons of the First Mortgage Bonds of the Wilmington, Columbus and Augusta Railroad Company, maturing June 1st, will be paid at the office of the Safe Deposit Company, South street, Baltimore.

☞ Cars have commenced running from Red Bank to New Bethlehem, on the Eastern Extension of the Allegheny Valley road. Meanwhile work on the rest of the way is being pushed with energy.

☞ The Davenport and St. Paul Railway has been finished to Fayette, Iowa, ninety miles from Rochester.

BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST.,
NEW YORK, May 26, 1873.

☞ We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds, which can now be sold at unusually high prices, the following Securities of well-known character and established reputation, viz:

THE CHESAPEAKE AND OHIO SIX PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York City; Interest payable May 1 and Nov. 1; issued in denominations of $100, $500 and $1,000, either Coupon or Registered. Price 88 1-2 and accrued interest. Secured by a First Mortgage on the main line of this great East and West Trunk Road, from Richmond to the Ohio River, 420 miles in length, now completed and doing a large and rapidly-increasing business.

Also, THE CHESAPEAKE AND OHIO SEVEN PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York City; Interest payable January 1 and July 1. Bonds of $1,000 each, Coupon or Registered—price 90 and accrued interest—secured by a First Mortgage on the Peninsula Division, from the Richmond Depot to the James River Docks and to Deep Water on the Chesapeake Bay, now in progress; the proposed Kanawha River Branch, and the Bridge to be built across the Ohio River at Huntington; in addition to which they are a lien upon the entire Road and equipment already completed at a cost of over $35,000,000, with a First Mortgage Debt of only $15,000,000. The rapid development of the business of the Road indicates that the earnings for the ensuing twelve months will not be less than $3,000,000, and for the succeeding year not less than $5,000,000.

The Chesapeake and Ohio Securities should, and must in time, take rank in the markets of the world with those of the Central Pacific.

We also buy and sell, at current market prices:

The WESTERN PACIFIC SIX PER CENT. BONDS—Principal and Interest payable in Gold in New York City; Interest payable January 1 and July 1; Coupon Bonds of $1,000 each; assumed by the Central Pacific Railroad Company by consolidation.

Also, the CENTRAL PACIFIC GOLD BONDS, as well known in all the principal money markets of the world as the Bonds of the United States Government.

We also deal in Government Bonds and other first-class Securities; receive deposits, on which we allow four per cent interest; make collections, and do a general Banking business.

FISK & HATCH.

☞ The attention of Railroad Companies, Locomotive Manufacturers, Car Builders, etc., is invited to the Advertisement of Messrs. PHELPS, DODGE & Co., in another column of this week's issue.

☞ The earnings of the Erie Railway Company for the week ending May 15, 1873, were $451,026, and since November 1, 1872, $9,638,756—an increase over the corresponding period of the previous year of $247,620.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency.

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Central Vermont Railroad.

The Central Vermont Railroad Company (successor to the Vermont Central) was organized at St. Albans, Vt., on the 21st inst. The meeting was called by the commissioners named in the charter, all three of whom were present. The whole number of ballots cast for directors was 18,045, and the following board was unanimously elected: J. Gregory Smith, Worthington C. Smith, St. Albans; Joseph Clark, Milton; B. P. Cheney, Boston, present trustees. William Butler Duncan, S. L. M. Barlow, J. Q. Hoyt, G. H. Brown, J. S. Schultz of New York; Trenor W. Park and J. G. McCullough of Bennington; J. B. Page of Rutland; J. R. Langdon of Montpelier. At a meeting of the directors, held on the 27th inst., Hon. John Gregory Smith was elected president and Hon. Worthington C. Smith was elected vice-president. The election of the other officers was postponed until the next meeting.

☞ Peter B. Brigham has been chosen President, E. H. Spalding Vice President, John B. Goodrich Clerk, and C. A. Putnam Treasurer of the Nashua, Acton and Boston Railroad Company. The business prospects of the road are said to be very encouraging. It will be opened to the public early in June.

☞ It is stated that all the work on the Massachusetts Central Railroad, between Amherst and Northampton bridge, can be done in sixty days, and the whole road through from Belchertown to the bridge in four months.

☞ The lease of the Bangor and Piscataquis Railroad to the European and North American Railway Company will probably go into effect about the first of June.

☞ The Bucksport and Bangor (Me.) Railroad is to be graded from Bucksport to Brewer by the 1st of August, and completed by December.

☞ General Echols of Virginia, has resigned the presidency of the Louisville, Cincinnati and Lexington Short-line Railroad Company.

Journal of Railroad Law.

RAILROAD COMPANIES—SUCCESSIVE ACTIONS CANNOT BE MAINTAINED FOR INJURIES FOR A SINGLE WRONGFUL ACT; BUT IS ENTITLED TO RECOVER COMPENSATION FOR PROSPECTIVE INJURY IN ONE ACTION.

The recent case of Filer *vs.* The New York Central Railroad Company, (49 N. Y., 42), was an action brought to recover damages to plaintiff in consequence of injuries sustained by his wife, Mrs. Helen M. Filer, while a passenger of defendant at Fort Plain on the night of the 4th of Nov., 1864.

Mrs. Filer left Rochester for Fort Plain on the evening of the 4th of Nov., on a train which was to arrive at Fort Plain between 3 and 4 o'clock the following morning. As the cars approached the station they went very slow, but did not stop.

As Mrs. Filer, pursuant to the direction of the brakeman, attempted to get off, her clothes caught in the steps; she was thrown down and dragged a considerable distance.

The shock rendered her insensible for a short time. Her back was bruised and she was lame and suffered pain in her back and hip which has continued. The lameness and pain at length in the early winter of 1866–'67 resulted in *Osoas* abscess.

The jury rendered a verdict for the plaintiff. The following is the opinion of the court deliver-by—

ALLEN, J.—Successive actions cannot be brought by the plaintiff for the recovery of damages, as they may accrue from time to time, resulting from the injury complained of, as would be the case for a continuous wrong or a continued trespass. The action is for a single wrong, the injury resulting from a single act, and the plaintiff was entitled to recover not only the damages which had been actually sustained up to the time of the trial, but also compensation for future damages; that is compensation for all the damages resulting from the injury whether present or prospective. The limit in respect to future damages is that they must be such as it is reasonably certain will inevitably and necessarily result from the injury. To exclude damages of that character, in actions for injuries to the person, would necessarily, in many cases, deprive the injured party of the greater part of the compensation to which he is entitled. (Curtis *vs.* R. and S. R. R. Co., 18 N. Y., 534; Drew *vs.* Sixth Av. R. R. Co., 26 N. Y., 49.) Any evidence, therefore, tending to show the character and extent of the injury and its probable results, as well as the probability of a return of the disease induced by the injury, in the ordinary course of nature, and without any extrinsic superinducing cause, was competent to enable the jury to determine the compensation to which the plaintiff was entitled. In the case of a fractured limb, it was thought that the present and probable future condition of it were proper matters of inquiry. (Lincoln *vs.* Sar. and Sch. R. R. Co., 23., W. R., 425.) The consequences of a hypothetical second fracture were deemed too remote. The question of Dr. Faling as to the probability, from his experience and medical knowledge, of a recurrence of an inflammation of the injured muscle, and his answer that he could not say the probabilities were very strong, but that he should feel, speaking from experience, that there was danger of the return of the inflammation and accumulation of the fluid, was competent. The evidence was that of a medical expert, as to the ordinary or probable course of disease in the injured muscle, which had resulted directly from the injury complained of, and related to the future condition of the person injured, so far as that condition could be ascertained from medical learning and experience. So, too, the opinion of the same physician, that he should expect, if there was no return of inflammation, that the general health of Mrs. Filer would improve, but would always be somewhat impaired, was proper and competent, to enable the jury to ascertain the actual extent of the injury to the plaintiff.

There is no evidence other than of experts by which courts and juries can determine whether a disease or an injury has been or can be permanently cured, or what its effect will be upon the health and capability of the injured person in the future. The hypothetical opinion of Dr. Hillman as to the cause of the abscess was competent, and the answer cautiously given that if they could find no other cause they would naturally attribute it to the injury complained of, and that such injury received in 1864 was competent to produce the condition he saw in 1867 were properly allowed.

Some latitude must necessarily be given in the examination of medical experts, and in the propounding of hypothetical questions for their opinions, the better to enable the jury to pass upon the questions submitted to them. The opinion is the opinion of the expert, and if the facts are found by the jury as the counsel by his questions assumes them to be, the opinion may have some weight, otherwise not. It is the privilege of the counsel in such cases to assume, within the limits of the evidence, any state of facts which he claims the evidence justifies, and have the opinion of experts upon the facts thus assumed. The facts are assumed for the purposes of the question, and for no other purpose.

There was no error in the refusal to charge as requested. The question submitted was whether the abscess and consequent illness was caused by the injury received in November, 1864, and if that was found in the affirmative, the plaintiff, if the other facts were found in his favor, was entitled to recover. There was no evidence authorizing the submission of the question whether the abscess might not have been in part caused by the injury spoken of, and in part by some other means. The other questions made by this appeal are considered and disposed of in the action of the suit of Helen M. Filer.

There was no error upon the trial, and the judgment must be affirmed.

Judgment affirmed.

☞ The Fincastle (Va.) *Herald* learns that Rebecca Furnace, situated near Dagger's Springs, in Botetourt county, will shortly be put in operation, and that Glenwood Furnace in Arnold's Valley, in that county, has been rented by a New Jersey firm, who will soon set it to blowing again. The new railroads about reaching into the valley revives the mineral region enterprises.

☞ The New York Central and Hudson River Railroad Company assumed control on the 26th inst. of the New York and Harlem Railroad, which they have leased. Mr. C. M. Bissell is Superintendent of the road.

☞ The Managers of the Northern Pacific Railroad have resolved to limit their 7.30 per cent. Gold Loan to $30,000,000, of which $21,000,000 have been sold. With the sales already made more than 500 miles of the Road have been opened and the title to nearly ten millions acres of Land have been earned. These lands, as far as they have been marketed, average $5 66 per acre, chiefly to actual settlers of European immigration. The Company, after disposing of $9,000,000 additional Bonds bearing 7.30 per cent. Gold Interest, (which is now being disposed of through the usual agencies) have resolved to prosecute the work with Money borrowed at no higher Gold Interest than 6 per cent.

☞ Within the last year the Allegheny Valley Railroad Company has leased the Oil Creek and Allegheny River and the Buffalo, Corry and and Pittsburg Railroads, and now extends its direct line to Lake Erie, feeding it with important branches. This company has control of three hundred miles of track, and within the present year will control fully five hundred miles. The company is now building a very important extension, of one hundred and ten miles, from Red Bank, on its present line, to Driftwood, in Cameron county, and will thus get what is claimed to be the best route across the Alleghenies.

☞ The contracts for the graduation and masonry of the Berks County Railroad, between Lenhartsville and Slatington—the balance of the road—have been awarded as follows: Section No. 20, Cyrus Diller; 21, P. Conry; 22 and 23, Wm. Call; 24, M. F. Huy; 25, F. Grosh; 26 and 27, Wannemacher & Beard; 28, S. J. Schaeffer; 29, Crane & Thompson; 30 and 31, J. W. Bradley & Co.; 32, Daniel German; 33, J. A. Breen & Co.; 34, 35 and 36 Britton & Doane. Several of the contractors have already commenced work, while the rest are making preparations to do so.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 17, at 443,528 tons, and for the coal year at 6,035,815 tons, against 5,954,402 tons to corresponding time last year, being an increase of 81,413 tons. The bituminous tonnage for the week is 57,562 tons, and for the year 768,063 tons, giving a total of all kinds for the week of 501,090 tons, and for the year 6,703,878, tons, an increase as against production to same time last year of 88,516 tons.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending May 15 are: freight, $45,407 81; passengers, $30,494 56—total, $75,897 37.

☞ The Danville (Va.) *Times* says that they have commenced again to lay the track of the Lynchburg and Danville Railroad.

TOLEDO, PEORIA AND WARSAW RAILWAY CO.
No. 30 Broadway, Room 38, N. Y., May 28, 1873.

THE COUPONS due June 1, 1873, on the first mortgage bonds of the Toledo, Peoria and Warsaw Railway Company, Burlington Division, will be paid at the office of the company on and after that date.

THOS. H. WILLIAMS, Ass't Sec'y.

OFFICE OF THE TOLEDO, PEORIA & WARSAW RAILWAY CO.
New York, May 28, 1873.

THE COUPONS due June 1, on first mortgage bonds of Toledo, Peoria and Warsaw Railway Company, Eastern Division, will be paid at the office of the company on and after that date.

THOS. H. WILLIAMS, Ass't Sec'y.

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OFFICE OF THE PACIFIC MAIL STEAMSHIP CO., 59 and 61 Wall-st., New York, May 29, 1873.

NOTICE TO STOCKHOLDERS.—At the annual election for Directors of this Company, held on the 28th inst., the following Shareholders were elected Directors for the ensuing year:

GEO. H. BRADBURY,	CHAS. J. OSBORN,
T. W. PARK,	RUSSELL SAGE,
JAMES D. SMITH,	GEO. S. SCOTT,
JOHN M. BURKE,	GEO. H. PALMER,
RUFUS HATCH.	

The total number of votes were 151,802; and at a meeting of the Board held 28th inst., the following officers of the Company were unanimously elected, viz: President GEORGE H. BRADBURY; Secretary, THEODORE T. JOHNSON; Treasurer HENRY SMITH.

By order of the Board,
THEO. T. JOHNSON, Secretary.

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OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, May 3, 1873.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company, for the election of directors and the transaction of other business, will be held at the office of the Company, in the City of Chicago, on WEDNESDAY, the 28th day of May instant, at 11 o'clock A. M. The transfer-books of the Company will be closed after the 14th instant until the 2d day of June next.

A subsequent closing for the new stock subscriptions will be duly announced.

L. A. CATLIN, Secretary.

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May 31, 1873—Steamer HENRY CHAUNCEY, Capt. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with steamer ARIZONA, Capt. Austin, for San Francisco, and calling at Acapulco and San Diego, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The splendid steamship COSTA RICA will leave San Francisco on or about June 24, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco, May 31, 1873, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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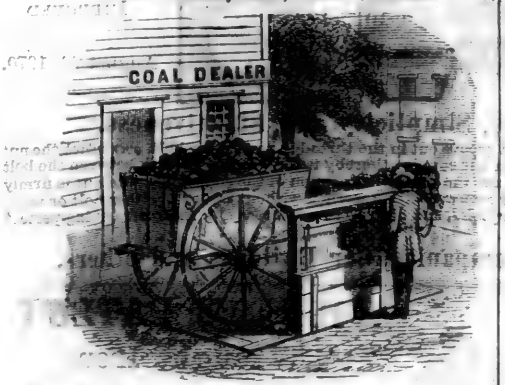
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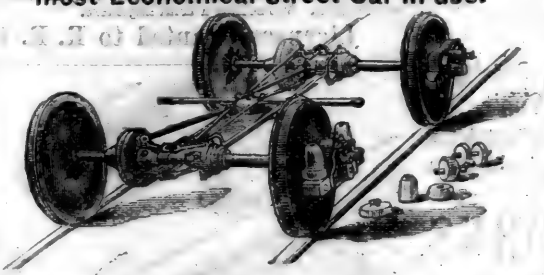
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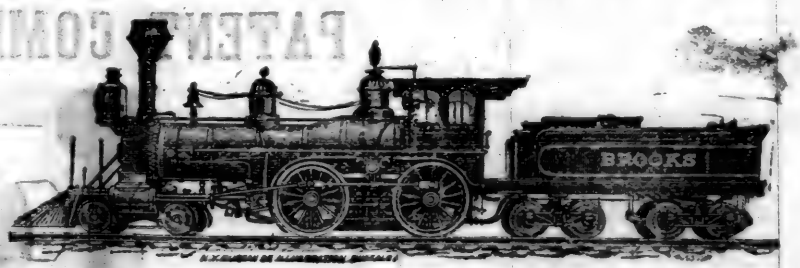
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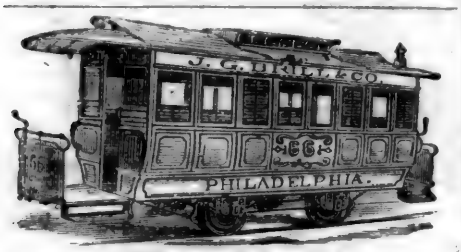
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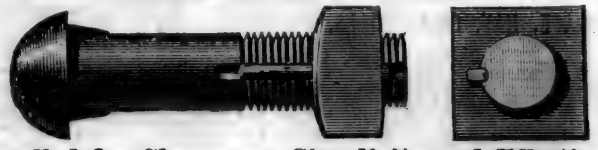
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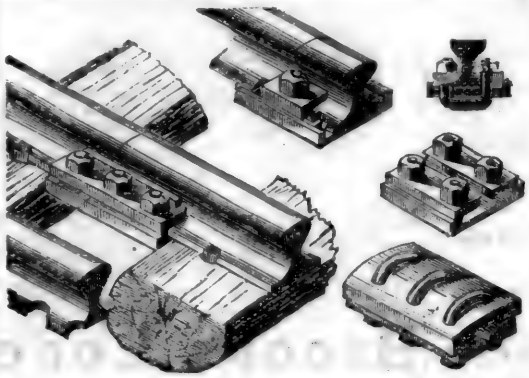
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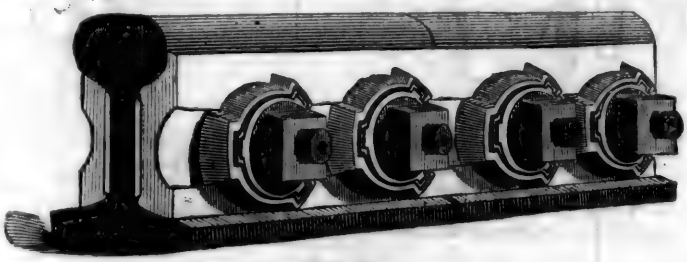
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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

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That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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SECOND QUARTO SERIES, VOL. XXIX., No. 23.] SATURDAY, JUNE 7, 1873. [WHOLE No. 1,937, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, June 7, 1873.

☞ The earnings of the Union Pacific Railroad for April, 1873, were $881,266 88, the expenses (including $91,000 for renewal of rails) $474,078 84, and the net earnings $407,187 54. In April, 1872, the earnings were $741,802 56, the expenses, $385,997 74, and the net earnings $355,804 82—showing an increase in earnings of $139,463 82, with an increase in expenses of $88,081 10, making the increase in net earnings $51,382 72. From January 1 to April 30, 1873, the earnings were $2,605,281 32, the expenses $1,445,474 56, and the net earnings $1,159,806 76—showing an increase in gross earnings compared with 1872 of $489,566 15, and an increase in net earnings of $568,854 81.

☞ The Dyersburg (Tenn.) *Progress* says: "We understand that it is the intention of the St. Louis and Iron Mountain Company to extend its road South, crossing the Mississippi at Point Pleasant, Mo., thence to this place, and on to Jackson, Tenn. We think this highly plausable from the fact that the Mississippi Central road is being extended from Jackson to Cairo, and that the Mobile and Ohio intends making Cairo its terminus, thereby cutting off all connection South for the Iron Mountain road. The latter road must have a connecting link South in order to compete with the Illinois Central, which will have two Southern outlets at Cairo."

BANKING HOUSE

—OF—

JAY COOKE & CO.

No 20 WALL STREET, New York.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan at an aggregate not exceeding thirty million dollars, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, *the limited remainder of the* 7 3-10 *loan is now being disposed of* through the usual agencies.

As the bonds of this issue are made receivable in payment for the Company's lands at 1.10, they are in constant and increasing demand for this purpose, and will continue to be after the loan is closed—a fact which much enhances their value and attractiveness as an investment.

The Company has more than 500 miles of its road built and in operation, has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics at current rates.

JAY COOKE & CO.

☞ The Staunton *Spectator* says that President Huntington, of the Chesapeake and Ohio Railroad, has informed one of the contractors on the Big Sandy Railroad that the money was on hand to go to work on the road within thirty days. The proposed Big Sandy Railroad is to run from Mount Sterling, Kentucky, to the mouth of the Big Sandy, which is only nine miles below Huntington, the terminus of the Chesapeake and Ohio Railroad. It is eighty-six miles from the mouth of the Big Sandy to Mount Sterling. The contractors for this road are composed very largely of the same men who have taken the contract for the Valley Railroad from Staunton to Salem.

☞ The Lynchburg *News* says material trains are running on the Lynchburg and Danville road as far as Fishing creek, a mile below the city, and it hopes to be able to announce the completion of the road to the Staunton river by the first of July.

JAY COOKE & CO.,

No. 20 Wall Street,
NEW YORK.

EXCHANGE

—ON—

LONDON,
PARIS,
BERLIN,
FRANKFORT,
BREMEN,
VIENNA.

CABLE TRANSFERS,
Circular Letters,
COMMERCIAL CREDITS,

—ON—

Jay Cooke, M'Culloch & Co.,

No. 41 Lombard St., London.

CABLE TRANSFERS UPON VIENNA DIRECT

☞ The Ohio *State Journal* learns that the Columbus and Ferrara, Railroad Company is about consummating an arrangement by which it will be able not only to construct its road from Columbus to Ferrara, but also secure the construction of a road from Columbus to Lima by way of Marysville, to be called, in connection with an extension of the line from Lima to Coldwater, Michigan, the Columbus and Northwestern Railroad.

New York and New England Railroad.

The re-organization of this company has now been ratified by the four States in which the road is located. As soon as the preliminary arrangements are made to relieve the Trustees of the bondholders from the charge of the property, a conveyance will be made to the new company. The lines owned and leased by the New York and New England Railroad Company will be, from Boston to Willimantic, 86 miles; Brookline to Woonsocket, 33 miles; Southbridge Branch, 18 miles; Dedham Branch, 2 miles; Providence to Waterbury, 123 miles; total now in operation, 262 miles. Unfinished—Waterbury to Hudson River,

75 miles; land line Norwich and Worcester, 67 miles; total when completed, 404 miles.

The new company starts with a debt of but about $3,000,000 on the whole property. It will immediately create a new mortgage for $10,000,000, with which to pay this debt and finish and equip the line. The new mortgage will thus be for about $33,000 per mile of completed road.

Housatonic Railroad.

The receipts from operations of this road for the nine months ending September 30, 1872, were as follows:

From passengers		$162,012 08
" freight		353,358 09
" milk		45,799 29
" express, mails, etc		20,186 94
		$581,356 40
Expenses, viz:		
Repairs of road	$128,089 08	
" engines	25,132 60	
" cars	32,954 63	
" buildings, etc.	17,395 12	
Wood and coal	46,987 17	
Oil, tallow and waste	7,987 71	
Freight expenses	69,413 85	
Passenger expenses	25,833 55	
General expenses	7,228 56	
Damages	4,378 92	
Rent of cars	8,985 22	
Operating N. Y., H. & N. R. R.	5,681 60	
All other expenses	11,899 04	
Profit and loss	278 41	
		387,244 66
		$194,111 74
From which deduct—		
Town and city taxes	$472 90	
Rent of Stockbridge and Pittsfield Railroad	23,556 75	
Rent of Berkshire R. R.	31,500 00	
Rent of West Stockbridge R. R.	522 57	
Rent of New York, Hous. and N. R. R.	8,010 06	
Coupon Interest	20,250 00	
Interest	5,920 71	
		85,232 99
Net gain after deducting all expenses,		$108,878 75
Paid dividend, Jan. 2, 1872.	$60,512 82	
" " July 1, 1872.	47,200 00	
		107,712 82
Surplus at credit profit and loss		$1,165 93
Add surplus Dec. 31st, 1871		65,597 58
Balance at credit profit and loss, Sept. 30th, 1872		$66,763 51

In order to comply with an act of the legislature regarding railroad returns, the time of closing the fiscal year of the company has been changed from December 31 to September 30—hence the report shows the business of the road for nine months only. The earnings for the whole year were $768,926 50, against $780,280 84, for the year ending December 31, 1871.

There have been added to the equipment three new engines at a cost of $33,988 84, and three have been sold for $21,000; and 94 new freight cars have been built at the company's works at a cost of about $75,000. The company now have 15 engines, 15 passenger, 9 baggage and 423 freight cars. The number of miles run by engines for the nine months has been 259,541. There have been laid in the track 1000 tons of new rails at a cost of $75,083,85, and one mile of new sidings built at a cost of $20,000.

CONDENSED BALANCE SHEET, SEPT. 30, 1872.

Railroad and equipment		$2,205,558 52
Permanent improvements and additions		150,000 00
Cash on hand and in bank		36,752 17
" in hands of Willets & Co		23,616 50
The Ames property		109,884 02
Stockbridge and Pittsfield R. R. Co.,		5,992 76
Accounts receivable		43,445 57
Bills receivable		521 58
Bank of New York		722 35
Sinking fund		93,908 89
Due from stations		85,476 75
Wood lots		965 99
Materials on hand		72,871 97
		$2,830,076 83
Capital stock, old, 8,200 shares	$820,000 00	
" " Prf'd 11,800 "	1,180,000 00	
Bonds due 1877	191,000 00	
" " 1885	100,000 00	
" " 1889	100,000 00	
Bills payable	163,187 59	
September expenses paid in Oct.	68.102 48	
Rent of Stock. and P. R. R.	7,852 25	
" " Berkshire R. R.	3,500 00	
" " West Stockbridge R. R.	50 00	
Book accounts	87,894 69	
Unclaimed dividends	2,549 00	
Coupon interest	7,076 66	
Accumulated sinking fund profits	37,100 65	
Profit and loss	66,763 51	
	$2,830,076 83	

President—WM. H. BARNUM.

Vice President—DAVID S. DRAPER.

Directors—Wm. H. Barnum, Samuel Willets, Geo. W. Peet, Henry S Leavitt, Horace Nichols, Wm. D. Bishop, David S. Draper, Charles A. Peck, A. B. Mygatt.

Secretary and Treasurer—CHARLES K. AVERILL.

Superintendent—H. W. FRANKLIN.

Railroads of the State of Ohio.

We are in receipt, through the courtesy of the Hon. O. L. WOLCOTT, "Commissioner of Railroads and Telegraphs," of the Sixth Annual Report in relation to the Railroads of the State of Ohio. We have always valued these reports as among the most conveniently arranged and the most elaborate in detail of any like reports issued under State authority; and have consequently hailed their appearance with that satisfaction which springs from perfection in the handiwork presented for our appreciation. It is, however, a fault that we cannot receive them until from 9 to 10 months after the close of the official year they represent. A year's delay in these progressive times is a fatal error, and one that ought to be remedied at once and forever. As a series, nevertheless, they must become more and more valuable, by increase of years, to the economist and statesman, and in this light we especially appreciate them. The official year referred to on the present occasion ended June 30, 1872.

The reports of the several companies indicate an unusual energy in railroad extension, and a large increase of expenditures for construction, equipment and general improvements. They show the aggregate length of the railroads at the close of the official year to have been 3,787 miles—an increase for the year of 270 miles; the cost thereof, including equipments, $206,352,805—an increase of $18,200,400; and the earnings per mile, on 3,551 miles, $9,647, with a net of $2,997.

The increase of main line and branches reported in 1869, '70 and '71 aggregated only 201 miles of new roads constructed; while for 1871-'72, additional railroad was opened to the extent as above stated of 270 miles, or 69 miles more than the aggregate for the three previous years; and within the years 1871-'72 there was laid on old roads—new iron 479, re-rolled iron 614, spliced and mended iron 315, and new steel 323 miles, or in the aggregate 1,731 miles. Of course this amount of iron was largely used in laying second tracks and sidings, of which there were in the State on June 30, 1872—2d tracks 121 miles, and sidings, &c., 682 miles. Including these the total equivalent single track in use within the State at the above date was 4,590 miles. In the same year one-sixth of all railroad bridges in the State have been built or re-built.

That the commercial prosperity of the State in consequence of these new works and improvements has been materially advantaged is evident from the facts revealed by the traffic and financial results of operating them. There was carried over the aggregate system of roads 12,068,832 passengers or 68,832 more than in the previous year; and there was transported 20,988,068 tons of freight, or an increase of 5,518,728 tons.

The gross earnings were respectively $34,257,800 and $30,384,518, showing an increase of $3,873,282; the operating expenses averaged 68.32 and 68.33 per cent, and left the net earnings at $10,755,060 and $9,608,295, showing an increase of $1,146,765, or about 12 per cent.

The amount of construction funds furnished during the year was—capital stock, $7,289,488; bonds, $27,008,597; and floating debt, $2,414,282; or a total of $37,612,280. This large amount, however, was not all expended on the reported increase of 270 miles, but was used in great part on extensions outside the State and in improvements, additional equippage, &c. A portion has no doubt been expended on works then in different stages of progress. Between July 1 and December 31, 1872, the length of new road opened for business was 322 miles, distributed to the following seven companies:

Ashtabula, Youngstown and Pittsburg	57 miles.
Cleveland, Mount Vernon and Delaware	23 "
Lake Erie and Louisville	46 "
Lake Shore and Tuscarawas Valley	63 "
Marietta and Pittsburg	45 "
Mahoning Coal	40 "
Mansfield, Coldwater and Lake Michigan	48 "

—and still the good work goes on, and probably not less than 200 or 300 miles additional will have been brought into use by the close of the current official year, and at that estimate leave 1,000 miles under construction for completion within two years.

The influences which have conspired to bring about this unprecedented development in railroad construction in the State are multifarious. Many of these lines were projected and had money expended on them years ago; others more recently; and others are the legitimate outgrowth of the consolidations of old lines requiring connecting links or new feeders. The pressing demand of western commerce increasing year by year, must also have had paramount influence in urging to new constructions—such as the line in progress from Pittsburg and Chicago, in the interest of Baltimore. But the majority of the new lines are the result of many years' effort now culminating in success.

Nor does the increased facilities for railroad

conveyance prove beneficial only to the commercial and social interests. The extension of railroads has become a politico-financial agency, which by increasing the value of all real property favors the State Treasury, while the tax-payers experience less difficulty in paying the increased aggregate demands of the State. The total tax collected in 1868 was $20,489,148 and in 1872 $28,248,980, the increase in the years intervening having been $2,759,822. This shows conclusively that in railroad extension both the State and the people are equally interested.

In the table which follows we give a summary of the principal statistical elements drawn from the annual reports for the last five consecutive years:

PROPERTION FOR THE STATE OF OHIO.

Fiscal Years ended June 30.	Capital Stock.	Bonded Debt.	Total stock bonds and debt.	Miles of Main and Branch Lines. M.	Miles of 2d and side tracks. M.	Cost of road and equipment.	Gross earnings.	Net Earnings.	Interest paid.	Dividends paid.
1872...	122,721,527	120,222,072	248,889,300	3,787	890	206,852,806	34,257,799	10,755,060	.....	.....
1871...	115,432,038	92,813,475	211,277,019	3,457	845	188,152,405	30,834,518	9,608,226	.....	.....
1870...	114,784,817	84,187,609	201,918,457	3,376	788	176,142,084	27,909,308	8,486,980	.....	.....
1869...	106,086,116	88,087,702	196,103,721	3,324	741	176,455,723	30,186,663	9,045,072	.....	.....
1868...	103,346,607	75,206,330	183,943,140	3,256	668	167,086,614	28,788,827	8,118,709	.....	.....
1872...	219,161,127	217,171,755	447,071,062	7,408	....	388,118,494	65,608,078	20,568,310	9,726,359	7,554,092
1871...	210,387,149	171,011,069	387,939,861	6,536	....	365,778,816	59,151,419	18,854,751	7,505,432	7,278,052
1870...	196,888,556	165,633,627	358,118,006	6,283	....	333,496,117	52,895,812	15,875,481	6,291,317	7,002,874
1869...	176,987,825	155,119,116	332,978,637	5,992	....	321,666,115	51,110,529	15,879,213	4,679,156	5,647,646
1868...	171,960,942	138,111,294	313,566,602	5,391	....	302,669,874	47,118,722	14,198,688	.....	3,801,291

On another page of our current issue will be found an elaborate table giving in detail the material and financial status of each railroad company in the State for 1871–'72.

☞ The following gentlemen have been elected directors of the Pacific Mail Steamship Company: George H. Bradbury, T. W. Park, James D. Smith, John M. Burke, Charles J. Osborn, Russel Sage, George S. Scott, George H. Palmer and Rufus Hatch.

Journal of Railroad Law.

RAILROAD COMPANIES—A FOG NO EXCUSE FOR A PERSON NOT BEEING AN APPROACHING TRAIN.

The facts in the recent case of The Morris and Essex Railroad Company *ads.* Harlan, &c., (33 N. J. Law Reports, 147), are fully and clearly stated in the following opinion by—

ELMER, J.—This was an action brought by the administrators of Richard Paxton, deceased, in pursuance of the statute, to recover damages for causing his death by striking him with one of the defendants' engines at the crossing of their railroad over the Newark and New York turnpike road in October, 1865. Their right to recover depended upon two questions which were submitted to the jury, and determined by them in favor of the plaintiffs. The first was whether the death was occasioned by the negligence of the defendants' agents; and the second, whether the negligence of the deceased contributed to produce the result. If the jury in deciding either of these questions were so clearly wrong as to make it the duty of the court to interfere the defendants are entitled to a new trial.

I am by no means satisfied that the verdict was right upon the first question; but, however that may be, I am so entirely satisfied that the culpable negligence of the deceased contributed to produce the unfortunate result that I think we are bound to set aside the verdict for that reason, and do not think it necessary to examine the facts detailed in evidence to show the negligence of the defendants.

It appears that the deceased drove a three horse team, attached to a truck loaded with paper, and on his way to New York, by the usual turnpike road, had occasion to cross the railroad of defendants, on the morning of a very foggy day. According to the testimony of a Mr. Farnsworth, who drove a light carriage with, as he says, a very lively team, both teams stopped near the place where the railroad crosses the turnpike at a very acute angle. No engine or cars could be seen, but they were distinctly heard by Farnsworth and others, and were accustomed to pass at that time. Farnsworth sent a man who was riding with him to the crossing, who reported that he could not see anything. Farnsworth says he spoke to deceased, and asked him if he thought he could get across; he said yes we'll take the risk. Farnsworth whipped his horse across the track, and got over the track safely. The deceased attempted to follow, but was struck and killed with two of his horses.

There seems to be no good reason for doubting the veracity or the accuracy of Farnsworth; but the case does not turn on his unsupported testimony. It is evident from all the testimony on both sides, that the deceased was accustomed to travel over the road, knew the time the train usually passed, and must have heard one approaching, as others did. If as suggested in argument, he could not certainly determine whether the train he heard was on the road he was about to cross, or on another not far off, he was sufficiently apprised of probable danger to require him to wait until he could be more sure that he did not endanger his life and the lives of others. A very short delay would have avoided the catastrophe. Instead of pausing, as under the circumstances it was his duty to do, incited, probable by the example of Farnsworth, or for other reasons, needlessly impatient, he rashly drove his loaded wagon, at a necessarily slow gait upon the track, and lost his life. Farnsworth was criminally rash; but the deceased was far more so.

While it is important for courts and juries to be scrupulously careful to exact of the officers and agents of the railroad companies, the greatest care to avoid danger to the lives or property of our citizens, it is equally important to require of citizens the same care to avoid, by their acts, endangering the lives of those traveling in the cars. As is well remarked by Justice Potts in the case of Runyon *vs.* The Central Railroad Company, 1 Dutcher, 556, "the necessities of railroad travel demand a speed at which it is impossible to stop in time to prevent a collision, if persons traveling on the highways, rush carelessly or recklessly on a crossing ahead of an approaching train; and every collision of the kind places not only the party driving on the track but the passengers in a train of cars in imminent peril, many times occasions great loss of life. Persons approaching a crossing in vehicles of their own, must use their eyes and ears, and exercise common care and prudence to avoid a collision, commensurate with the danger." These principles were applied by this court to the case of, Telfair *vs.* Northern Railroad Company, 1 Vroom, 189, and are quite as applicable to this.

The verdict must be set aside, and a new trial ordered.

Texas and Pacific Railway.

To the Stockholders of the Texas and Pacific Railway Company:

GENTLEMEN: In submitting this report, your board have to congratulate you upon the improved condition of the enterprise under our charge.

Under the energetic supervision of General G. M. Dodge, as Chief Engineer, the Construction Company hereinafter referred to have pushed the work of constructing the line with great rapidity from Longview west to Dallas, from Marshall via Jefferson to a point near Texarkana, and from that point west to Sherman.

It will be remembered that the grant of six millions of dollars of bonds made by the State of Texas was coupled with the condition that the roads from Marshall west, and Texarkana west, should be completed to a point of junction near Forth Worth by January 1, 1874.

As the summer of 1872 was necessarily consumed by the preliminary surveys, it was not until October last that work was actually begun upon the line. Most of the contractors had to be brought from distant points, the low stage of water in Red River, the absence of railway communication, and in fact, of any reliable facilities for reaching the line, threw serious obstacles in the way of transporting material, and compelled us for several months to haul from the termini of the North Louisiana and Texas and the International Railroads, a distance of from sixty to ninety miles.

Nothing but untiring energy and a liberal expenditure of money enabled the company to accomplish what has been done, and your board feel sure that a knowledge of these facts will induce the people of Texas to extend cheerful and willing aid in the further progress and completion of the road.

Notwithstanding the difficulties and disadvantages under which we have labored, nearly four hundred miles have been graded, and the bridging so far advanced as not to retard the laying of the iron. The greater portion of the ties needed have been distributed along the line, and the rails and fastenings for three hundred miles have been purchased, and are being delivered at New Orleans,

Galveston, St. Louis, and other points, to be forwarded as rapidly as required for construction purposes.

The completion within a short time of the International Railroad to Longview, and of the Houston and Texas Central, and the Missouri, Kansas and Texas Railroads, to a connection with your railway, gives us the needed facilities for the movement of supplies at all seasons, and we are availing ourselves largely of them.

The cities and counties, and the people along the line, have in general acted in a fair and liberal spirit, and with a just appreciation of the advantages its completion will confer upon them. Their interests and those of the road are so interwoven that we may confidently rely upon a continuance of the same kindly feeling.

The route west of Fort Worth has been thoroughly developed, but not yet definitely located, except a portion of the San Diego division; but it may be said in general terms that the alignment has proved to be unexpectedly favorable, and that in grade, curvature, and the low summits at which it crosses the continent, your road will possess great advantages over the existing lines to the Pacific Ocean. The preliminary surveys are entirely completed, and sufficient data obtained to show that the proceeds of your bonds and the donations from Texas, San Diego, and other localities, will be ample to build and thoroughly equip the road up to the standard required by the laws of Texas and the United States Government.

An exhaustive survey was made of the country between San Diego and the Colorado River, with the view of adopting the best possible route East from the former city. It was found after a most careful examination of all the data that the line designated by the engineers as Number 4, and entering San Diego from the direction of San Gorgonia Pass, was decidedly the best, both in point of construction and economy of operation. While it is about sixty miles longer than the direct route over the mountains would be, its advantages for working, making reasonable allowance for curvature and grades, to say nothing of difference in cost prove it to be commercially fifty miles the shorter line, and therefore the more valuable to the city and port of San Diego, as well as to the interest of the company itself. While this can be said of the traffic between San Diego and the Territories of Arizona and New Mexico and Mexico, and all other points East, it also has the advantage of giving the people of San Diego communication with the country between that city and San Francisco, so that from all the data before spoken of, and the view personally expressed by Mr. Evans, the engineer in charge of San Diego division, and by General Dodge, chief engineer, the board were decided in their opinion as to the value of the line for all the purposes for which the road is to be constructed. Work has been commenced at San Diego, and we trust to so complete our negotiations as to be able to prosecute it with great vigor.

In order to facilitate and insure the speedy building of the road, a construction company with a large capital offered to contract for the building and equipment of the line on terms that would fully meet all the requirements of the Government charter and the laws of the State of Texas.

This company has been diligent in the performance of their agreements, and we are now fast getting into a condition where, with a large amount of completed and equipped road, the securities of our company can be offered with great assurance of success, and a proper value be obtained for them. With a reasonable result in completing our negotiation, the board see no reason why the entire line shall not be finished within a period of five years, in quality fully up to the standard required by the charter of the company, and, therefore, much within the time granted for completion.

The data obtained from the surveys for the entire line across the continent show some remarkable features. Among them: that the summits to be crossed are about thirty-two per cent less than the summits on the existing Pacific roads; that the grades and curvature will be about sixty-two per cent less; that the climate through which the road is located is so favorable for its maintenance and operation that no train need ever be delayed from snow or the other obstructions, now sources of expense and delay on the more Northern route; that an abundance of excellent coal for fuel is accessible at a number of points along the road; that the entire rail transportation between the waters of the Pacific and New Orleans will be less than 1,800 miles, and with accessible ports in Texas less than 1,500 miles, thus forming a route across the continent for international transportation a great deal shorter than now exists, or, perhaps, can ever exist by any other line.

When we take in connection with all this the fact that you will have from the Pacific at San Diego a line to New York four hundred miles shorter than the existing line from San Francisco to New York, and that upon the completion of connections to San Francisco, which will certainly be made before our line is finished, you will have a route between that city and New York quite as short as the existing road, and that on this route will be situated the cities of Philadelphia, Baltimore, Washington, Richmond, Atlanta, Montgomery, Vicksburg, with short connections to New Orleans, Galveston, Savannah and Charleston, while on other connecting routes will be Pittsburg, Cincinnati, Louisville, Indianapolis, Cairo, St. Louis, Little Rock, Kansas City, and the intervening country, with its immense population and products, you can at once perceive that your line should undoubtedly command a fair share of the transportation across the continent.

Add to these sources of traffic the States of Mexico bordering upon our road, with their immense mineral wealth and their present population of two and a half millions of people, and the great resources of Texas, California, New Mexico and Arizona, and it certainly seems that the traffic to be developed and naturally directed to your line must be large and profitable.

As the First Mortgage Construction Bonds of the company are limited to $40,000 per mile, bearing 6 per cent gold interest, there is no reason, in the opinion of your board, why these securities are not in every respect of the highest character, and most reliable as an interest-paying investment. In addition to a lien upon the franchises, the railways, and revenues of the company, these bonds have also the additional security of the entire land grant from the United States Government, embracing about fifteen millions of acres, the net proceeds of which, after providing, if necessary, for the interest, are added to the sinking fund of one per cent gold of the amount of the bonds outstanding, which is to be paid annually to the trustees for the redemption of the same. With reasonable management this sinking fund will pay off the entire loan, or provide for its redemption within twenty-five years.

The lines approaching your road from St. Louis, Cairo, and Memphis via Little Rock and Fulton are fast approaching completion, and we expect will form connections with our road during the coming fall. Arrangements are about being perfected for the completion of the road from Monroe to Shreveport, thus perfecting the line via Vicksburg, except the river bridge at Vicksburg. Negotiations are now pending that will, we think, result favorably to the construction of the line from Shreveport to New Orleans via Baton Rouge.

With these outlets provided, as they will be long before your main line is through, and the connections now made by the Missouri, Kansas, and Texas to Chicago and the Northwest by Kansas City and St. Louis, and by the Houston and Texas Central and International and Great Northern to the waters of the coast of Houston and Galveston, with each and all of these your road will undoubtedly interchange large amounts of traffic.

It is the intention of the board to prosecute the work as rapidly as the circumstances of the company will permit, and always within the requirements of the laws of the United States and the State of Texas. Before closing this report to the stockholders the board desire to submit some extracts from the report of General G. M. Dodge, the Chief Engineer, as follows:

"I gave instructions to our engineers to note carefully the agricultural and other resources of the country, with the view of ascertaining as nearly as possible the relative value of the Government grants to the company, and I am prepared to report, that as a whole the lands donated by the United States are superior to anything I had expected, and in my judgment superior to those on any line across the continent. Already we have reports that lands along the entire line far in advance of our work are being taken up and settled.

"Most of the land is available for agricultural and grazing purposes, and where water can be used for irrigation its powers for production are remarkable. What land may be lost for lack of water is more than made up by the great mineral wealth underlying its surface. Large quantities of valuable timber are found in the mountain ranges along the line, and there have been many developments of coal veins found from three to six feet in thickness. Analysis shows it to contain from 45 to 65 per cent of fixed carbon, and to be superior to the coal found on the same longitude further north, from the fact that it does not disintegrate from exposure to the atmosphere.

"Gold, silver, and copper are developed along the line in Texas, New Mexico, Arizona, and California, and have demonstrated their value and that they exist in inexhaustible quantities. The only present mode of reaching them is by wagon. Some of the richest mines are opened on the line of the survey. On each division a practical geologist has accompanied the surveying parties, with instructions to look carefully after the precious metals, but more especially to the development of coal, iron and copper. Their reports indicate the presence of these metals and minerals in large quantities.

"The remarkable features of this line are, first, its uniformity of grades and altitudes in crossing the continent. After reaching the general altitude of the mesa through Western Texas and New Mexico of about 3,000 feet, it holds that elevation until it descends to the level of the sea at the Colorado.

"This line overcomes every mountain range west of the Guadaloupe to the Pacific with comparatively light grades, easy curvature, and remarkably light work. It is the shortest line from the commercial centres to the Pacific, and only equals in length the Union Pacific from New York to San Francisco.

"From ocean to ocean it is 1,450 miles by our surveys, as against 3,300 on any completed or contemplated route. Along its entire length the country is susceptible of maintaining a heavy population. A large one exists now, and it will develop a larger extent of mineral and agricultural country that is susceptible of production than any other line that can be obtained."

From the foregoing extracts of the report of the chief engineer it will be readily perceived by the stockholders that a moderate average price for the lands donated to the company, and much less than has been received by the existing lines, will in time provide for the extinction of its entire bonded debt. The unprecedented large immigration now pouring into Texas from various quarters is advancing the price of lands rapidly along all lines constructed or in course of construction. The board have no doubt that as the line is completed in sections, they will find ample and remunertive employment for all their equipment, and be required to largely increase their transportation facilities from time to time to meet the demands of the public.

The thanks of the company are due to your officers and employes for the fidelity with which they have performed their duties.

Respectfully submitted,

THOMAS A. SCOTT, President.

New York, May 19, 1873.

Railroads of the State of Ohio.

A tabular statement of their Capital, Length, Equipment, Cost, Earnings, Expenses, Interest, Dividends, &c., for the official year ended June 30, 1872.

Compiled from the Annual Reports of Railroad Companies made to the Hon. O. L. Wolcott, State Commissioner of Railroads and Telegraphs.

Railroads.	Capital Account. Stock paid in. $	Bonded debt. $	Total, incl. float'g debt. $	Length of Tracks owned Main. M.	Branch. M.	Other. M.	Equipment. Locomo-tiv's. No.	Cars pass.&c. No.	Cars fgt. No.	Cost of Rail-road and equipm't. $	Roads oper-ated. M.	Earnings from all sources Gross. $	Earnings Nett. $	Rents of leased railroad. $	Interest on bonds incl. tax. $	Paid to sinking funds. $	Divid'ds on stocks. Preferred Am't. $	Rate. p.c.	Common Am't. $	Rate. p.c.
Ashtabula, Youngstown and Pittsburg	234,379	100,000	334,379	.....	.....	.....	....	..	....	324,609	.....	....	....	.....	....	.....	.....	.	....	..
Atlantic and Great Western	24,000,000	60,375,526	84,375,526	387.50	38.50	119.00	166	78	3,117	84,375,526	567.00	3,921,604	1,006,362	342,999	....	.....	.....	.	....	..
Atlantic and Lake Erie(225 m.) in progress	375,566	....	465,135	.....	.....	.....	...	...	.....	465,135	....	.... ..	.....	.....	.....	.....	.....	.	.....	..
Carrollton and Oneida	14,400	....	14,600	12.00	.....	0.12	1	3	2	110,461	12.00	6,219	2,318	.....	.....	.....	.....	.	2,299	15
Central Ohio	2,845,500	2,500,000	5,345,500	137.00	.....	30.75	39	29	1,008	5,499,999	137.00	966,316	115,977	.....	150,000	16,000	24,693	6	145,998	6
Cincinnati and Baltimore§	670,500	314,458	1,102,958	6.00	.....	3.00	...	...	.....	1,102,958	.....	22,146	22,146	.....	.....	.....	.....	.	.....	..
Cincinnati, Hamilton & Dayton	3,500,000	2,032,000	5,532,000	59.93	.....	75.86	34	44	453	5,326,116	59.93	1,800,334	532,365	.....	145,060	.....	.....	.	284,000	8
Cincinnati and Indiana	500,000	1,500,000	2,070,000	20.00	.....	9.31	...	...	.....	2,032,209	20.00	196,249	62,372	.....	.....	.....	.....	.	.....	..
Cincinnati and Mushingum Valley (148.44 m.)	3,996,610	1,500,000	5,496,610	148.44	.....	12.75	16	16	370	5,500,387	12.75	458,572	135,715	.....	98,105	.....	.....	.	.....	..
Cin., Richmond and Chicago	382,600	625,000	1,093,798	36.00	.....	2.55	5	5	167	1,011,985	42.00	218,741	49,532	.....	43,750	.....	.....	.	.....	..
Cincinnati, Sandusky and Cleveland	4,729,037	3,261,380	8,003,475	200.00	15.50	25.00	28	39	729	7,982,986	215.50	850,755	325,244	.....	154,839	18,797	26,098	6	.....	..
Cincinnati and Springfield	1,100,000	2,500,000	3,600,000	48.50	.....	6.00	...	...	.....	3,600,000	.....	.....	.....	.....	.....	.....	.....	.	.....	..
Cleveland, Columbus, Cincinnati and Indianapolis	13,838,534	3,000,000	16,838,534	341.00	50.00	78.00	126	83	3,239	14,413,282	391.00	4,353,696	1,183,388	.....	210,000	144,026	.....	.	843,026	7
Cleveland and Mahoning	2,059,200	1,164,000	3,223,200	79.50	.....	7.95	...	...	.....	3,147,934	.....	274,907	261,614	.....	85,083	45,000	.....	.	83,401	7
Cleveland, Mt. Vernon and Del.	1,200,000	2,300,000	3,750,000	102.00	.....	5.02	11	10	460	2,575,125	156.50	800,347	126,728	24,455	121,493	.....	.....	.	.....	..
Cleveland and Pittsburg	11,250,854	3,842,500	15,093,354	166.75	32.75	59.00	78	62	2,407	11,804,024	225.50	3,298,846	1,717,567	85,000	261,575	32,363	.....	.	863,678	7
Columbus, Chicago and Indiana Central	18,252,664	24,221,374	37,603,012	521.10	60.90	58.20	...	...	.....	36,919,288	.....	1,294,274	1,294,274	.....	1,294,274	.....	.....	.	.....	..
Columbus and Hocking Valley	1,113,170	2,005,000	3,173,607	76.00	13.00	13.00	16	12	1,252	3,358,813	89.00	682,195	373,533	.....	144,468	.....	.....	.	.....	..
Columbus, Springfield and Cincinnati*	....	.....	.....	.....	.....	.....	...	...	.....	....	.....	....	....	.....	.....	.....	.....	.	.....	..
Columbus and Xenia†	1,786,200	302,000	2,088,200	55.00	.....	13.26	...	...	.....	1,493,146	.....	168,942	168,942	.....	21,409	.....	.....	.	147,533	8
Dayton and Michigan	3,400,497	3,337,000	7,001,418	140.71	.....	20.21	23	19	686	6,723,831	142.00	1,082,922	366,191	.....	259,475	30,000	40,228	8	16,848	0.7
Dayton and Union	86,000	527,445	624,495	31.78	.....	1.82	4	7	75	612,015	36.78	184,148	52,209	13,967	10,800	.....	.....	.	.....	..
Dayton and Western†	.....	674,000	674,000	38.00	.....	3.80	...	...	.....	850,000	.....	49,708	49,708	5,500	39,111	5,097	.....	.	.....	..
Harrison Branch‡	200,000	.. ....	200,000	7.00	.....	0.49	...	...	.....	200,000	.....	16,000	16,000	.....	.....	.....	.....	.	16,000	8
Iron	129,550	.....	144,999	13.00	.....	1.00	3	6	146	322,668	13.00	95,882	27,478	.....	.....	32,000	.....	.	.....	..
Junction (Cin. and Ind.)	3,055,000	2,098,000	8,187,159	98.40	.....	6.12	15	17	250	4,969,374	98.40	295,959	28,523	.....	2,450	.....	.....	.	.....	..
Lake Erie and Louisville	974,000	500,000	1,487,342	37.00	.....	3.00	3	3	38	1,487,342	37.00	71,652	27,894	.....	.....	.....	.....	.	.....	..
Lake Shore and Michigan Southern	35,000,000	26,423,000	63,914,424	540.00	533.80	532.00	410	225	8,078	57,086,749	1,131.80	16,210,585	4,833,903	133,800	1,901,357	.....	53,350	10	2,787,710	8
Lake Shore and Tuscarawas Valley	744,938	2,000,000	3,134,371	37.00	.....	1.12	6	...	35	2,838,252	37.00	18,188	(5 mos.)	.....	.....	.....	.....	.	.....	..
Liberty and Vienna	200,000	.....	200,000	8.00	.....	.....	...	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.	.....	..
Little Miami†	4,108,250	1,580,000	5,688,250	84.00	16.00	48.00	...	...	.....	4,557,517	196.00	698,381	687,446	218,650	102,327	.....	.....	.	415,174	10
Mansfield, Coldwater and Lake Michigan	345,661	.....	351,661	.....	.....	.....	...	...	.....	474,851	.....	.....	.....	.....	.....	.....	.....	.	.....	..
Marietta and Cincinnati	13,993,952	9,304,447	25,189,466	19.08	86.00	45.20	64	48	1,871	21,795,448	284.80	1,850,717	Loss	22,146	628,500	.....	.....	.	.....	..
Marietta and Pittsburg	1,150,000	1,500,000	2,650,000	50.00	2.00	3.00	4	6	66	2,650,000	35.00	60,792	(9 mos.)	.....	.....	.....	.....	.	.....	..
Massillon and Cleveland	194,755	100,000	298,399	12.50	.....	4.00	...	...	.....	315,729	.....	20,000	19,372	.....	7,965	.....	.....	.	.....	..
Newark, Somerset and Straitsv.	848,000	800,000	1,728,000	43.70	1.19	1.47	...	...	.....	1,728,000	.....	28,000	28,000	.....	.....	.....	.....	.	.....	..
Niles and New Lisbon	500,000	500,000	1,059,584	35.30	.....	3.30	5	2	134	1,151,651	35.30	179,553	85,375	.....	35,108	.....	.....	.	.....	..
Ohio and Mississippi	24,080,000	10,111,850	34,470,752	340.00	53.00	131.00	122	81	2,580	34,470,752	393.00	3,343,846	984,008	.....	616,288	20,184	285,197	7	.....	..
Painesville and Youngstown	255,997	.....	255,997	11.00	.....	4.7	2	2	25	255,997	.....	(total length 64.4 miles.)		.....	.....	.....	.....	.	.....	..
Pittsburg, Cin. and St. Louis	5,433,500	10,002,540	19,429,793	193.00	7.50	33.70	307	196	4,021	18,432,871	978.50	9,802,815	2,101,313	1,984,680	684,188	.....	.....	.	.....	..
Pittsburg, Ft. Wayne & Chicago	21,614,286	13,623,000	35,254,515	468.30	.....	170.19	238	150	4,728	26,288,122	503.30	9,312,318	4,423,103	.....	950,572	128,100	33,068	7	1,408,761	7
Rocky River	75,862	30,000	113,363	5.53	.....	0.36	2	6	3	124,169	5.53	15,091	3,559	.....	2,349	.....	.....	.	.....	..
Sandusky, Mansfield & Newark	930,623	2,307,842	3,238,466	116.25	.....	11.25	21	27	236	3,219,465	161.14	574,951	37,802	28,000	163,509	.....	.....	.	.....	..
Toledo, Wabash and Western	16,000,000	17,700,000	33,700,009	448.50	154.25	60.50	187	89	4,554	33,700,000	602.75	6,000,384	2,009,305	50,000	1,237,930	.....	70,000	7	.....	..

* Consolidated with the Cincinnati, Sandusky and Cleveland Railroad.
† Leased to Pittsburg, Cincinnati and St. Louis Railway Company.
‡ Leased to White Water Valley Railroad Company of Indiana.
§ Leased to Marietta and Cincinnati Railway Company.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	29[illegible],422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	566 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485.490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,264,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,560	691,015	974,460	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,240	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343,182	315,099	368,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	362,568	402,477	424,614	412,218	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,160	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774.280	895,712	893,658	888,214	1,068,237	1,448,942	1,541,057	1,211.590	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892.093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,818	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	103,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,681	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,986
1870	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,264	273,751	345,149	295,460	281,491	288,775	314,850	360,769	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,492,625
1873	358,612	408,849	465,517	432,928	.....	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,464	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548.813	1,775,824	1,463,951	1,550,023	1,525 243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,476	698,063	8,026,754
1873	680,499	562,949	651,962	544,035	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	123,673	152,264	267,411	303 915	306.944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189.606	191,738	300,783	322 875	341,843	322,359	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 309	1.368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,418	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126.224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152.577	142,408	150,784	145,858	158,717	154,687	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442 665	486,980	470,703	480.847	427,096	422.015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,808	580,908	667,849	785,338	616,024	576,783	6,988,479
1873	475,897	542,008	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	360,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	480,288	630.844	678,923	586,631	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396.760	327,431	400,149	483,884	662,368	658,017	491,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460.985	387,526	426,192	474,189	580,432	594,760	488,348	565,729	811,961	950,945	702 858	518,787	6,957,739
1873	334,715	423,716	555,065	569,236	805,790	. .....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294 874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,450	236.108	3,438,930
1871	212.065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	386,103	299,552	3,630,696
1872	254.319	238,823	303,594	305,755	269,660	304,512	265,406	315,699	338,497	386,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,483	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,083
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	893,966	617,058	869,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,037	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174,500	168.696	1,935,753
1869	132,623	127,817	176,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,035	2,008,265
1870	152,393	158,788	172,216	172 347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143.468	124,810	154,697	140,302	134,390	139,761	153,571	166,107	188,442	186,489	152,515	102,995	1,786,547
1872	158 198	140,471	165,969	154,641	147,540	149,832	130,145	161,498	177,085	201,648	178,169	155,480	1,926,674
1873	144,209	169,454	177,517	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,968	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173.707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	523,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,369	523,377	434,284	4,242,343
1870	257,864	293,645	295,279	318,499	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365.175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,566
1872	139,780	431,949	460 646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	406,110	471,801	446,527	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
[illegible]	.....	.....	.....	.....	797,948	706,902	23,560	617,585	758,467	999,665	837,288	716,829	5,709,183
1870	558,528	500,139	539,238	706,603	802,886	744,450	643,058	644 051	728,521	719,698	570.183	506,053	7,654,009
1871	479.573	373,925	499,509	584.540	724,466	728,174	673,698	681,365	800,402	777,362	708,142	469,932	7,521,682
1872	278.936	384,115	566,561	741,802	880,442	855,459	743,382	769,567	868,754	980,706	915,727	757,851	8,892,606
1873	533,975	491,783	708,259	881,266	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No.		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,600	111,400	40,000	—	63,640	16,444	10	100	100	...
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	...
Oct. 31, '71	7.25	12	...	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	...
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	...
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,388	69,420	—	100	100	...
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	...
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass'.	56,133	41,000	—	—	2,500	2,348	—	100	100	...
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	...
Sept. 30,'71	10.33	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,058	2,100,000	1,600,000	13,559	775,190	235,315	3	100	100	...
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,168	8,591	—	100	100	...
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	...
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,757	34,200	—	100	100	...
Sept. 30,'71	19.58	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,985	—	100	100	...
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	...
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	...
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	...
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,088,400	626,000	88,746	590,245	181 3	—	100	100	...
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	...
Oct. 31, '71	8.88	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	...
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyp)..N.Y.	647,363	500,000	215,000	49,593	160,178	14 667	—	100	100	...
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	...
Sept. 30,'71	11.75	34	16	East New York & Jamaica.N.Y.	259,068	175,800	82,700	1,632	20,554	5,460	—	100	100	...
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	9,757	2,668	5	25	25	...
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,682	12	100	100	...
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	...
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	...
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	...
Oct. 31, '71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	...
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	...
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st.(Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	...
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	...
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	...
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	...
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,480	567	—	25	25	...
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	...
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	...
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	...
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	...
Sept. 30,'71	11.62	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	...
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	...
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	...
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	...
Sept. 30,'71	6.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	...
Sept. 30,'71	43.10	958	328	Metropolitan (Boston).....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,122	10	100	100	57⅞
Sept. 30,'71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	63½
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	...
Sept. 30,'71	12.20	177	53	Ninth Avenue (N.Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	...
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000	—	5,659	7,887	293	—	100	100	...
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	...
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,420	—	100	100	...
Oct. 31, '71	7.25	82	14	Oakland & K. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	...
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	...
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	...
Dec. 31, '71	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	...
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	...
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	25	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,050	23,000	—	139,377	34,703	28.5	50	35	...
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	...
Dec. 31, '71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	...
Sept. 30,'71	2.50	....	...	Poughkeepsie City..... N.Y.	57,414	81,370	14,000	12,044	16,816	Loss.	—	100	100	...
Oct 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,155	60,000	20,000	—	67,140	17,102	—	100	100	...
Sept. 30,'71	7.85	62	32	Salem.....Mass.	203,737	160,000	35,900	3,300	47,854	7,625	—	100	100	...
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.)....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	...
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,225	573,417	109,300	—	484,034	151,593	15.0	50	30	57
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	...
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,500	—	100	100	...
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	69
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	...
Sept. 30,'71	2.71	29	12	Springfield.....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	...
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	...
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,107	6,486	7.5	100	100	...
Sept. 30,'71	2.65	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	...
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,081,241	1,174,000	1,916,000	—	1,450,195	215,900	12.0	100	100	...
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa	.....	997,700	—	—	173,479	49,074	3.50	50	....	21
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4 992	—	100	100	...
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	289,815	250,000	75,000	83,673	16a,799	29,020	—	100	100	...
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lan	singb.)		—	100	100	...
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	50,000	—	536,073	172,642	20	50	20	...
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	...
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	...
Sept. 30,'71	2.71	10	4	Waltham and Newton.....Mass.	28,503	14,750	—	17,507	7,404	750	—	100	100	...
Sept. 30,'71	15.50	117	31	Watervliet (Albany).....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	...
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,895	400,000	100,000	—	415,796	105,301	10	50	50	95
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,333	100,000	—	—	23,600	18,255	5	50	50	...
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	600	—	100	100	...
Oct. 31 '71	2.38	12	4	Williamsport.....Pa	38,625	15,000	5,000	22,213	10,436	2,784	—	25	25	...
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	...
Sept. 30,'71	4.16	51	28	Worcester.....Mass.	51,413	40,000	33,000	18,000	25,001	704	—	100	100	...

PASSENGER RAILROAD BOND

Companies.	Amount out-standing		Payable.	Principal Payable.	Annual Trip.
Albany.	$	pc			
1st Mortgage	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage	681,009	7	M.& N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage	600,000	7	J.&D.	1884	....
Brooklyn City:					
1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park:					
1st Mortgage	300,000	7	M.& N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N. & E. River					
1st Mortgage	550,000	7	F.& A	1882	....
2d Mortgage	200,000	7	M.& N	1890	....
Citizens' (Pbg):					
1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage	215,000	7	J.& J.	1873	....
D. Dock, E. Bdw. & Battery:					
1st Mortgage	700,000	7	M.& S.	'74'6	....
Eighth Avenue (N. Y.):					
1st Mortgage	203,000	7	J.& J.	1881	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage	215,000	7	A.&O.	1873	....
Frankford and Southwark:					
1st Mortgage	175,500	7	J.& J.	1877	....
2d Mortgage	51,500	7	M.& N	1891	....
Germantown:					
1st Mortgage	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage	200,000	7	.....	.....	....
Green and Coates street:					
1st Mortgage	100,000	7	J.& J.	1878	90
Harl. Br., Morris'a & Fordh.:					
1st Mortgage	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage	62,500	7	.....	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight:					
1st Mortgage	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage	60,000	6	A.&O	1880	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	82½
2d Mortgage	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage	200,000	6	J.& J.	'80'1	....
2d Mortgage	300,000	6	J.& J.	1883	....
Park Avenue (Bkly):					
1st Mortgage	188,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage	57,000	7	M.& N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)	62,350	..	J.& J	1880	....
Second Avenue (N. Y.):					
1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3d Mortgage	154,000	7	A.&	1885	....
Conv. bonds	315,000	7	M.& N	1888	....
Second and Third st. (Ph.):					
1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage	50,000	7	J.& J	1889	....
Third Avenue (N. Y.):					
1st Mortgage	1,000,000	7	J.& J.	1890	....
Real estate	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage	35,550	7	A.&O.	1890	....
Troy and Lansingburg:					
1st Mortgage	75,000	7	M.&N	1888	....
Union (Boston):					
1st Mortgage (R. E.)	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage	300,000	6	J.& J	1885	....
General Mortgage	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.					
1st Mortgage	200,0 0	7	J.& J.	1889	....
Watervliet:					
1st Mortgage	130,000	7	A.&O.	1887	....
West Philadelphia:					
1st Mortgage	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage	125,000	7	A.&O.	1890	....
Worcester:					
1st Mortgage		7	.....	....	....
2d Mortgage		8	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3 280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693.200	— & —	.....
" " pref..100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680.685	— & —	.....
Berkshire* 100	600,000	J. A. J & O	Apl. '73 1½
Bloesburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar....100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M. & N.	May '73 4
Boston and Providence..100	3,950,000	M. & N.	May '73 5
Buffalo, N. Y. and Erie*. 100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5s
" pref. 100	1,486.900	M. & S.	Mar. '73 5s
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Apl. '73 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,119,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref..100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey.100	20,000,000	J.AJ&O.	Jan. '73 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '72 3
" pref..... 50	400,000	J. & D.	Dec. '72 3
Chemung*.....	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 4
" " pref....100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western.100	25,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,258,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429.046	M. & N.	May '73 3
Clev., Col., Cin. & Ind... 50	14,991,275	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,500	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11.236.150	F.M.A N	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	J e'73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '73 5
Concord 50	1,500,000	M. & N.	May '73 5
Concord and Ports.*..... 100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River 00	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '72 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,399,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	Jan. '72 3
Eastern (N. H.)..... 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,400	A. & O.	Apl. '73 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 1½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25.280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49,468,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21.468 800	J.A. J.O.	Apl. '73 2½
Little Miami*..... 50	5.871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,644,100	J. & J.	Jan. '73 3½
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323,375	J. & J.	Jan. '73 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex* 50	14,008,100	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605.000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan '73 4
" " pref.100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan '73 5
N. Y., Provid. & Boston..100	2,000,000	J.A. J.O.	Apl '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama.....100	7,000,000	J.A. J.O.	Apl. '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newar..*.100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243.000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref... 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '73 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J A. J.O.	Apl. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces..100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*..... 100	3,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	6,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 3½
Syr., Bingham. & N.Y.*100	1,070,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,800,000	M. & N.	May '73 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua. 70	1,400,555	J. & J.	Jan. '73 $6
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Jan. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	Jan. '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)....100	197,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.).... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '72 3
Chesapeake and Ohio ... 25	8,229,593	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*..100	8,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,898,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D	June '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec '69 85c
Canton..... 100	731,220	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	6,700,000	— & —	.....
" preferred ... 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities May 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	12,759,000	6	Jan. & July.	1880	115¼
.. .. coupon	4,656,000	6	" "	1880	122¼
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109¼
Loan of July 17, and Aug. 5, 1861....registered	125,555,650	6	Jan. & July	1881	115¼
.. ..coupon	63,765,700	6	" "	1881	122¼
Loan of Feb. 25, 1862 (5-20s).....registered	30,761,850	6	May & Nov.	1882	115¼
(5-20s).....coupon	232,745,900	6	" "	1882	116¼
Loan of March 3, 1863.....registered	53,642,450	6	Jan. & July.	1881	115¼
.. ..coupon	21,457,550	6	" "	1881	122¼
Loan of March 3, 1864 (5-20s).....registered	2,293,500	6	May & Nov.	1884	116¼
Loan of June 30, 1864 (5-20s).....registered	32,534,950	6	May & Nov.	1884	116¼
(5-20s).....coupon	34,365,400	6	" "	1884	116¼
Loan of March 3, 1865 (5-20s).....registered	36,445,750	6	May & Nov.	1885	116¼
(5-20s).....coupon	119,159,400	6	" "	1885	118¼
.. .. 2d series (5-20s).....registered	58,816,200	6	Jan. & July.	1885	118
.. .. .. (5-20s).....coupon	148,633,300	6	" "	1885	119
.. .. 3d series (5-20s).....registered	90,974,200	6	Jan. & July.	1887	115¼
.. .. .. (5-20s).....coupon	224,700,450	6	" "	1887	121¼
.. .. 4th series (5-20s).....registered	14,191,500	6	Jan. & July.	1888	117¼
.. .. .. (5-20s).....coupon	24,432,900	6	" "	1888	120¼
Loan of March 3, 1864, (10-40s)....registered	140,099,750	5	Mar. & Sept.	1904	113
.. .. .. (10-40s).....coupon	54,467,550	5	" "	1904	115
Consols of July 14, '70 & Jan. 20, '71.registered	129,182,300	5	F. M. A. & N.	1881	115¼
.. .. coupon	70,817,700	5	" "	1881	115¼
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	215,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	113¼
U. S. Notes and Fractional Currency.....	402,896,210	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1868, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83¼
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	89
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	92
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,810):					
.. State Bonds 1833 and '43.....	100,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	50
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1876	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	"	'83-'89	99
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99¼
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	90¼
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,366	6	J. A. J. & O.	1889	106
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99¼
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99¼
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	451,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93¼
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	98¼
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98¼
.. War Loan Bonds, Oct. 1, 1865.....	750,000	6	April & Oct.	'72-'74	97
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104¼
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'90	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	105¼
.. Canal Stock.....	2,572,800	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106¼
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	106¼
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	16
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	16
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	16
Ohio—($3,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	105¼
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	109
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($21,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102¼
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105¼
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109¼
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1892	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	28
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	800,000	6	April & Oct.	1890	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	79¼
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79¼
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'75	100
.. .. .. registered	201,000	6	" "	'71-'75	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'88-'00	38¼
.. State Bonds (old) coupon	11,105,000	6	" "	'88-'00	39¼
.. State Bonds, sterling coupon.....	1,885,000	5	" "	'88-'00	....
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	486,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1885	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1873	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1850–'80	579,500	6	" "	"	1880	97½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1883	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	77
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (Consolidated)	163,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	35
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. Loan (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1903	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	96
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1890	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage?	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	94
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	158,350	7	" "	"	'80–'89	102½
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	85½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	103
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1886	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	93
Chester Creek:						
1st Mortgage guar. by P. W. & B.	145,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (" ") "	188,600	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	94
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	101
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	103½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135.000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,550,000	7	F. M. A. & N.	" "	1915	89½
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700.000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	94
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $28.000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	104½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1890	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1886	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Morigage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	" "	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	87
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	884,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	88½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	70
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Rrv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	98½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1678	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD& E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1886	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	136,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1891	99
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	102
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2 1 Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	55½
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	5,000,000	7	"	" "	1883	100
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1883	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & N	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	54,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	86½
1st Mort. (Q. & Palm.R.R. 15 m.	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	89½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	64
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	97½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	340,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	80
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'96-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")18.3.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	227,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1850	....
2d Mortgage (Extension)	300,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'k.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	....
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	93½
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	....
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	96
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	93½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	104
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	98½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	90
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1879	....
1st Mort. Oct. 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	800,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	855,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,646,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M.& A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1878	99
1st Mortgage (Extension)	1,175,800	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	776,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	6	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'72-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $6,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	94
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1882	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	740,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& P.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1899	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1890	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	100
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	92½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	84½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Uhien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Morigage* Sterling	6,000,000	6* / 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	6	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,990,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7*	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1886	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	...
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	90½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (").	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1876	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	96½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	98½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	105
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	83
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	93½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester (B.H.& L.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	96¾
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	84¼
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	92
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	82
1st Mortgage (War. & Erie)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	72
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold $16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	90
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.	1,645,600	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by (C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	86¼
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	77½
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage (Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,305,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur (TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights. (UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold (S.F.) 1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.) 2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (") stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (comp.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York (L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	101
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val (C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee.	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 46m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage (whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	92½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	86
Perth Amboy & Woodbr. (C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	95,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1826 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	100½
	Dollar registered	9,414,000	7	" "	"	1911	101½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	876,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,690	7	Jan. & July.	"	1893	100½
Philadelphia, Wilmington & Balt.:							
Mortgage Loan, convertible		345,900	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	....
1st Mort. (Ct.& New'k 33m) conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	97½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div. 10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	107½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	102½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1, '70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	90
Portland & Ogdensb. (Me.& N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort. (Portland Loan) skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1899	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	" "	1899	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		860,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	100½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	.....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'96	78½
Rich., Fredericksburg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	8	" "	Richmond.	1881	....
Dollar Loan		112,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage		175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$0,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage ..	500,000	8	March & Sept.	"	1890	95
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July	Calais, Me.	1879	....
2d Mort. (" ")	17.500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	97½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark (C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1880	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1846	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	360,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464.000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-,90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	891,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	900,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	93½
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	85½
2d Mortgage (W. Div.) 117 m...	1,800,000	7	April & Oct.	" "	1886	74
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, nar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	645,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	96
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	91½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	85½
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	83½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	86
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1878	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	70
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	61½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	94
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	164,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	29
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1880	90
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1860	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee('A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,600	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	95
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	86
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,665,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	88½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,376,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage re-registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-registered — 2d series, July 1, 1869	2,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage re-registered — 3d series, Jan. 1, 1871	6,000,000	7	" "	" "	1891	104½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	99
Mortgage Loan reg	2,0 0,000	6	F. M. A. & S.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1887	94½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	93½
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,900	7	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'07	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80½
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	76
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stocks.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)	—	—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶ ..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed an	d sold—N	o returns.)	—	—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)... New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	.....	.....	.....	.....	.....	960,000	.....	—	.....	(Under	construct	ion—No p	art in use.)	—	—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley..... Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,491,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Unde	r construc	tion—No	part in use.)	—	—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(No retur	ns furnish	ed.)	—	—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶ ..... Arkansas.	850,000	—	.....	.....	1,375,000	550,000	.....	.....	—	(To b	e complet	ed by Dec.	1, 1870.)	—	—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246.018	150,000	.....	.....	23.0		(Leased to	Cheshire	.)	—	7,500	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.... Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	.....	.....	308,030	73,367	87,571	446,933	151,629	—	100	20¦
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	.....	.....		(Unfinish	ed—No o	perations.)	—	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,099	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶. Ga. S.C.& N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	.....	263.0	(Road c	omplete M	arch 1, 187	2.)	—	—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	.....	565.8	(No acc	essible re	turns since	June 30,	1871.)	—	—	100	....
Dec. 31, 1871	287.0	110.0	164.4	105.0	26	19	6	331	Atlantic and Gulf ¶ ..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,688	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio... Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	65	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)		—	—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)		4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	.....	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris .. N. Y.	242,504	*	.....	.....	219,250	20,600	.....	.....	19.1	20,032	41,790	4,501	31,470	4,364	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	.....	53.2		(Leased to	Pennsylv	ania.)	—	—	50	....
Sept. 30, 1871	379.0	32.0	471.3	—	335	167	41	6,487	Baltimore and Ohio ¶ .... Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	172
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.... W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac..... Maryland.	.....	—	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)	—	—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36.000	—	50	....
Dec. 31, 1871	21.2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe.. Pennsylvania.	442,050	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,077	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware ..... New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased	to Fall Br	ook Coal	Co.)	—	5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,600	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,932,342	2,127,983	10	100	144½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... Mass.	644,309	*	29,20;	20,394	684.030	—	2,000	7,880	23.4		(Recently	opened—	No returns.)	—	—	100	....
Sept. 30, 1871	41.6	1.8	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶.. Mass. & Conn.	28,770,088	—	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	185,324	—	100	2½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,208,108	252,264	8	100	124½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine..... Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,687	486,444	1,994,689	571,117	8	100	119½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,585	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	—	.....	.....	4,898,000	6,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)		—	—	100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0		(Leased	to Erie.)		—	—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	403,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie... N.Y. & Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased	and oper.	by Erie.)		—	—	100	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	983 932	150,612	270,030	.....	780,208	800,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	7	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*..... Iowa.	12,031,434	1,695,271	170,454	143,164	2,764,526	10,118,290	734,145	433,651	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10	100	106
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)		—	—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*..... Arkansas.	20,000,000	—	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)	—	—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)	—	—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	....	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	—	—	(Leased	to Pennsy	lvania.)		—	10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366.818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	—	4	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central..... Canada.	685,150	*	1,861	4,087	—	683,467	3,776	3,800	28 5	(9½ m.	28,540	.....	32,411	7 352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	.....	10	15	7	157	Cape Cod ..... Mass.	1,057,584	*	51,948	25,712	817,686	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown.... Illinois.	550,000	—	.....	.....	350,000	200,000	.....	—	17.5	(Open	ed January	1, 1872.)		—	—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor.. N.Y.	474,067	—	.....	.....	376,594	150,000	.....	—	—	(Compl	eted 18 m	iles Jan. 1	1872.)	—	—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	—	.....	.....	426,000	—	.....	—	24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa..... Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	480,281	.....	487,452	664,328	202,575	—	50	41½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota..... New York.	533,000	—	.....	.....	294,469	250,000	11,750	—	—	(Recently	opened—	No report.)		—	—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1.587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		—	113.552	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)		1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)		—	—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92 860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	10,736,689	6,891,559	1,489,574	2,077,043	16,182,150	7,808,589	873,477	330,620	271.7	3,703,373	3,944,103	990,691	6,841,379	3,035,235	10	100	105½
Jun. 30, 1871	187.0	—	27.2	—	40	28	24	737	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	2,646	*Central Pacific of California* ¶.. California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,500	.....	—	1,009.0	.....	.....	.....	8,9°2,554	5,021.251	—	100	....
Dec. 31, 1871	194.8	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S. Car.	5,611,920	*	.....	.....	.....	.....	.....	—	—	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers ..... Pennsylvania.	1,095,839	*	.....	.....	636,355	400,000	60,484	—	194.6	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio..... Va. & W. Va.	18,059,643	*	.....	.....	5,398,380	11,426,257	1,234,906	—	22.8		(Leased to	Pennsylv	ania.)	—	—	100	....
																		273.1	451 522	133,427	99,558	789,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$			$	$	$		M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	159.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,898	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,189	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989.941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461.409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,971,000	.....	—	100.0	200.152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,864	498,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	288,745	—	99,267	—	22 0	70,617	124 254	39,375	57.588	177.607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17.900	40,709	330.500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,286	1,000,000	1,500,000	272,609	11.381	51.0	51,494	29,971	37,790	214.674	107.289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,553	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	16,933	18.532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	.....	.....	.....	2,800,000	8,000,000	.....	.....	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,605,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395.765	1,788,413	5¶	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	.....	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	.....	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	.....	.....	.....	130,090	130,000	.....	.....	14.0	17.528	15,714	7,416	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	.....	(No statement furnished.)			.....	.....	.....	.....	.....	18,240	7,234	29,173	132,000	61,000	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	319,600	.....	.....	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,284	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,960	1,089,035	—	100	37
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	—	38,159	7.8	19,200	75,124	13.019	62,662	21,242	—	100	....
Oct. 30 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84.714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	—	116.0	164 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	.....	.....	.....	1,182,550	700,000	.....	—	—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	35.0	.....	.....	.....	.....	....	Hartford and New Haven...Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated	in N. Y., N. Haven and Hartford R. R.)								...	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.4	518,637	1,149,889	263 447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	.....	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,638	*	.....	.....	150,000	—	.....	—	5.5	.....	.....	83,892	45,628	15,006	—	10¶	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	.....	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	.....	261,663	306,847	2,000,000	391,000	67,999	—	119.8	321.600	.....	.....	780,261	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	.....	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,476	*	.....	.....	870,900	2,008,096	.....	.....	62.5	197,972	52.246	453,182	378,689	87,686	—	50	21
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	6,764,500	16,370	—	1,110.9	5,710,554	1,286,584	1,831,944	8,401,142	2,752,847	10	100	112
Dec. 31, 1871	66.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	*	.....	.....	1,000,000	1,000,000	.....	—	66.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	151.5	—	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	600,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western...Ind. & Ill.	11,200,000	*	.....	.....	6,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133 863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,078	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,160,000	32,717	—	117.0	215,952	.....	.....	255,684	68,704	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,389	120,389	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,800	37,705	130,000	30,000	10,681	204,977	13.0	.....	28.882	120,501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11.380	—	82,617	34 992	1,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,406,100	2,935,000	66,667	283,757	121.0	281,640	(8 months.)		357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	516 294	388,278	1,290,959	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	.....	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	.....	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	.....	.....	.....	185,250	800,000	.....	.....	4.6	21.489	206,270	.....	127.843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	305,000	400,000	.....	.....	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	260,000	640,000	.....	.....	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	615.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	.....	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	18.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969.043	297,928	1,628,906	874,410	370,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	.....	.....	138,261	192,510	—	.....	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	510.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	28,899,000	3,606,970	1,369,927	1,078.8	10,178,693	1,943,162	3,725,425	14,797,975	4,884,359	8	100	91¶
Aug. 31, 1872	92.0	—	5.1	—	10	.....	.....	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	880,000	.....	.....	2,000,000	2.000 000	.....	.....	—	—	(Recently opened.)					—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line	Branch Line	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Train Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	$
Sept. 30, 1871	5.4	—	—	24.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	64	127	41	1,010	New York and Mahopac	229,110	—	.....	.....	135,300	.....	74,700	—	7.0	.....	(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1871	282.0	*	26.2	104.0	33	21	19	486	N. Y., N. H. & Hartford.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	186.25	1,700,891	124,919,238	38,662,629	4,483,584	1,868,554	10	100	140
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	New York and Oswego Midland	10,309,729	1,958,027	.....	.....	5,326,778	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	N. Y., Providence and Boston	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niagara Bridge and Canandaigua.	3,210,616	—	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y.	Cent. & H	ar. R.)	60,000	6	100	....
May 31, 1871	225.0	—	9.6	—	26	23	18	314	Niles and New Lisbon	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North Carolina §	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,999	89,992	744,761	340,716	6	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North-Eastern §	2,148,131	*	24,990	42,518	1,009,950	1,161,604	89,868	4,813	102.0	250,404	99,049	.....	321,551	90,304	—	100	....
Oct. 31, 1871	55.6	12.7	42.2	—	37	35	18	684	North Louisiana and Texas	(No accounts obtainable.)								72.0		(No accounts.)				—	100	....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	North Pennsylvania	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	95
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern, of Canada	5,465,409	*	49,191	660,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern Central §	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	76
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Hampshire	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	107½
Dec. 31, 1871	276.0	—	.....	1,700	.....	.....	.....	.....	Northern New Jersey	627,461	*	875,000	.....	1,000,000	400,000	.....	.....	72.0		(Leased to	Erie Com	pany.)		8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Northern Pacific	(In progress.)				100,000,000	50,000 p.m.		—	278 0		(No acc	essible ret	urns.)		—	100	....
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Norwich and Worcester §	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	182
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Nova Scotia	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogdensburg and Lake Champlain	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	55
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,372	Ogden Mine	452,994	*	.....	.....	450,000	.....	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Ohio and Mississippi	30,863,793	*	.....	34,259	24,030,000	6,584,800	298,943	—	393.0	2,428,696	884,514	664,676	3,197,158	798,212	—	100	41
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Oil Creek and Allegheny River	7,356,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	.....	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	63½
Dec. 31, 1871	5.0	4.0	2.7	—	—	—	—	—	Old Colony and Newport	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	895,157	1,671,478	599,236	6	100	113½
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange and Newark	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	87,874	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Orange, Alex. and Manassas Gap §	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185.604	121.911	939,680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Osage Valley and Southern Kansas	600,000	—	.....	.....	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Rome	950,963	—	.....	.....	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Oden	sburg.)	—	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Oswego and Syracuse	1,369,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	Owensboro and Russellville	(Under construction.)				1,500,000	1,500,000	.....	—	21.0		(Opened	April 17, 1	871.)		—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	*Pacific* of Missouri §	747,670	3,704,078	.....	.....	8,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	46
Feb. 28, 1872	—	—	—	66.0	2	—	—	10	Paducah and Gulf	(Under construction.)				2,425,000	1,071,000	.....	.....	63.5		(No return	s furnishe	d.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Painesville and Youngstown	250,000	*	.....	.....	250,000	.....	.....	—			(Under	construcli	on.)		—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Panama	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.5		(No	returns.)			—	100	112
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Pares and Decatur	1,000,000	—	800,000	.....	600,000	1,200,000	.....	—	34.0		(Construc	tion in pro	gress.)	245,662	5	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Hudson	330,000	—	.....	.....	330,000	.....	.....	—	14.5		(Leased t	o Erie.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Newark	1,000,000	—	.....	.....	500,000	500,000	.....	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Jan. 31, 1872	67.8	—	3.3	—	—	—	—	—	Paterson and Ramapo	350,000	—	.....	.....	248,000	80,000	.....	—	15.1		(Leased t	o Erie.)		29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pekin, Lincoln and Decatur	2,488,250	—	87,758	—	1,500,000	1,076,000	.....	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and Hightstown	538,692	—	.....	.....	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Pemberton and New York	875,000	—	.....	.....	500,000	375,000	.....	—	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	364.9	69.0	363.8	—	640	297	129	11988	Peninsular	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,389,475	34,418,205	13,060,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	110½
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania Coal	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	228
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and Delaware	231,098	—	.....	.....	132,412	700,000	100,000	—			(To be co	mpleted in	1872.)		—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Pennsylvania and N. York.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	88.0	—	10.1	—	12	8	4	166	Peoria and Bureau Valley	1,800,000	—	.....	.....	1,200,000	600,000	.....	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria, Pekin and Jacksonville	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	181,216	383,403	.....	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Peoria and Rock Island	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned o	ver to Co	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	3	106	Perth Amboy and Woodbridge	214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Petersburg §	1,719,113	*	.....	63,753	1,342,200	558,500	50,305	31,860	82.	168,692	84,958	52,845	263,432	85,236	5	100	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Balt. Cent.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Philadelphia and Erie §	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,684	1,828,491	3,542,264	842,596	—	50	80
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia, Germantown and Norristown	1,146,528	368,262	.....	.....	2,231,900	.....	.....	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	175½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Reading	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,542,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	117½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia and Trenton	1,259,600	—	329,620	.....	1,259,100	—	—	—	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	119½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Philadelphia, Wilm. and Baltimore	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,689	105.1	1,065,517	1,608,083	348,216	2,678,865	1,069,943	8	50	118
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pickering Valley	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pbg, Cin. & St. Louis.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,808	3,316,973	942,895	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pa. & W. Va. Ohio.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pithole Valley	7,330,816	620,631	83,196	.....	1,969,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsburg, Ft. W. and Chic.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	—	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Pittsfield and North Adams	443,678	—	.....	.....	450,000	.....	.....	—		(Leas	ed to Bost	on and Al	bany.)		6	100	82
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Port Huron and Lake Michigan	609,058	101,524	13,181	128,950	83,230	551,000	218,383	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Ogdensburg	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....		(Not in ru	nning orde	r.)		—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Oxford Central	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland and Rochester	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1872	50.0	—	.....	60.0	2	—	—	.....	Portland, Saco and Portsmouth	1,359,836	*	585.069	79,576	1,500,000	.....	.....	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	131
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Port Royal	1,200,000	*	4,200,000	.....	3,000,000	2,500,000	.....	—			(Not in op	eration at	date.)		—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Portsmouth, Gt. Falls and Conway	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	95
Nov. 30, 1871	18.6	—	3.1	—	4	6	3	11	Poughkeepsie and Eastern	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	....	40.208	53,052	6,110	34,021	5,673	—	100	....
									Providence, Warren and Bristol.	642,009	63,611	2,236	4,961	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	35,905	29,509	—	100	....

Sept. 30, 1871	43.6	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.5	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,036	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,000	.....	209,900	.....	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,570	.....	507,268	1,000,000	1,033,742	.....	48.0	211,872	122,523	294,497	237,347	63,806	—	5	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	340	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,016	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	628,731	467,464	1,576,494	441,122	7	100	105
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,981,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,216	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,213,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	.....	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	.....	.....	.....	557,560	.....	5,000	.....	(Leased	to Erie at	48 p. c.)	.....	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	98	Rockford, Rock Island and St. Louis..Ill.	1,000,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	.....	.....	.....	250,844	.....	.....	.....	20.0	.....	(No returns furnished.)		.....	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	215.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	.....	.....	.....	1,262,922	249,000	555,522	.....	....	66,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	18	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,645,500	1,000,000	2,964,055	.....	239.0	(Leased	to Vermont Central.)		.....	.....	—	100	10
Apr. 30, 1872	192.0	—	....	89.0	.....	.....	....	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	112.0	.....	(No returns furnished.)		.....	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,955	86,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	.....	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,285,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	86
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	.....	.....	.....	2,623,850	2,725,000	.....	.....	.....	(Leased	to Chicago and Alton.)		240,000	.....	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	.....	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 25, 1871—No returns.)		.....	.....	—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S.Eastern..Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	.....	(Completed in	January 1872.)		.....	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	108	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,989	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M.& St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,419	1,968,600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	1.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	.....	.....	2,295	243,305	226,000	1,063	.....	—	(Leased	to Boston and Lowell.)		17,711	14	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Nowark ..Ohio.	3,219,485	*	.....	.....	918,623	2,307,742	1,100	.....	116.3	622,303	141,568	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,284,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	.....	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1,288,490	*	.....	.....	1,269,150	97,000	46,089	.....	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	.....	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,669,400	.....	.....	.....	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,813	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,600	.....	.....	.....	2,667,600	1,628,000	.....	.....	157.0	.....	(No report furnished.)		.....	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	488	South Carolina ¶ .....South Carolina.	9,499,354	.....	1,575,529	280,881	5,819,275	4,340,230	1,146,759	.....	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	.....	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	52,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	59	South Side (L. I.) .....New York.	3,055,371	.....	.....	.....	1,000,000	2,250,000	170,326	.....	66.0	338,420	611,754	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,286,830	.....	27,480	.....	1,714,782	1,640,000	10,529	.....	89.0	108,748	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170 6	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	.....	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,333	488,896	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	.....	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	.....	.....	.....	4,000,000	4,000,000	.....	.....	....	(Recently opened—No returns.)			.....	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	3	*	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	.....	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,950	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	59.1	16.4	27.3	—	35	21	9	778	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,610	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	8	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	34	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	69
Sept. 30, 1871	84.9	—	9.1	—	18	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.5	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	109.0	—	15.0	260.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,328	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,583,679	2,018,978	10	50	121
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,815,681	*	.....	.....	2,588,600	.....	.....	.....	89.3	158,800	244,488	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.9	25.6	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermont Central.)		.....	.....	8	100	69
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.8	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,286,244	272,584	264,674	26,446	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	502,238	162,372	2	100	83½
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,844	*	.....	.....	357,408	3,225,000	.....	.....	140.0	252,988	88,412	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland..... .....New Jersey.	1,826,192	.....	.....	.....	998,005	750,000	78,187	.....	47.5	(Recently opened—No returns.)			.....	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	.....	.....	.....	1,800,000	1,261,409	.....	.....	—	(Leased	to Del., Lacka. and Western.)		.....	.....	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	.....	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	.....	44.0	91,096	41,120	22,590	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	10	4	61	West Chester and Philadelphia.....	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	.....	35.5	186,000	737,475	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	.....	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	2	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	306,085	.....	.....	188.0	(66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,855,000	*	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	181,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	51.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,750,265	.....	.....	.....	1,022,450	1,800,000	907,818	.....	—	(Leased	to Pennsylvania.)		.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	69.7	—	14.5	—	18	6	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,446	625,410	229,680	4	100	101
Aug. 31, 1871	168.0	—	5.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	46.0	5.7	—	18	14	6	286	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	[20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading..Pennsylvania.	2,439,847	240,628	32,892	.....	767,729	1,973,600	118,704	.....	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	5	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	159,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	.....	143.5	247,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	187,517	45.7	314,457	356,264	328,372	569,784	181,067	10	100	135
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	.....	258,679	151,967	2,031,988	2,039,150	1,825	.....	12.5	.....	.....	.....	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	.....	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	.....	.....	.....	1,633,350	800,000	.....	39,087	60.4	(Leased	to Lehigh Coal and Nav. Company.)				8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	.....	17,835,580	.....	15,000,000	10,000,000	.....	.....	108.0	.....	.....	.....	1,428,755	113,361	10	50	118½
Dec. 31, 1871	48.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	.....	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	.....	19,323,506	.....	5,739,850	16,088,656	.....	.....	108.0	.....	.....	982,188	578,462	31,978	—	50	84½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	.....	.....	.....	1,003,800	110,000	8,179	.....	85.0	.....	.....	.....	175,120	89,337	9	50	...
Feb. 28, 1871	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	.....	.....	110,570	2,200,000	1,021,995	197,815	82,200	103.0	.....	.....	.....	609,552	142,888	—	50	100
Dec. 31, 1871	178.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	.....	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	.....	.....	1,029,287	649,698	58,889	—	50	84
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	.....	.....	.....	4,455,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.& Reading.)		661,420	637,811	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	.....	.....	.....	2,092,710	2,636,310	270,505	.....	84.0	.....	.....	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	.....	.....	.....	2,907,850	3,000,000	.....	.....	84.0	.....	.....	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.5	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	.....	123.0	(Leased	to Pennsylvania.)		.....	.....	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— — @	58 —
Gartsherrie		56 — @	57 —
Glengarnock		— — @	48 —
Eglinton		46 — @	47 —
Pig, American, No. 1		43 — @	50 —
Pig, American, No. 2		43 — @	44 —
Pig, American, Forge		38 — @	40 —
Bar, Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold).	137 50 @	142 50
	—STORE PRICES.—		
Bar, Swedes, 1½ x⅜ & ¼ 1½ x ⅜ to ⅝ sq. 1½ to 5x⅝ to ⅜ & ½ to 2 sq. 6 to 12 x ⅜ & ¼		— — @	— —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in		— — @	97 50
Bar Refined, 1¼ to 6 by ⅜ & 5-16 in		— — @	102 50
Bar Refined, 1 & 1¼ by ⅜ & 5-16		— — @	105 —
Large Rounds, 2½@2⅝ to 3⅜ @4 in		105 — @	117 50
Scroll		115 — @	145 —
Ovals and Half-round		142 50 @	145 50
Band, 1 to 6 in. by 3-16 to No. 12		— — @	115 —
Horse Shoe		— — @	122 50
Rods, ⅜@1-16 inch		102 50 @	145 —
Hoop, ⅜ by No. 22 to 1 & 1¼ by 13 & 14		122 50 @	170 —
Nail Rod	per lb.	— — @	— —
Sheet Russia, as to assortment	(gold)	— 16½ @	— 18
Sheet, Single, D. and T. Common		— 6½ @	— 7½
Sheet, Doubles and Trebles, Charcoal		— 7½ @	— 8½
Sheet Galvanized	List 10 per ct. disc.		
Rails, English	(gold) per ton.	70 — @	— —
Rails, American, at Works in Penna. c'y.		80 — @	82 50
Anvils (Eagle)	per lb. currency.	— 9 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½ @	— 23
English Spring (2d and 1st quality)		— 9½ @	— 10½
English Blister (2d and 1st quality)		— 14 @	— 18½
English Machinery		— - @	— 14½
English German (2d and 1st quality)		— 12½ @	— 14½
American Blister		— — @	— 11½
American, Cast, Tool		— — @	— 17
American, Cast Spring		— — @	— 11
American Machinery		— 11½ @	— 12
American German Spring		— 9 @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 75 @	5 —
8d. and 9d. "		5 — @	5 25
6d. and 7d. "		5 25 @	5 50
4d. and 5d. "		5 50 @	5 75
3d. "		6 25 @	6 50
2d. and 3d. Fine		7 — @	7 25
Cut Spikes, all sizes		5 — @	5 25

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— — @	— 36
Straits	(gold).	— — @	— 31
English	(gold).	— — @	— 30

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal...per box.	11 — @	11 37½	13 25 @	13 75
I. C. Coke	8 62½ @	9 25	10 50 @	11 50
Coke Terne	7 75 @	8 75	9 50 @	10 75
Charcoal Terne	9 50 @	10 —	11 75 @	12 25

PETROLEUM—DUTY: Crude, 25 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 8½ @	— —
Crude 40@47 gravity (in shipping order)	— 14 @	— —
Refined, Standard White (in ship'g order)	— 19½ @	— 19½
Refined, S. W. (in jobbing lots)	— 19½ @	— 20
Refined, S. W. (in tin)	— 25 @	— 26
Naptha, Refined (65@73 gravity)	— 10½ @	— 11½
Residuum....(in shipping order) per gall.	— 11 @	— 11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 42
Copper, Bolts	— — @	— 45
Copper, Braziers' (over 16 oz.)	— — @	— 45
Copper, Nails	— — @	— 45
Copper, Old Sheathing, &c., mixed lots	— 28 @	— 30
Copper, American Ingot	— 30 @	— 30½
Copper, English Pig	— 29 @	— 29½
Yellow Metal, New Sheathing & Bronze	— — @	— 27
Yellow Metal, Bolts	— — @	— 32
Yellow Metal, Nails, Sheathing & Slating	— 27 @	— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75 @ 6 87½
German Ordinary	(gold)	6 75 @ 6 87½
English	(gold)	6 75 @ 7 —
Bar		— @ 9 25
Pipe		— @ 10 50
Sheet		— @ 10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 — @ 18 —
Liverpool House Cannel		— — @ 22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 25 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending June 4.

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
Boston, Hart. & Erie	2½	....	2½	2½	2½	2½
Canton Co.	....	....	....	....	....	99
Central Pacific 6s	103½	....	....	103½	103½	102
Central of N. Jersey	105½	....	106	106	105½	....
Chicago & Alton	110½	....	110½	....	....	....
" pref.	....	....	....	....	112	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	....	....	....
" pref.	84½	....	85½	85	....	....
" 1st M.	101½	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	89½
Chic., Rock Isl. & Pac.	108½	....	109	110½	110½	109½
Chi., R. I. & Pa. 7s, 1896	104	....	104½	....	....	104½
Clev., Col., C. and Ind.	87½	....	....	....	....	87½
Clev. & Pittsburg guar.	87½	....	88	87½	....	87½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	30	....	30½	31½	31½	31½
" 1 M.	....	....	88	88½	....	88½
" 2 M.	....	....	70	70	....	....
Del. & Hudson Canal	....	....	117½	....	....	118½
Del. Lack. & Western	104½	....	105	105	105	105
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	63½	....	63½	63½	65	62½
" pref.	....	....	....	74	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	....	....	....	....	....	37
" pref.	....	....	....	54	54½	....
" 8s, conv.	....	....	....	....	80½	86½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	113½	....	....	....	113	112
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	90½	....	91	92½	92½	91½
Lake Shore Div. bonds	93½	....	....	....	....	93½
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	....	....	102	....	....
" S. F. 8s, 1882	....	....	....	....	112½	....
M. S. and N. I. 1 M. S. F.	102½	....	....	....	....	103
" 2 M.	....	....	....	98	98½	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	54½	....	55½	55½	55½	54½
" pref.	73	....	....	73	....	73
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	77½	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	95	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	93½	....	93½	93	....	93½
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	....	....	94	....	....	94
" 1st mort.	....	....	....	....	....	104
" 2d mort.	....	....	99	....	....	....
N. Y. Cen. & Hud. Riv.	100½	....	101½	102	100½	101½
" 7s, S.F. 1876	....	....	....	....	....	102
" 6s, S.F. 1883	....	....	....	....	91	90½
" 6s, S.F. 1887	....	....	....	....	92	....
N. York and Harlem	....	....	....	132	132	132
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	16
Ohio and Miss.	41	....	41½	41½	41½	41
" pref.	....	....	....	....	....	....
" 2d M.	....	....	....	84½	84½	84½
Pacific Mail S. S. Co.	41½	....	40½	34	39½	40½
Panama	110	....	....	111½	....	112
Pitts., Ft. W. & Chi. gtd.	93½	....	93½	....	93½	93½
" 1 M.	....	....	....	....	....	107½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	40
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	101	101
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	80	....	80	81	....	79½
" new	....	....	....	80	....	79½
Tol., Wab. & Western	68	....	68½	69	69½	69
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	98½	....	....
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	83½
" St. Lou. Div.	....	....	....	....	....	....
Union Pacific	27	....	27½	27½	28½	28½
" 1st mort.	86½	....	86½	86½	87	86½
" L. Gt. 7s	78	....	69	67½	69½	70
" Inc. 10s	....	....	58	60	61½	61½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 4

	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3.	W. 4.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	....	....	113	....	....
U. S. 5s, 10-40s, coup.	....	....	114½	....	....	115
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	115½	....
U. S. 6s, 1881, reg.	118½	....	118½	....	115½	115½
U. S. 6s, 1881, coup.	122½	....	122	....	122½	122½
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	116½	116½	116½	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	116½	....	116½	116½	116½	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	118½	....	....	118½
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	119½	....	119	119	....	119½
U. S. 6s, 5-20s, reg. '67	....	....	115½	....	....	115½
U. S. 6s, 5-20s, c. 1867	121½	....	121½	121½	121½	121½
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	120	120	120½	....	....
U. S. 6s, Pac. RR. issue	....	....	....	118½	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 3.

	W. 28.	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	98	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	....	....	....	94
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	41½	....	41½	41½	....	42½
" 6s, 1884	....	90	....	....	....	90
" Gold L.	94½	94½	94½	....	94½	....
" R. R. L.	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	61½	61½	61½	61½	61½	60½
" 6s new coup.	....	....	....	....	98	....
" 6s new reg.	....	....	98	....	....	98
Little Schuylkill R. R.	....	....	....	....	46½	....
" 7s	....	....	....	....	....	....
Minehill	52½	....	....	....	52½	52½
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	125
North Pennsylvania	47½	....	....	....	48	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	98½	98½	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Allegh. Riv.	32	31½	....	31½	31½	31½
" 7s	....	....	....	....	....	72
Pennsylvania R. R.	55½	54½	55	55½	55½	55½
" 1st M.	....	102½	102½	....	....	....
" 2d M.	98	98	....	....	....	....
" Gen. mort.	93½	....	....	93½	....	....
" " reg.	96½	....	....	....	....	96
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	105½	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	98½	98½	98½	95½	....	....
" new	103	102½	102½	103	103	100
Philad., Germ. & Nor.	....	....	87½	....	....	....
Phila. & Reading	58½	58½	58	58	58½	58½
Philadelphia and Erie	....	....	....	....	....	25
" 6s	....	....	....	....	90	90
" 7s	92	....	....	92½	92½	92½
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	14½	....	....	....
" 6s, 1882	....	....	76½	....	....	76½
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	....	120	120	120½	121	....
Hestonville, (Horse)	....	....	....	19½	19½	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	32	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 3.

	W. 28.	Th. 29.	F. 30.	Sat. 31.	M. 2.	Tu. 3
Baltimore City 6s, 1875	....	99	....	....	....	....
" 1886	....	100½	....	....	....	....
" 1890	99½	99½	99½	99½	....	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	98½	....	....	....
" " 1880, 97½	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	101½	....	....	....	101½	101½
" 2d M.	89½	89½	90	90	90	....
" 3d M. 8s	83½	84	....	....	....	84½
Northern Central	38	38½	....	....	....	38
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	83	83	83	....
Pittsb. & Connellsv. 7s	....	....	....	....	97½	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	55	55	....	54½	....	54½
" Defer. Certif.	....	....	....	10½	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 4.

	Th.29.	F.30.	Sat.31	M.2.	Tu.3.	W.4
Boston and Albany	144¾	....	144¾	....	144¼	144¼
Boston and Lowell	....	....	134¾	....	....	....
Boston and Maine	....	....	120	119¾	....	119¼
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	 35	....	35¼	33¼	35	....
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	105¼	....	....	105¼	105	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	105	....	....	....	105¼	105
Fitchburg	133	....	....	131	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	103	....	102	101	101¾	101¾
Northern, N. H.	....	....	112¼	....	....	....
Ogdens. & Lake Champ.	....	....	....	66	....	....
" pref.	....	....	....	....	....	....
Old Colony	....	....	112¼	112¼	112¼	113¼
Ph., Wil. & Baltimore	59	....	....	....	....	....
Portl'd, Saco & Ports.	....	....	....	....	131	....
Union Pacific	....	....	....	....	....	....
" 6s	82	....	....	....	84	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	58	....	58	....	61	61¼
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	102	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	34	....	....
Copper Falls	23	....	....	....	24¼	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	9¼	....	....	....	10	....
Quincy	45	....	44¾	44¾	....	45¼

London Stock Exchange.

	Closing Prices. May 16.	May 23.
Atlantic & Gt. W. 1st mort., $1,000	77 — 79	79 — 81
Do. 2d mort., $1,000	66 — 68	68 — 70
Do. Con. mort. B'nds Bisch's Cert.	42 — 43	45 — 46
Do. Reorg. Scrip	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds	91 — 92	91¼ — 92¼
Detroit & Milwaukee 1st mort. Bonds	70 — 72	70 — 72
Do. 2d do.	— —	— —
Erie shares 100 dol. all paid	46 — 46¼	49 — 49¼
Do. 6 per cent Convertible Bonds	95 — 96	95¾ — 96¼
Cons. Mort. amount autho. to be issued for conv. of existing bonds	93¾ — 94¼	94 — 95
Illinois Central $100 shares all paid	87 — 89	88¼ — 89¼
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	99 —101
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.	— —	— —
Panama General mort.	91 — 93	91 — 93
Pennsylvania, 2d mort.	97 — 99	98 —100
Do. General mort.	98¼ — 99¼	98¼ — 99¼
Do. $50 shares	42 — 43	42 — 43
Philadelphia and Erie 1st mort.	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, June 7, 1873.

Stock Exchange and Money Market.

Money has been in quite liberal supply all through the week; while the demand for accommodation from all sources has been much less active, and rates have favored borrowers in good standing, with call loans quoted at from 4@7, generally at 5@6; and choice to very good mercantile credits at from 6½@8@9 per cent per annum. The speculative inquiry, for use at the Stock and Gold Boards, has been comparatively moderate, especially in view of the restricted volume of dealings in both lines. In the way of discounts, there was not much activity, and the wants of the more prominent and responsible borrowers were quite promptly met at the ruling figures. The city banks indicated a gain in their legal tender hoard, with a falling off in other averages. The promise is that on the next exhibit, the specie reserve will show a handsome increase. The Treasury offices on Saturday issued $6,500,000 Gold Notes in redemption of Principal and in payment of accrued Interest of the Bonds of 1862, called in for the 1st of June, and nearly the whole of this will come out at the New York office; and in the absence of an export demand for the Gold itself, the Gold Notes will pass into the Banks and private Banking Houses. The Syndicate paid into the hands of Mr. Cattell, Special Treasury Agent, in London, on Saturday, $3,000,000 March and May Coupons on the Public Stocks, which were bought up abroad, and which accounts in good part for the smaller Gold Interest payments in New York this Spring. The difference here in March, April and May is $3,211,100 from September, October, and November. The Syndicate will make further reimbursements in Gold on account of whatever sum the Treasury may be called upon to advance in redemption of the Called Bonds.

The city banks reported a decrease of nearly 1⅝ millions in their deposit line, with an increase of over 1⅝ millions in their legal tender, and a reduction of 1⅛ millions in their specie reserves. They contracted their loan and discount averages nearly 1⅞ millions, and their circulation slightly.

The city banks are again handsomely ahead on their obligatory reserve, the last statement showing that they had $4,918,400 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U.S. Sub-Treasury, last week, enlarged its coin balance 1⅛th of a million; while losing about 1⅛th millions of its currency reserve. Its currency reserves at the close of the week were $22,155,181; and its coin hoard, $44,267,099.

The clearances of the banks averaged through the week 91 millions a day, and amounted in the aggregate, for the whole week, to $454,272,030 as against $578,678,926 the preceding week. The U. S. Sub-Treasury at this point diminished its currency balance $1,130,683 and augmented its coin reserve $3,800,432 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $19,482,000, against $21,268,800 same time last year. The city bank deposits are now $208,136,500 against $226,070,900, week ending June 1, 1872. The legal tender reserve amounts to $44,332,300, against $53,870,500 same time last year. The circulation now stands at $27,447,100 against $27,522,000 same time last year. The loans are now $277,958,800 against $284,674,800 at this date last year.

The coin reserve of the city banks is now about 19⅛ millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is 44⅜ millions against about 55⅛ millions on the statement of June 15th; and the deposits are now about 208⅛ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $2,849,008 of currency, and $5,796,634 of gold, the latter including $1,574,000 from customs; and disbursed $3,979,691 of currency and $2,496,202 of gold, the latter embracing $714,694 of coin interest. The receipts of the office from all sources, in May, were $55,513,980, including $9,321,801 from customs; payments, on all accounts, $52,359,035, including $9,126,966 of coin interest on the public debt.

Government revenues have been yielding rather less satisfactory, since our last. The excises yielded within the week about 2¾ millions, and thus far in the current fiscal year beginning with July 1, 1872, $106,016,222. The customs at the port of New York, for the week, were $1,444,868, and at the outports, about half a million more, in coin or coin certificates.

The Gold speculation has shown much less spirit and buoyancy, since our last, though the operators for a rise have been resisting the adverse influences, especially of the liberal Treasury Disbursements, with remarkable energy and determination, favored, in part, by the cheaper terms for Monetary accommodation. The customs demand has been light, and the export drain comparatively limited. The range of the price during the week has been from 117⅜@118½ and the closing quotation on Wednesday was 117⅞ against 118¼ on Wednesday of the preceding week. The specie outflow last week, was $526,922. The Gold Exchange Bank clearances have averaged about 88¾ millions per day during the week.

The Treasury disbursements for May, exclusive of principal and interest of public debt, amount to $16,900,000.

The customs demand for Gold last week, averaged $314 800 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $13,504; and thus far in 1873, have been $1,783,164, against $706,126 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $123,595,314 against $146,414,424 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $72,305,910, against $74,638,455 during the same time in 1871-2.

The export drain of specie was $526,992 last week, against $4,243,064 same week preceding year. The shipments since July 1, 1872, have been $56,083,422 against $49,725,796 during the same portion of 1871.

Wednesday's specie exports were $763,235.

Foreign Exchange has been in moderate demand and somewhat irregular in price, since our last, closing weak. Bankers' sixty day bills on London closed on Wednesday at 108⅝@108⅞; sight bills on London, at 109¼@101. The week's exports of Domestic Produce have been to the currency value of $5,326,442.

Under the official programme of the Treasury Department for June, Government proposes to sell during the month at least seven millions of Gold as follows: Thursday, June 5, $2,000,000. Thursday, June 12, $1,500,000. Thursday, June 19, $2,000,000. Thursday, June 26, $1,500,000. And to buy in a million of Five Twenties as follows: Wednesday, June 4, $500,000. Wednesday, June 18, $500,000.

Government securities have met with a ready sale, as offered, at remarkably well supported prices, on unusually light offerings of most issues. The last public debt statement indicated a further liquidation of $3,525,283, in May, according to the Treasury mode of computation.

Government bought in on Wednesday $500,000 U. S. Five-Twenties from 116 20@116 44, out of aggregate offering of $947,600.

U. S. sixes of 1881 closed on Wednesday of this week at 122½@122¾; U. S. Five-Twenties of 1862, 116½@116¾; U.S. Five-Twenties of 1864 at 116⅝@116⅞; U. S. Five-Twenties of 1865 118½

@118⅝; U. S. Five-Twenties of 1865 consolidated 119⅜@119⅝; U. S. Five-Twenties of 1867, 121¾@122; U. S. Five-Twenties of 1868, 120@120⅜; U. S. Ten-forties at 114½@114¾; U. S. Fives of 1881 (Funding Loan) 115⅜@115⅝; Six per cent. currency Sixes from 116¼@116½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 21.	May 28.	June 4.
Consols	93¾	93¾	92⅛
U. S. 5-20s, 1865	91½	91¾	91¾
" 1867	94	94⅛	94⅜
" 10-40s	88¾	88¾	88⅝
New Fives of 1881	89⅛	89⅛	89⅜
Erie	49	49	48⅝

State bonds have been moderately active but at variable prices on even the more popular issues.

The Railway and Miscellaneous share speculation has been less active, and less confident as to values, closing somewhat irregularly.

Railway Mortgage Bonds have been in good demand for investment purposes, at well supported figures. Central Pacific Sixes have been selling readily, closing strong at from 103¼@103½. Chesapeake and Ohio Sixes have been also in fair request at 88½ and interest. Western Pacific Sixes have been in moderate demand at 95. The Northern Pacific 7-30 Loan has been of ready sale at par and interest.

General business has been comparatively tame. Hardware, Earthenware, Dry Goods and Groceries, quiet, as a rule. In the Metal line Copper has further declined, under more liberal offerings and a restricted inquiry, with sales reported of 100,000 lbs. Lake at 30c., and 50 tons English at 29¼c. The first receipts of Lake this season have been reported, embracing about 800,000 lbs. Trade in Iron has been generally quite tame, though buyers have had the advantage as to values. Sales have been reported of only small lots of Scotch Pig at the quotations; 400 tons No. 1 and No. 2 American Pig at $48 and $46; 60 tons Wrought Scrap on private terms; and 250 tons do., deliverable at Providence, at $45. We quote Glengarnock Pig at $46 50@$49; Eglinton do. $46@$48; Coltness, $58@$60; No. 1 American Pig at $48@49; do. 2 do. at $46@$47; Wrought Scrap at $45@$48; English rails at $70, gold; American Rails at Works, $80@$82 50; old Double-head and T Rails at $52. Pig Lead has been very dull at 3¾c.@6⅞c., gold, for ordinary foreign. Spelter has been quite sparingly sought after at 7⅝c.@7¾c., gold. Pig-tin has been in slack demand with Straits quoted at 31c., and English at 30c.; Banca, 36c.@36½c., gold. Tin Plates have been in limited request and quoted easier in price, with sales reported of 1,250 boxes Coke, part at $9 25; 150 boxes Coke Terne at $8 75; 500 boxes Charcoal at $11 25, and 300 boxes Charcoal Terne at $10 gold. Charcoal Plates quoted here at $11@$11 50; Charcoal Terne, at $9 50@$10; Coke, $8 50@$9 25; Coke Terne, $7 75@$8 75, gold, per box. Zinc inactive and wholly nominal.

In the leading kinds of domestic produce, the dealings have been moderate as a rule, though Wheat, Corn, and Oats have been active, having been offered much more freely and at lower figures. Middling upland Cotton left off at 19¼c. per lb. The receipts at all the ports, since Sept. 1, have been 3,412,367 bales, against 2,625,745 bales same time in the preceding year; exports 2,400,356 bales against 1,871,585 bales in the previous year; stock at the ports at latest dates, 809,176 bales against 204,524 bales same date 1871.

Foreign goods have attracted less attention, closing heavily. The week's imports amounted to $6,615,921 including $1,057,804 of dry goods.

Ocean freights have been more active and quoted firmer especially for Grain and Petroleum room, which has been most sought after.

At the Live Stock Markets, Beeves have been in moderate request at from 9@13½ cts. Veals at 6@11 cts.; Sheep at from 4@7½ cts.; Swine at 5½@5⅞ cts. per lb., all live weight. The week's receipts were 9,204 Beeves, 4,778 Veal Calves, 18,807 Sheep and Lambs, and 28,822 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Albany and Susq. 2d mort., 97⅛; Canada Southern 1st mort., 94; Pacific R. R., of Mo., 2d mort., 77¼; Burlington, Cedar Rapids and Minnesota 1st mort., 88½; Mil. and St. Paul 1st mort. LaC. div., 92½; do. Iowa div., 84½; Ohio and Mississippi 7s, consol. S. F., 95½; Michigan Central 7s, 100; Louisville and Nashville 7s, consol. 1898, 94; Boston, Hartford and Erie 1st mort., 35; Detroit, Monroe and Toledo, 1st mort., 98; Toledo, Peoria and Warsaw 1st mort., Bur. div., 86¾; Gt. Western 1st mort., 1888, 96; Hannibal and Naples 1st mort., 85½; Pacific R. R. 7s, guar. by Mo., 98¾; North Missouri 1st mort., 91½; Dubuque and Sioux City 2d div., 93½; Del., Lack. and Western 7s, conv., 103; Atlantic and Pacific pref., 25¼; St. Louis and Iron Mt. R. R., 86; do. 1st mort., 97⅞; Western Union Tel., 84⅞; do. 7s, 96; Am. Mer. Union Exp., 68½; U. S. Express, 70¼; Am. Coal, 62; New Central Coal, 28; Consol. Coal of Md., 54½; Pennsylvania Coal, 230½; Alabama 8s, 1893, 88; N. Y. State 7s, B. L., reg., 106½; N. C. 6s, Fund Act, 1866, 18; Brooklyn 6s, W. L., 95¼.

Philadelphia.—Oil Creek R. R. 1st mort., 82; Philadelphia and Reading Gen'l mort., 7s, coupon, 100½; do. reg., 101½; do. 7s, new conv., 106¼; do. deben. bonds, 79; Lehigh Valley 7s, new, 104½; Reading C. and I. deb., 88; Wilmington and Reading 1st mort., 100; West Jersey 7s, 101¾; Westchester and Philadelphia R. R. 7s, 101; Ithaca and Athens 7s, 100; Pittsburg, Cincinnati and St. Louis 7s, 79½; Lehigh Nav. conv. gold Loan, 96; Huntingdon and Broad Top Mt. R. R., 10½; do. pref., 15¼; do. 1st mort., 103; 10th and 11th streets R. R., 80; Philadelphia and Trenton R. R., 119¼; Catawissa R. R., 20¾; Camden and Atlantic pref., 42. The latest quotations are: City 6s, 95½@96; do. free of tax, 99¾@100; Pennsylvania State 6s, 1st series, 101@—; do. 2d series, 105¼@106; do. 3d series, 109@109¼; Philadelphia and Reading 58½@58¾; do. Gen'l mort. 7s, coup., 100¼@100½; do. reg., 101⅜@101⅝; do. mort. 6s, 1880, 95@95; do. 7s, new, conv., 106¼@106½; United New Jersey R. R. and Canal Co., 121@121½; Camden and Amboy mort. 6s, 1889, 93⅞@94⅛; do. 1883, 92@92; do. 1889, 87¼@90; Pennsylvania R. R., 55¼@55¼; do. allotment, 54⅞@55; do. 1st mort., 102½@103; do. 2d mort., 98@99; do. General mort. coupon, 93@93¾; do. reg., 95⅞@96; Little Schuylkill R. R., 46½@46⅝; Morris Canal, 50@50; do. pref., 124@125; do. 6s, 93½@95; Susquehanna Canal, 7¾@9; do. 6s, —@76; Schuylkill Nav., 7@7½; do. pref., 14⅛@14¼; do. 6s, 1882, 76⅝@76⅞; do. 1872, 80@80; Elmira and Williamsport pref., 38@38½; do. 7s, 1878, 97@98; do. 5s, 58@59; Lehigh Coal and Navigation 42@42¼; do. 6s, 1884, 90@90⅛; do. R. R. Loan, 92@—; do. Gold Loan, 94⅜@94½; North Pennsylvania, 48@48½; do. 6s, 98@98½; do., 7s, 98@98½; do. Chattle 10s, 106@108; Philadelphia and Erie, 25@26; do. 6s, 89@90; Minehill, 52⅝@52⅞; Catawissa, 20@21; do. pref. 42⅛@42¾; do. new pref., —@33⅛; do. 7s, 1900, 101¼@102¼; Lehigh Valley, 61⅛@61¼; do. 6s, new coupon, 94½@—; do. reg., 96@97; do. 7s, 104⅜@104⅝; Fifth and Sixth streets, (horse,) 51½@54; Second and Third, 56@57; Thirteenth and Fifteenth, 21@23; Spruce and Pine, 32@33; Green and Coates 50@50; Chestnut and Walnut, 57@65; Hestonville, 19@19½; Germantown, 83@—.

Boston.—Michigan Central 8s, 1890, 106; Vermont Central 1st mort., 29: do. 2d mort., 8½; Burlington and Missouri 7s, 1893, L. G., 95; do. 8s, 105; Atchison, Topeka and Santa Fe L. G. 7s, 73¼; Eastern R. R. 6s, 1874, 98¼; do. 7s, 1882, 101; Cedar Rapids and Missouri 7s, 1916, 85; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 1899, 81½; Boston and Albany 7s, 1892, 105; Cheshire 6s, 1880, 98; Cincinnati, Sandusky and Cleveland 7s, 1890, 80; Leavenworth, Lawrence and Galveston 10s, 55; Vermont and Massachusetts 6s, 1888, 92¼; Central R. R. of Iowa, 7s, 60@70; Boston and Lowell R. R. new, 114½; do. 6s, 1879, 95; Portsmouth, Gt. Falls and Conway R. R., 95; Eastern (N. H.) R. R., 100¾; Rutland scrip, No. 3, 93½; do. 8s, 1st mort., 95; Union Horse R. R., 110; Summit Branch, 48; Connecticut and Passumpsic Rivers R. R., 88⅛; Boston Land, 6¼; Cary Imp., 11⅞; Boston Water Power, 27¾; Waverly Land, 4½; Maine 6s, 1889, 99¼; New Hampshire 6s, 1898, 98¼; Augusta 6s, 1887, 90; Bangor 6s, 1879, 94¾; Portland 6s, 1887, 94; St. Louis 6s, 1887, 89¾; do. 1886, 89½; do. 1879, 92¾; Providence 5s, 1900, gold, 94½; Lowell 6s, 1890, 95¼; Cambridge 6s, 1882, 96½; Chicago 7s, 99¼; Allouez Mining Co., 11½; Calumet and Hecla, 158; Petherick, 3; Pontiac, 87½c.; Ridge, 9; Shuniah Silver, 75c.; St. Clair, 3; Washington, 1⅛.

Baltimore.—Maryland Defense 6s, 106; Virginia consols, coupons, 78¾; Central Ohio 1st mort., 87; Orange, Alex. and Manasses 7s, 81; Northern Central 6s, 1900, gold, 93¼; Virginia and Tennessee 8s, 88; Orange and Alex. 2d mort., 89; Atlantic Coal, 2.80. The latest quotations are: Wilmington, Columbia and Augusta bonds, 77¼@78½; Pittsburg and Connellsville 7s, 1898, 95¾@96; Baltimore and Ohio, 172½@174; do. 6s, 1875, 98⅝@—; do., 1880, 97⅛@97½; do., 1885, 97@97; Parkersburg Branch, 11@11¼; Northern Central, 36@38; do. 6s, 1885, 93@94; do., 1900, 82⅞@83½; do., 6s, 1900 gold, 93@95; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885,90@97; Marietta and Cincinnati 1st mort, 7s, 1892, 101@101¼; do., 2d mort., 7s, 90⅜@91½; do., 3d mort., 8s, 84@84½; Central Ohio, 42@—; do. pref., 41@42; do. 1st mort., 86⅞@87¼; Western Md. 1st mort. 6s, 1890, 85@90; do. 1st mort. guar., 97@97; do. 2d mort.

guar., 97@97; do. 3d mort., guar., 97¼@97½; do. 2d mort. pref., 75@82½; do., 2d mort. guar. by Washington Co., 86@87; Richmond and Danville 1st mort., 76@77; Orange and Alexandria 1st mort. 6s, 95@97; do., 2d mort. 6s, 88½@89½; do., 3d mort. 8s, 89½@90; do., 4th mort. 8s, 80@81; Orange Alex. and Manassas 7s, 81@81¼; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77½@78½; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 99@99¼; do., 1884, 99½@—; do. 1886, 100½@—; do., 1890, 99½@99⅝; do., 1893, 97@97; do. 1893, exempt, 102½@102; do., 1900, exempt, 99¼@99½; do. 1900, new, 98@98⅝; do. 1902, 100½@101; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 106@106¼; Virginia 6s, old, 37⅛@—; do. coupon old, 38@40; do. consol. 6s, 54½@54¼; do. reg. 51@54; do. coupons, 78¼@78½; West Virginia, 10½@10⅝; City Passenger R.R., 17½@20; George's Creek Coal, 120@128.

Illinois Central Railroad.

The annual meeting of the stockholders of this company was held in Chicago on the 28th ult. There were present in person or by proxy, 167,087 shares. On motion, Mr. Lucien Tilton was appointed Chairman, and Mr. W. K. Ackerman Secretary. The minutes of the last meeting of shareholders were read and approved. The minutes of the meetings of the directors, held since the last annual meeting of shareholders, were also submitted, and the following resolution adopted.

Resolved, That the acts and doings, resolutions and votes of the board of directors, all and singular, are hereby ratified, approved and confirmed.

The president's report for 1872, to the shareholders, approved by the executive committee, was presented with the accompanying statements, and, on motion, approved.

A communication, in relation to the engagement with the railways to New Orleans, was read, and in conformity with the request and instructions of shareholders represented therein, the following resolution was proposed and unanimously adopted:

Resolved, That the agreements made by the directors of the Illinois Central Railroad Company with the New Orleans, Jackson and Great Northern and the Mississippi Central Railroad Companies, and the engagements made to secure the completion of the latter railway, connecting Cairo with New Orleans, be and are hereby confirmed, adopted and approved: and

Whereas, The early completion of this line to New Orleans is a work of great necessity; and

Whereas, It is believed to be the best means for an outlet for the surplus products controlled by the Illinois Central lines, therefore this meeting recommends even more decided measures to secure all the funds necessary for its early completion, and this meeting believes that this purpose will be best attained by extending to thirty years the present agreement on the part of the Illinois Central Railroad Company, to purchase at a price, not exceeding par, from the six millions of bonds issued by the above named two companies to an extent not less than $200,000 for each year, which substitution is recommended by this meeting.

The president called the attention of the shareholders to the act of the board of directors of April 16, 1873, providing for the increase of the capital stock of the company from $25,500,000, by a further issue of shares to the extent of twenty per cent upon subscriptions by shareholders, upon the stock registered in their names on the fifteenth day of June next, and suggested that the time for making the subscriptions was fixed at a day subsequent to the annual meeting, in order that the shareholders should have an opportunity to act thereon, and it was unanimously

Resolved, That the act of the board of directors is approved, and that the shareholders especially approve the plan adopted by the board in submitting it to the annual meeting. And the meeting desires and instructs the board to pursue a similar course, in case it should at any time hereafter deem it expedient to make any further increase of share capital.

Resolved that the board of directors be authorized, whenever it may deem it advisable, to call a special meeting of the shareholders upon a notice of ninety days, to be published in a daily commercial paper, in each of the cities of Chicago, New York, London and Amsterdam, to be designated by it, to consider any matter upon which it desires their action.

Resolved, That the meeting do now proceed to elect three directors to fill the vacancies occurring by the expiration of the term of office of George Bliss, Lucien Tilton and W. K. Ackerman, at this date, and also to fill vacancy occurring by the resignation of A. S. Hewitt.

J. N. Jewitt and J. F. Tucker, were appointed tellers to receive and count the votes.

The tellers reported that the whole number of votes represented were 167,087 presented and voted by the following persons as proxies, Richard H. Glyn 42,226, Lucien Tilton 405, John Newell 73,202, J. N. Jewitt 830, W. K. Ackerman, 50,424, all of which were cast for George Bliss, Lucien Tilton, and W. K. Ackerman, to serve until the last Wednesday in May, 1877; and L. V. F. Randolph, to serve until the last Wednesday in May, 1876. Thereupon the chairman declared that all the votes cast were for the above named gentlemen, who were declared duly elected. No other business being presented the meeting, on motion, adjourned.

☞ The Clark (Va.) *Courier* says that the work of placing the ties and laying the rails of the Shenandoah Valley Railroad will be commenced about the first of next September, and the track will be in running order about the first of October. The line of the road between Luray and Staunton will soon be let for graduation and masonry, and everything promises an early completion of the road.

☞ The following gentlemen have been elected directors of the New York and Harlem Railroad Company: William H. Vanderbilt, Horace F. Clark, Cornelius Vanderbilt, William C. Wetmore, Augustus Schell, Abraham B. Baylis, James H. Banker, Joseph Harker, John B. Dutcher, Robert J. Niven, Cornelius Vanderbilt, Jr., Cornelius M. Meserole and Harry Allen.

☞ Messrs. S. C. Mills & Co. have taken the contract to complete the grading and masonry of the Somerset (Me.) Railroad to Madison Bridge. The force will be augmented from day to day and the work pushed rapidly to its completion.

☞ The Manchester and North Weare (N. H.) Railroad Company have elected Phinehas Adams of Manchester, President, Josiah Carpenter of Pittsfield, Treasurer, and George A. Fowler of Concord, Clerk.

☞ The engineers have begun the survey of the extension of the Duxbury and Cohasset (Mass.) Railroad to Kingston.

BANKING HOUSE OF FISK & HATCH, }
No. 5 NASSAU-ST., NEW YORK, June 2, 1873. }

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds, which can now be sold at unusually high prices, the following Securities of well-known character and established reputation, viz:

THE CHESAPEAKE AND OHIO SIX PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York city; Interest payable May 1 and Nov. 1; issued in denominations of $100, $500 and $1,000, either Coupon or Registered; price **88 1-2** and accrued interest.

Also, THE CHESAPEAKE AND OHIO SEVEN PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York city; Interest payable January 1 and July 1. Bonds of $1,000 each, Coupon or Registered—price 90 and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD is completed and in operation from Richmond to the Ohio River, a distance of 420 miles, at a cost with the equipment of over $35,000,000, and the rapid development, of its business indicates that the earnings for the ensuing twelve months will not be less than $3,000,000, and for the succeeding year not less than $5,000,000.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We also deal in GOVERNMENT BONDS, CENTRAL and WESTERN PACIFIC, and other first-class Securities; receive deposits, on which we allow four per cent interest, make collections, and do a general Banking business.

FISK & HATCH.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 24, at 429,279 tons, and for the coal year at 6,471,654 tons, against 5,428,751 tons to corresponding time last year, being an increase of 42,903 tons. The bituminous tonnage for the week is 59,025 tons, and for the year 826,573 tons, giving a total of all kinds for the week of 488,304 tons, and for the year 7,298,227, tons, an increase as against production to same time last year of 149,952 tons.

☞ The export of iron rails from Great Britain to the United States for the four months of the present calendar year to April 30, amounted to 81,595 tons, against 180,192 tons in corresponding time last year. The exports of rails from Great Britain for the four months of the year to all countries were 188,820 tons, against 279,261 tons in the same time in 1872.

☞ The earnings of the Erie Railway Company for the week ending May 23, 1873, were $455,664, and since November 1, 1872, $10,094,400—an increase over the corresponding period of the previous year of $251,280.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending May 22 are: freight, $45,961 92; passengers, $31,603 06—total, $77,564 98.

☞ J. E. Bartlett has been elected President, and Amos Stowe Secretary and Treasurer, of the Mystic River Railroad Co.

General Railroad Law of New Jersey.

AN ACT to authorize the formation of railroad corporations and regulate the same.

(Continued from page 681.)

27. *And be it enacted*, That a check shall be affixed to every parcel of baggage when taken for transportation, by the agent or servant of such corporation, if there is a handle, loop, or fixture, so that the same can be attached upon the parcel or baggage so offered for transportation, and a duplicate thereof given to the passenger or person delivering the same on his behalf; and if such check be refused on demand the corporation shall pay to such passenger the sum of ten dollars, to be recovered in a civil action; *and further*, no fare or toll shall be collected or received from such passenger, and if such passenger shall have paid his fare, the same shall be refunded by the conductor in charge of the train, and on producing said check, if his baggage shall not be delivered to him, he may himself be a witness in any suit brought by him to prove the contents and value of said baggage.

28. *And be it enacted*, That in forming a passenger train, baggage, freight, merchandise, or lumber cars shall not be placed in rear of the passenger cars; and if they or any of them shall be so placed, the officer or agent who so directed or knowingly suffered such arrangement, and the conductor of the train, shall be deemed guilty of a misdemeanor and be punished accordingly.

29. *And be it enacted*, That a bell shall be placed on each locomotive engine and rung at the distance of at least eighty roads from the place where the railroad shall cross any traveled public road or street, and be kept ringing until it shall have crossed such road or street; or a steam whistle shall be attached to each locomotive engine and be sounded at least eighty rods from the place where the railroad shall cross any such road or street, except in cities, and be sounded at intervals until it shall have crossed such road or street, under a penalty of twenty dollars for every neglect of the provisions of this section, to be paid by the corporation owning the railroad, to be sued for by any informer within ten days after such penalty was incurred; one-half thereof to go to the informer and the other half to go to the county; and said corporation shall also be liable for all damages which shall be sustained by any person by reason of such neglect.

30. *And be it enacted*, That every such corporation shall cause boards to be placed, well supported by posts or otherwise, and constantly maintained across each traveled public road or street, where the same is crossed by the railroad on the same level; said boards shall be elevated so as not to obstruct the travel and to be easily seen by travelers; and on each side of said boards shall be painted in capital letters, of at least the size of nine inches each, the words, "look out for the locomotive;" but this section shall not apply to streets in cities or villages, unless the corporation shall be required to put up such boards by the officers having charge of such streets.

31. *And be it enacted*, That if any person shall, while in charge of a locomotive engine running upon the railroad of any such corporation, or while acting as the conductor of a car or train of cars on any such railroad, be intoxicated, he shall be deemed guilty of a misdemeanor.

32. *And be it enacted*, That every corporation formed under this act shall erect and maintain fences on the sides of their road, of the height and strength of a division fence required by law with openings or gates or bars therein, and farm crossings of the road for the use of proprietors of land adjoining such railroad; and also construct and maintain cattle-guards at all road crossings suitable and sufficient to prevent cattle and animals from getting on to the railroad; until such fences and cattle guards shall be duly made, the corporation and its agents shall be liable for all damages which shall be done by their agent or engines to cattle, horses or other animals thereon; and after such fences and guards shall be duly made and maintained, the corporation shall not be liable for any such damages, unless negligently or willfully done; and if any person shall ride, lead or drive any horse or other animal upon such road, and within such fences and guards other than at farm crossings, without the consent of the corporation, he shall, for every such offense, forfeit a sum not exceeding ten dollars, and shall also pay all damages which shall be sustained thereby to the party aggrieved; it shall not be lawful for any person other than those connected with or employed upon the railroad, to walk along the track or tracks of any railroad, except where the same shall be laid along public roads or streets.

33. *And be it enacted*, That in case any passenger or any railroad shall be injured while on the platform of a car, or on any baggage, wood or freight car, in violation of the printed regulations of the company, posted up at the time in a conspicuous place inside of its passenger cars then on the train, such company shall not be liable for the injury; *provided*, said company at the time furnished seats inside its passenger cars sufficient for the proper accommodation of the passengers.

34. *And be it enacted*, That the said company shall commence the proposed road within six months from the date of their organization, and if the said proposed road be not more than fifty miles in length, the said company shall open and complete at least one track of said road, within two years from the date of commencement, as aforesaid; and if the said road shall exceed fifty miles in length, the said company shall have an additional six months to complete their road for each twenty miles more than the fifty miles aforesaid; *provided*, the road shall be opened for public use in all cases when fifty miles of the track are laid; *provided, further*, that any company organized under this act and failing to comply with the provisions of this section, shall thereby forfeit the franchises given it by this act.

35. *And be it enacted*, That any company, association, person or persons, violating or neglecting to comply with any of the provisions of the first or second sections of this act, shall be liable to a penalty of two hundred and fifty dollars for each and every offence, to be sued for and recovered in the name of the State of New Jersey; one-half of which fines when recovered, shall be paid to the informer, and the other half into the county treasury, where the action shall be tried or the conviction had.

36. *And be it enacted*, That it shall be lawful for any company incorporated under this act, in addition to the power hereinbefore given, to build viaducts over any navigable or other rivers, streams or bay of water which said railroad may cross, putting in such viaduct a pivot draw with two openings, each of no less width than the widest opening in any viaduct or bridge now built over any such river, stream or bay of water at right angles to the main channel, located at a point convenient for navigation, and such company shall at all times, when such river, stream or bay is navigable, for the safety of persons navigating the same, cause to be kept a red light at each outer side of said draws, and a white light on each inner side of said draws, which shall be lighted every evening at or before sunset and be kept lighted till daylight, and shall also keep or cause to be kept, a suitable person or suitable persons at each of said bridges, to open the draws for the free passage of all vessels with standing masts or pipes; and for each and every neglect to keep such light, and to open the draws when necessary, the said company shall forfeit and pay the sum of one hundred dollars, to be recovered with costs, in any court having jurisdiction thereof, by any persons who shall sue for the same, within six months after the time of such neglect; *provided*, that corporations formed under this act shall not take any land under water belonging to this state until the consent of the riparian commissioners shall first be had and obtained, who are hereby authorized to convey the same on receiving such compensation as they may fix; *provided further*, that no corporation organized under this act shall be authorized to take, use or occupy by condemnation any lands belonging to the State of New Jersey, or any franchises, lands, or located route of any bridge, railroad, canal, turnpike, or other corporation chartered for the purpose of facilitating transportation, except for the purpose of crossing said lands or route of said corporation, and except the lands of such other corporations not necessary for the purposes of their franchises; *and provided further*, that a railroad may be located or constructed under this act on the surveyed route or location of any other railroad, with the consent of such corporation, and not otherwise; *and provided further*, that no railroad under this act shall cross another railroad at a less angle than forty-five degrees.

37. *And be it enacted*, That the governor, the chancellor, vice-chancellor, the justices of the supreme court and the judges of the court of errors of this state, secretary of state, state treasurer, comptroller of the treasury, clerk in chancery, clerk of the supreme court, adjutant general quarter-master general, state librarian, state prison keeper and superintendent of public schools of New Jersey, while traveling for the purpose of discharging the duties of their offices, and the members and officers of both houses of the legislature of this state shall pass and repass, free of charge on the railroad of any company incorporated under this act.

38. *And be it enacted*, That no franchise heretofore granted to construct a railroad, or to build or establish bridges or ferries, or operate any line of travel, and take tolls or fares therefor, shall hereafter continue to be or be construed to remain exclusive, and that no like franchise hereafter granted shall be or be construed to be exclusive, unless in such grant heretofore made or hereafter to be made it be so expressly provided, and the provisions of the second section of the act entitled "An act to prevent accidents on railways," approved March thirtieth, one thousand eight hundred and sixty-nine, shall not be considered to extend to or affect in any way or manner corporations which may be formed under this act; all corporations organized under this act shall be subject to all general laws, now or hereafter to be passed, regulating railroads and their operations.

39. *And be it enacted*, That this act shall be deemed a public act and shall take effect immediately, and the legislature may alter, amend or repeal the same, but such repeal or alteration shall not affect any corporations heretofore organized, unless the act making such repeal or alteration shall so expressly declare.

Approved April 2, 1873.

A SUPPLEMENT.

A Supplement to an act entitled "An Act to Authorize the Formation of Railroad Corporations, and regulate the same," approved April second, one thousand eight hundred and seventy-three.

1. *Be it enacted by the Senate and General Assembly of the State of New Jersey*, That railroad corporations, formed under the provisions of the act to which this is a Supplement, may establish and operate Ferries where the terminus or termini of the railroads of said corporations may be on the shores of any rivers or navigable waters of this state, for the transportation of persons and property on or across the same, subject to the rates of fare for passengers, and tolls for freight, as provided in said act on railroads, and may buy or build all vessels and boats, and do all things necessary or convenient to carry on such ferry or ferries, or the said corporations may make contracts or engagements with other ferry companies for the transportation of the passengers and freight of such corporation.

2. *And be it enacted*, That this act shall be deemed a public act, and take effect immediately.

Approved April 4, 1873.

☞ The Springfield *Republican* says that Hawkins & Burrall, of that city, have contracted to build a wrought iron lattice bridge over the river at the west end of the Boston and Albany Railroad at East Albany.

☞ The grading and masonry of the first ten sections of the New Castle and Franklin Railroad are completed, and track laying will soon be commenced at New Castle. It is expected that the road will be in operation to Mercer, twenty miles, by July. The line from Mercer to Stoneboro, twelve miles, is to be put under contract at once.

☞ John. E. Lyon of Boston, Alex. H. Tilton of Tilton, Joseph P. Pitman of Laconia, Peter Butler of Boston, John L. Rix of Milford, John A. Parks of Boston and Joseph W. Lang of Meredith, were elected directors of the Boston, Concord and Montreal Railroad Company on the 26th inst.

☞ The officers of the Union Bridge Company, recently organized at Pittsburg for the construction of a bridge over the Allegheny River at the Point, are: President, Joshua Rhodes; Secretary, R. W. MacConnell; Treasurer, John E. Kidall.

☞ The St. Clair Street Railway of Toledo, Ohio, has been incorporated. The capital is $250,000; shares $2,500. The incorporators are: John S. Casement, Geo. Stebbins, J. R. Strong, and five others.

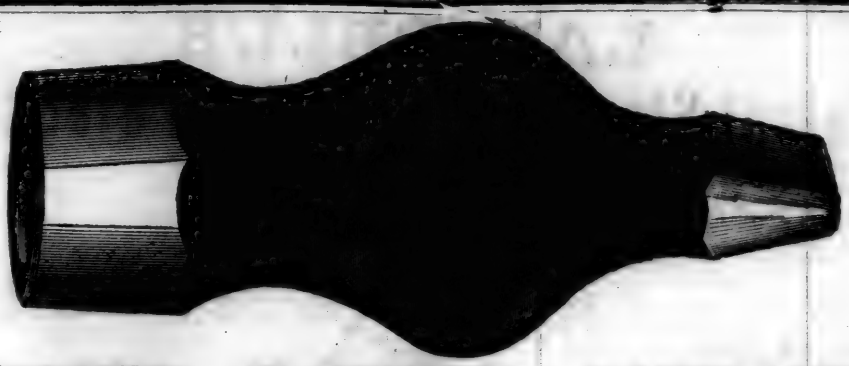
☞ The Bangor and Piscataquis Railroad Company has voted—4,381 to 1,334 shares—to execute a perpetual lease of its road to the consolidated European and North American Railway Company.

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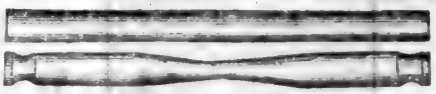
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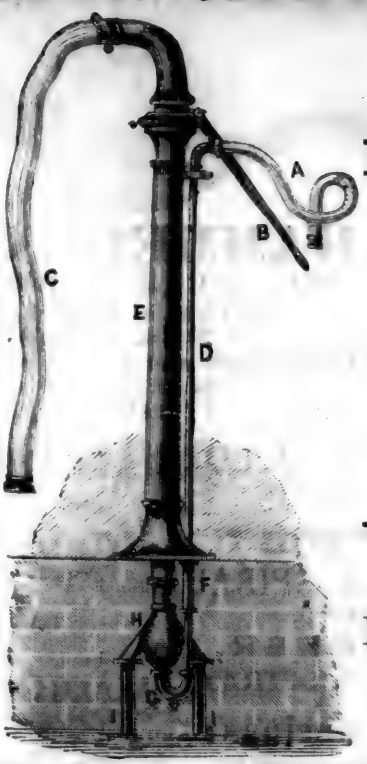
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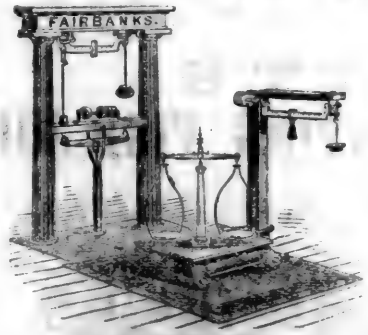


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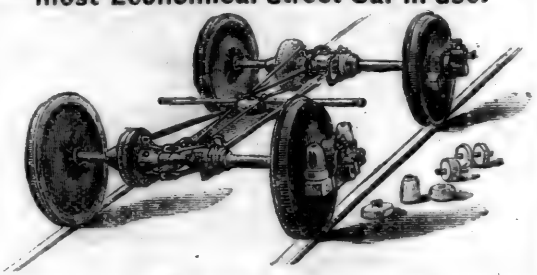
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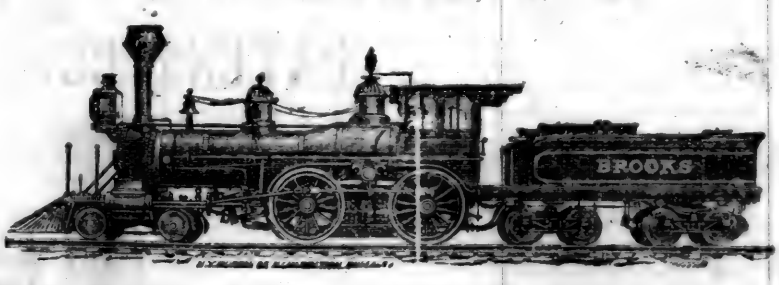
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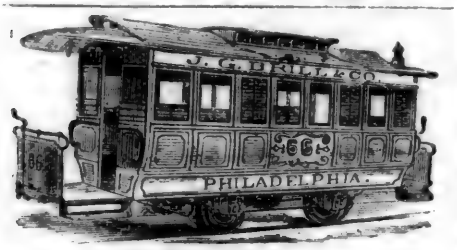
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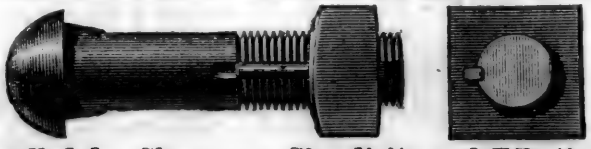
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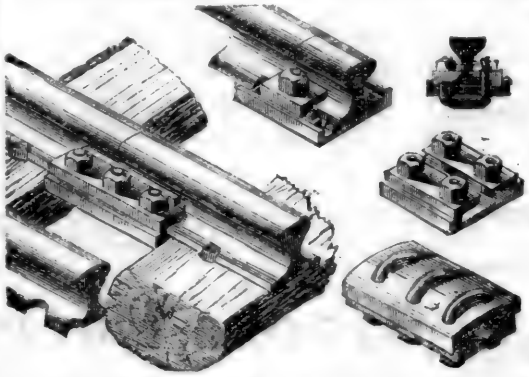
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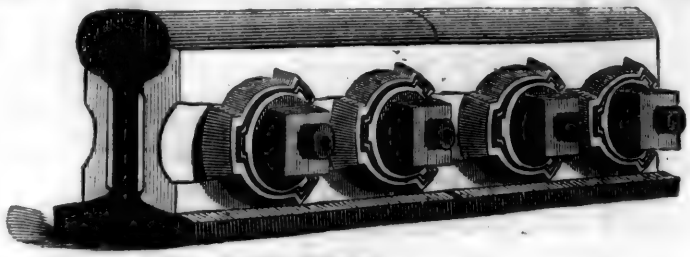
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

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American Railroad Journal.

New York, Saturday, June 14, 1873.

Interest on the Virginia Debt.

In connection with the payment of interest on the Virginia debt for July 1st, at the office of Asa Rogers, second auditor, in Richmond, Virginia, it is announced that the unpaid balances of interest for January and July, 1872, as provided by the act of March 19, 1872, will also be paid. The Richmond *Dispatch* says:

"It is well for the holders of stock which has not been funded to know that the old bonds or certificates must be presented to the second auditor, that the interest paid them may be stamped upon such stock.

"It is estimated that after paying the July 1873 interest and the arrearages of interest of 1872 there will be money enough in the treasury on the 1st of January, 1874, to pay four per cent interest which will then have accrued, and leave a balance of over $500,000 for the current expenses of the State government. Allowance is made in this estimate for the payment in 'tax-receivable coupons' of one-half of the public revenue due in December next, while the fact is that up to the present time a much smaller proportion of the revenue has been thus paid, the holders of large amounts of the bonds of the State believing it to be better to take the four per cent now tendered and the obligation of the State for the remainder payable hereafter."

INVESTMENT BONDS.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan at an aggregate not exceeding thirty million dollars, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE **7 3-10** LOAN IS NOW BEING DISPOSED OF through the usual agencies.

As the bonds of this issue are made receivable in payment for the Company's lands at **1-10**, they are in constant and increasing demand for this purpose, and will continue to be after the loan is closed—a fact which much enhances their value and attractiveness as an investment.

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; it has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.
No. 20 Wall Street, New York.

New York, West Shore and Chicago R. R.

The New York, West Shore and Chicago Railroad is engaged in Greene county in serving notices upon property owners, notifying them that a map and profile of the route intended to be adopted, and certified by the President and Engineer in Chief of the company, was filed in the office of the Clerk of the county. The line adopted at Catskill crosses the creek at an elevation of about sixty feet, just below the iron bridge, and passes northward through lands of Messrs. Cole, Hadden, Van Orden, Waltz, Rushmore and others. At Athens it just passes through the upper end of the village, and thence runs northerly to the upper village of Coxsackie. It crosses the "White Elephant" road twice and leaves it in Albany county, where it takes an air line to Chicago, saving over thirty miles.—*Hudson Register, June 4.*

JAY COOKE & CO.,

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Cairo and Fulton Railroad.

The Little Rock *Gazette*, of June 3d, gives an interesting account of a "pioneer trip" made over the completed portion of the Southern division of the Cairo and Fulton Railroad on the 29th ult., by the officers of the road and a few citizens. In its description of the road, and the excursion the *Gazette* says:

The first eight miles includes some of the heaviest work on the whole line, and is in almost perfect order. Three miles out the road strikes the bottoms of Fourche bayou, crossing the stream on a substantial bridge, and the bottoms by a high embankment. The first station is known as Linda, and the second one as Appleton, five miles and a half distant. The third station, Maplevale, is nine and a half miles from this city. The fourth station, thirteen miles, is Alexander. The next is Bryant's, sixteen and a half miles. The next is Benton, twenty-three miles. After stopping at Benton a few moments, the train passed on down to the Saline river a mile further on, and crossed on the new bridge, the work of the Baltimore Bridge Company. The train remained here some time and then passed on to the head of the work, where the track is being laid at the rate of a mile and three-fourths per day, which is accomplished with the aid of eighty experienced track-layers. After in-

specting the work, the manner of laying the rails etc., the party resumed the cars, and the train returned to Benton, when, after partaking of a bountiful repast and the passage of a series of complementary resolutions, the train started on its return to Little Rock, which it reached in safety.

Kansas Pacific Railway.

The earnings of this road for the years ending December 31, 1871 and 1872, were as follows:

	1871.	1872.
From freight	$1 980,289 57	$2,294,299 11
" passengers	1,082,645 94	1,100,197 51
" U. S. troops	73,938 35	72,426 82
" U. S. mails	63,163 80	82,935 84
" express	66,000 00	84,000 00
" rents	5,983 87	84,904 85
" individuals and companies	30,051 52	39,234 95
" sundry sources	10,444 78	15,714 10
	$3,312,517 83	$3,723,713 18
Expenses, viz:		
Conducting transp	$625,209 68	$615,865 64
Motive power	721,361 99	719,534 66
Maintenance of cars	200,545 06	176 322 70
Maintenance of way	601,979 45	604,261 83
General expenses	153,493 78	113,280 94
	$2,302,589 96	$2,229,265 77
Net earnings	$1,009,927 87	$1,494,447 41
To which add—		
Net receipts from Land Department		206,598 43
Joint traffic		6,777 44
Real estate sales		2,582 64
Profit and loss—recovered property previously charged up		11,240 81
Total		$1,721,646 73
From which deduct—		
Construction	$133,204 83	
Equipment	6,000 00	
Real estate	2 234 75	
Interest on bonds	1,190,142 30	
Discount, interest and exchange	184,554 84	
Taxes—State, county & city for 1871 and 1872	165,402 65	
Insurance	29,164 29	
		1,660,703 66
Balance—excess of income		$60,948 07

Compared with the previous year the gross earnings of 1872 show an increase of $411,195 85, or 12.41 per cent, with a decrease in expenses of $73,324 19, or 3.18 per cent, making the increase in net earnings $484,519 54, or 47.98 per cent. The per centage of operating expenses to gross earnings in 1871 was 69.51, and in 1872 59.87, a decrease of 9.64 per cent. The number of miles operated was the same in both years, viz: 673.

The earnings from Government business for 1871 amounted to $292,203 25, and for 1872 to $252,512 56, a decrease of $39,690 69.

The freight tonnage for the year 1872 was (exclusive of 90,582 tons carried for the company) 848,966 tons, being an increase over 1871 of 71,798 tons, and amounting in mileage to 72,366,837 tons moved one mile, an increase of 21,695,872 tons, or 42.81 per cent over 1871, while the revenue therefrom exceeds by only 15.85 per cent that of the previous year. This disproportion in increase of revenue results from the policy of the company in reducing the charges for transportation as rapidly as the increase of trade would justify.

The average distance one ton of freight was carried in 1871 was 182.85 miles, against 207.37 miles in 1872, an increase of 24.52 miles.

The number of passengers carried in 1871 was 201,593, and in 1872 179,182, a decrease of 22,412. This decrease is wholly in the local business, and is attributable to the depression arising from the failure of crops and the falling off of immigration into Kansas for the year.

The average distance each passenger travelled in 1871 was 95.85 miles, and in 1872 115.38 miles, an increase of 17.48 miles. Equivalent number of passengers carried one mile in 1872, 20,664,369.

The company have 88 locomotives, 48 passenger, 19 baggage, mail and express, 313 box, 95 combination, 175 stock, 275 platform, 182 coal and 38 service cars. The number of miles run by locomotives in 1871 was 2,470,914, and in 1872 2,475,270, an increase of 4,356.

The cost of locomotive service in 1871 was 24.18 cents per mile run; in 1872 it was 23.34, a decrease of 0.84 cent. The number of miles run to one ton of coal was 42.17; to one quart of oil 28.29. The total decrease in expense of maintaining and operating locomotives as compared with 1871 was $19,710 41. The report says:

The present equipment of the road is sufficient for the business of the present year, with the exception of Pullman sleeping cars, and cars adapted to the transportation of stock. An additional number of each of these kinds must be provided. The locomotives and passenger cars are in excellent condition.

During the year 1872 eight box cars were added to the equipment; and two sleeping cars, one directors car, five passenger cars, two mail cars, eleven caboose cars, four combination cars, eleven box cars and thirteen coal cars, were rebuilt at the shops of the company.

During the year the condition of the roadway has been materially improved. At Secondine 1.38 miles of road were relocated and rebuilt, reducing the grade at that point from seventy-two to sixteen feet to the mile. Many of the trestle bridges on the Kaw Valley division have been replaced with permanent stone structures, and during the year, many other temporary structures on this division have been replaced by those of a permanent and substantial character. The Howe Truss bridge, over Stranger Creek, has been replaced by a combination bridge with iron chords. On the Smoky Hill division many improvements have been made; side tracks extended, cattle yards erected, and a very substantial stone hotel built at Ellis. The cost of rebuilding the line at Secondine—of the permanent structures on the Kaw Valley division—and, indeed, of nearly all the improvements made, has been charged to expenses.

The transportation of cattle over your road continues to increase, notwithstanding the sharp competition from other lines; and so well understood are the unrivalled advantages of the grazing grounds on the line of your road, and so thoroughly appreciated are the facilities afforded by the company for the accommodation of this trade, that a business larger than ever before is expected for 1873.

Stock raising has increased to such an extent in Colorado that, during the past year, the demand for cars to accommodate the trade of that territory was greater than your company could well supply. To meet this rapidly growing business it is necessary to provide an increased amount of rolling stock, and two hundred and fifty additional cars will be needed this year.

The operations of the Land Department during the year were as follows:

Number of acres sold	68,851.29
Number of town lots sold	53.00
Aggregate amount of land sales	$201,566.71
Aggregate amount of lot sales	1,725.00
Average rate per acre	2.90
Average rate per lot	32.55

The proceeds of all sales of lands are placed in the hands of the trustees for the redemption of bonds, there being two trusts, known as the Kansas Pacific Land Grant Trust, and the Denver Extension Trust. The former covers 2,000,000 acres of the lands lying east of the 380th mile post, and secures a first mortgage of $2,000,000, and a second mortgage of $1,500,000.

The net proceeds of sales of lands and lots for accounts of the Kansas Pacific Land Grant Trust, amounts for the year 1872 to	$185,685 06
Amount previously in hands of trustees in cash and notes	402,481 04
Making	$588,166 10

already placed in the hands of the trustees for the redemption of the first mortgage (2,000,000) Kansas Pacific Land Grant Bonds.

Of these bonds the trustees have purchased and cancelled, to December 31st, 1872, $179,000, for which they paid in cash	153,583 75
Balance in hands of the trustees for the redemption of these bonds, in cash and notes	$434,582 35

with 1,808,865.73 acres of land unsold.

This statement shows that of the lands embraced in this trust the per cent (191,634.27 acres) sold has yielded an amount equal to 9.58 80.68 per cent of the first $2,000,000 of bonds, or 17.53 per cent of all bonds.

The Denver Extension Trust covers 3,000 000 acres of the most westerly lands on 236 miles of road, and with the first mortgage on said 236 miles of road forms the security for the $6,500,000 bonds, known as the Denver Extension Bonds.

The proceeds of sales of lands for account of this trust in 1872 were	$22,037 92
Amount previously in hands of trustees in cash and notes	123,329 66
Making	$145,367 58
Of these bonds the trustees have purchased and cancelled $45,000, and paid for same in cash	$41,127 50
Balance in hands of trustees, in cash and notes, for redemption of these bonds	$104,240 08

The immigration into Kansas during the year was very light, the opening up of new fields by railways north and south of your line having had the effect of diverting settlements from central Kansas. This is however, but temporary, and from the inquiries now being made for land and the number of persons seeking locations in Kansas and Colorado, it is believed the influx of settlers into the country tributary to your road will be greater this season than in any previous year. The indications of the early occupation by settlers of the lands of the company lying in the western counties of Kansas, as mentioned in the Fifth Annual Report, have now developed into certainties, and large sales of lands, deemed at one time of problematical value, are now being made to bona fide settlers, as far west as the 300th mile post, and this part of Kansas is now receiving its full share of immigration. The development of that part of the country between Ellsworth and Ellis has been rapid during the past year, and your board deem they have good cause to congratulate you upon the number and condition of the settlers now making homes on the great plains.

On the 18th day of September, 1872, as required by act of Congress, the president of your board made affidavit that your road was completed in its full length, and made application for a board of commissioners to examine and report on the same. The commission was appointed, and upon examination reported to the Secretary of the Interior that "the commissioners have found and report that the Kansas Pacific Railway and Telegraph Line, from the 393.9425 mile to the end thereof at Denver are completed; that the railway is supplied with all necessary drains, culverts, viaducts, crossings, sidings, bridges, turnouts,

watering places, depots, equipments, furniture and all of the appurtenances of a first-class railroad; that the rails and all other iron used in the construction and equipment of the road are of American manufacture of the best quality," and on the 19th day of October, 1872, the road was formally accepted by the Government as completed in accordance with the requirements of law.

The Junction City and Fort Kearney Railway Company has completed thirty three miles of its line from Junction City to Clay Centre, the county seat of Clay County. The line has been located to the western boundary of that county, and, except in a few cases, the right of way obtained. A part of the grading from Clay Centre has been done, and as soon as this road is pushed as far west as Concordia, the county seat of Cloud County, about forty miles north-west of Clay Centre, it will prove a valuable feeder to your main line By arrangements made to facilitate and aid the construction of this line, the control of the company is now in your hands, the majority of the stock being owned by you, and the road is now being operated in the interests of your company. The construction of this line should be continued until it opens up the coal and salt deposits of the upper Republican Valley and the rich agricultural country embraced in the limits of Cloud and Republic counties.

It is a matter of regret that the arrangements originally made for the building of the line from Kit Carson to Fort Lyon on the Arkansas river, as mentioned in the last annual report, failed. By means, however, of the Arkansas Valley Railway Company, new plans have been formed, and it is hoped that, by judicious aid to this organization, the rails will be laid to Fort Lyon during the summer. The road-bed has been graded to Fort Lyon and the line from thence to Pueblo surveyed and located, and about twenty miles of the distance graded. Your attention is called to the importance of this line in securing the trade of the upper Arkansas Valley. No other part of Colorado is receiving greater numbers of permanent settlers, and those now seeking this region possess more than ordinary enterprise and means. The developments already made of the agricultural and mineral resources of that portion of the territory demand increased railroad facilities, and it is important that measures should be promptly adopted to permanently secure its trade to your road.

The completion of eastern lines to Leavenworth has been advantageous to the traffic of the Leavenworth branch of your line, and a contract has been entered into with the Leavenworth, Lawrence and Galveston R. R. Company, by which this branch is operated jointly with that company. Under this agreement through trains are now run, and Leavenworth has direct communication with southern Kansas, an advantage of which its enterprising merchants and citizens are prompt to avail themselves, and which it is hoped will result in increased prosperity to a city with whose interests you are so directly identified.

The advantages secured to your company through the control of the Denver Pacific Railway have proven as great as was anticipated at the time of its transfer to you, and when it shall be operated as directed by an act of Congress as "a connected continuous line," as a link in the chain of Pacific Railroads between your road and the Union Pacific, it will become a paying line. It is to be regretted that no satisfactory arrangement has yet been made with the Union Pacific by which the intentions of Congress can be carried out.

Over the Denver and Boulder Valley Railway the supply of coal for the city of Denver, the Denver Pacific Railway and your main line is carried, and by its construction the cost of fuel consumed by your company has been materially decreased. Its value to your company in this respect has been very great.

The results, obtained by the experiments made by the Industrial Agent of the Land Department have been of great service to that department. With very scant means, not at all proportionate to the work, Mr. Elliott has fully demonstrated that the great plains are productive and valuable. Three small experimental farms were opened under his management at Bosland, (formerly Wilson,) Ellis, and Wallace. At Bosland, 239 miles west from State Line, "where in 1870 all was prairie, and the buffalo in sight in 1872," wheat, rye, corn and sorghum grew so well and yielded so finely that all experiments on the part of the company have ceased here, settlers having taken up the land rapidly; and the thriving villages of Bosland, Bunker Hill and Russell give indisputable evidence of the growth and progress of the country and the value of the lands for agricultural purposes. The ground at Bosland, plowed and fenced for these experiments, is now planted in trees, the growth of which is very satisfactory. The second farm, located at Ellis, 302 miles west of State Line, has proved of equal benefit and the results are the same. There is no longer any necessity for the company to continue its efforts at this point, as the settlers, satisfied of the productiveness of the land, are opening farms and sowing grain. "Wheat grown here was pronounced by an experienced miller of St. Louis to be of superior quality, and rye compared well with that from Illinois, to which the first premium was awarded at the St. Louis Fair." Corn also grew well. So abundantly do cereals produce on this portion of the plains that it is now almost a wonder that their growth should ever have been doubted. The results at Wallace, 422 miles from State Line, have not been so complete. Rye grows remarkably well; sorghum, millet and hungarian grass also: all without irrigation. Some varieties of trees made a fine growth. Experiments will be continued at this point.

No General Account is given in the Report. The Funded Debt, amounting December 31, 1872 to $21,200,350, (exclusive of Government Subsidy Bonds) is fully described on page 753 of this week's issue. The statement of Resources and and Liabilities at the close of the fiscal year is as follows:

RESOURCES.

Miscellaneous investments & assets.		$2,428,546 08
Cash on hand		338,152 54
Value of material on hand		290,500 10
Due from agents and conductors		137,788 95
Due from other companies		393.962 75
Due from individuals		40,871 11
Due from U.S. Governm't	$126,919 34	
Less fifty per cent to be retained by U. S. Treasury Department	63,459 67	
		63,459 67
Bills receivable, including Land Notes, outside of sinking fund		759,624 88
Receipts from Land Sales in hands of Trustees		538,822 43
Total		$4,991,728 51

LIABILITIES.

Bills payable—including sight loans.	$1,778,877 44
Due on audited accounts including pay rolls, vouchers, unclaimed wages and coupons	758,477 35
Due other companies	154,467 18
Due to individuals	19,658 45
Excess of resources over liabilities.	2,285,248 09
Total, as above	$4,991,728 51

President.—ROBERT E. CARR.

Vice President—ADOLPHUS MEIER.

Directors—Robert E. Carr, Adolphus Meier, Carlos S. Greeley, Edwin Harrison, John D. Perry, S. M. Edgell, B. W. Lewis, Jr., and F. W. Meister, of St. Louis, Mo.; Thomas A. Scott, Philadelphia, Pa.; John McManus, Reading, Pa.; Mathew Baird, Philadelphia, Pa.

Treasurer.—CARLOS S. GREELEY.

Auditor.—S. T. SMITH.

Secretary.—CHAS. B. LAMBORN.

General Superintendent.—EDMUND S. BOWEN.

Pacific Mail Steamship Company.

The following statement of the financial condition of the Pacific Mail Steamship Company was presented by the Executive Committee to the directors on the 6th inst., and adopted by the latter:

ASSETS MAY 31, 1873.

Cash in bank		$31,940 87
Cash in hands of Howe Machine Co., London		28,000 00
Drafts on U. S. Navy Department remitted by agents and collections for freight due by New York Agency		66,696 82
$100,000 U. S. 5 per cent bonds hypothecated		115,500 00
Due by Union Pacific Railroad Co		67,543 00
Total		$309,680 69
Less—		
Due Panama Railroad Co. —Call loan	$100,000 00	
Due May bills for supplies unpaid	30,000 00	
Due May bills for coal freights unpaid	20,000 00	
Due Panama Agency drafts accepted	16,000 00	
Due in May on account of contracts for steamers and engines	123,000 00	
		289,000 00
Net		$20,680 69
Cash in hands of pursers and agents, estimated		185,876 18
Investments—		
500 shares Panama Railroad stock, value	$55,000 00	
2,085 shares California Dry Dock, cost	101,835 99	
		156,835 99
Total		$312,892 86
Call loans due by Isaac Taylor, unsecured, borrowed of the company February, 1867, now in suit		$25,000 00
Notes Howe Machine Co., indorsed by A. B. Stockwell, due, $100,000 each, July 1, August 1, Sept. 1, October 1, November 1, December 1, 1873, and January 1, February 1, 1874, and $40,000 May 1, —, all of the above disputed		840,000 00
		$865 000 00
Coals—amount on hand, estimated		$1,150 000 00
Outfits and supplies on hand, estim'd		350,000 00
		$1,500,000 00

LIABILITIES.

New steamers—estimated cost of 8 built and in process of building	$4,500,000 00
Less amount paid on account of same	2,663,881 13
	$1,836,118 87
Repairing wharf at Aspinwall, estimated	76,000 00
Amount for which provision is to be made, in payments of $200,000 monthly	$1,911,118 87

The company own a large amount of valuable real estate, wharf property, &c., at San Francisco, San Diego, Portland (Oregon), Acapulco, Panama, Aspinwall, Hong Kong, Shanghae, Yokohama, Hiogo, Iragasaki, &c., &c., estimated by the report recently made at $2,009,831 77.

The total number of steamships owned by the company is 34, but to these the committee think it unwise to fix any valuation, as they intend to have them appraised at as early a date as possible.

Receipts for the year ending May 1, 1873	$5,785,210 63
Total expenses, including all repairs, &c	4,958,521 61
Net receipts	$826,689 02
Steamers lost during the year—	
America	$1,017,942 22
Sacramento	600,000 00
Guatemala	$60,000
Less insurance	20,000
	40,000 00

$10,000 of the amount of insurance on the Guatemala is still in suit.

The steamers are valued as per estimates last published, at $1,657,942 22.

Canton Company.

A meeting of the stockholders of this company was held in Baltimore on the 6th inst, Jacob Rubins, of New York, presided, with Wm. Dean as Secretary. The report of the President and Directors, also the annual statement of the Treasurer, and reports of the Trustees of the Sinking Fund and President of the Union Railroad Company were read. The following resolutions were offered by Charles J. Baker, and unanimously adopted:

Resolved, That the Board of Directors be, and are hereby authorized and empowered to declare a dividend of such ascertained amount of funds so diverted, and return the same to the stockholders, in such manner and at such time as shall be judged by them most expedient.

Resolved, That the remainder of said bonds shall be used and disposed of by said Board of Directors, in their discretion, for the improvement and development of the property of the company, and also for the promotion and furtherance of its interests, and also the general purposes thereof, as authorized by its charter: provided, however, that no dividend shall be declared or made payable out of said bonds, or proceeds thereof, except the dividend above authorized.

Resolved, That in creating the sinking fund mentioned in the foregoing resolution due regard shall be had to the rights of the holders of the bonds of said Canton Company, issued under and by virtue of the act of General Assembly of Maryland, passed in 1872, chapter 69, entitled "an act to amend the charter of the Canton Company of Baltimore."

The election of Directors for the ensuing year was then proceeded with. Messrs. George S. Brown, Chas. Weber and Wm. Kimmel, the judges of election, opened the polls and proceeded to receive the ballots, the result of which was the unanimous election of the following gentlemen as Directors for the ensuing year: James H. Banker, William Mertens, William Butler Duncan and Samuel L. M. Barlow, of New York; Charles J. Baker, George S. Brown, William G. Harrison, Charles Weber and S. Sprigg Belt, of Baltimore.

The President of the Company, C. J. Baker, Esq., in submitting his annual report to the stockholders congratulated them upon the completion of the Union Railroad tunnel, which will be formally opened to travel and trade in a few days. After referring to the various hindrances which befel the enterprise prior to 1870 the report recounts the final action of the Canton Company in regard to the great work as follows:

"The enterprise seemed again to fail, when Wm. G. Harrison, the President of the Union Railroad, fully alive to the vast importance of the work, and impressed with its great value to the Canton Company, addressed a letter to your President in which was clearly and forcibly set forth all the advantages that must result in enhancing the value of Canton lands and her extended water fronts, and which, after being laid before the directors and stockholders, and duly considered, it was *unanimously determined*, at a general meeting of the stockholders, held October 28, 1870, that the true interests of the Canton Company demanded that she should subscribe for the *whole amount of the stock* of the Union Railroad Company, and endorse the whole $900,000 of its bonds, and to build the entire road, without asking the aid or co-operation of any. The work was not, however, let to the contractor until the spring of 1871, and since which time this stupendous undertaking has progressed without any intermission, notwithstanding the serious difficulties and obstacles encountered, until to-day we are able to present you a great work and a grand tunnel second to none in importance in this country or Europe. Considering the magnitude of the work, the wonder is that it has been completed in so short a time.'

The course of the Union Railroad is given as follows:

"The Union Railroad commences at present at its junction with the track of the Northern Central Railroad, near Charles St., and its terminus at tide-water at Canton, and together with its eastward branch, connecting with the Philadelphia, Wilmington and Baltimore Railroad, makes about 7¼ miles of double track road—making with sidings and switchings about 18 miles of rails. It is laid with a heavy 72-pound iron rail. The great Union Tunnel is ⅝ of a mile long, and is excavated 50 to 70 feet deep, and double arched. It runs under Greenmount avenue and under the bed of Hoffman street, through the city, passing under the beds of ten streets and avenues, until it emerges at its eastern mouth and passes over Broadway and Belair avenues by handsome iron bridges. On a graceful curve it crosses Ann, Biddle and Chase on to Eager streets, and thence along the bed of same at grade until it extends into Baltimore county, and curving thence eastwardly, one branch connects with the P. W. and B. Railroad, making the all rail through route to Philadelphia and New York. The other track goes due south until it reaches the lands of the Canton Company, through which it passes over three miles, until it terminates at tide-water on Ninth street."

Touching the revenue to be derived from this road, the President says:

"The charter allows the Company to charge as the maximun rate ten cents toll per mile, per passenger, and five cents per ton per mile for freight. The passenger mainly will travel over three and a-half miles of the road, and the freight must go over seven miles.

"By actual count 1,100 passengers average per day go to and from Baltimore on the P. W. & B. Railroad, say, in round numbers, 400,000 passengers for the year—300,000 would certainly prefer the Union Tunnel route, which is direct and unbroken, all by steam—at 35 cents would make $105,000, Two millions of tons of coal, iron, lumber, oil and other merchandise would be a small estimate per annum at five cents per ton or say 30 cents for the seven miles, would make an income of $600,000."

With regard to the business operations of the Company for the past year the report says:

"The business operations of the Canton Company for the past year have been very satisfactory, and especially so for the last three months, the total amount of sales and leases being largely in excess over any previous year. The aggregate amount of sales of land annuities and houses being $239,631 16, and that of leases executed and under negotiation to the value of $398,800 yielding an annual rent of $23,898, making a grand total of $637,931 16.

"The erection of a large grain elevator, to be built of brick and iron mainly, is now under consideration. The grain will be shipped via the Northern Central Railroad and other roads, and over the Union Railroad to the elevator at tide water.

"A large car wheel works has been established on land formerly leased by the Canton Company, and is now in successful operation. A large locotive works, with a capital of not less than half a million, is under formation, and also a large car and coach building works.

"A suitable section of the Canton property has been set apart for saw mills and planing works, and the lumber yards connected therewith. Two parties are negotiating for two lots of from three to six acres each, with ample water front. A branch of the Union Railroad will be extended to said property as soon as the improvements are commenced."

The report of the Treasurer shows the receipts to have been for the year $711,214 51, of which $540,000 was the net proceeds of sale of Canton bonds, issued to pay the balance of stock subscriptions of the Canton Company to the Union Railroad, leaving $171,214 50 received from other sources.

A sinking fund for the redemption of the second mortgage bonds of the Union Railroad, endorsed by the Canton Company, has been created by conveying to the trustees of the former trust $173,483 33 of ground rents, yielding an annual income of $10,400. This fund, with its accretions, will fully liquidate the bonds in gold in 1900, as well as setting apart one-fifth of same to redeem the Canton bonds issued in July last, as required by the compact, and redeemable in 1882.

The sinking fund of the first mortgage bonds now amount, with its accretions, to	$2,511,550 67
Union Railroad bonds purchased	86,500 00
The Canton Company Sinking Fund	3,482 50
Union Railroad bonds purchased	3,000 00

The disbursements are $719,523 90, of which $474,000 was paid on Union Railroad stock subscription, $20,000 on call loan account, $74,802 07 on bills payable, and $20,256 44 interest on Canton bonds due January 1, 1873. The large amount of the balance of the disbursements has been for grading, opening, paving and shelling streets and roads, and building wharves, &c., all of which is a permanent improvement to the Company's property.

Illinois Central Railroad.

At the annual meeting of the stockholders of this company, held in Chicago on the 28th ult., the President submitted the following statement for the information of the shareholders:

Your property comprises 705¼ miles of main track, and 127 miles of sidings and double track, 197 locomotives 4,772 freight and passenger cars.

With the exception of 2,810 feet of wooden bridges to be replaced with iron, all the bridges and culverts are of masonry and iron.

The right of way on the major part of the line is 200 feet in width.

The station property now enclosed at Chicago upon the lake shore embraces fifty acres.

Generally, at other stations, all the land required in advance of any possible want for many years is secured.

There is no engagement with any car association, either freight or passenger, for using the lines of this company. It has adhered to the policy of building and owning the entire rolling stock.

The engagements with other companies are: First, annual payment of $75,000 per annum, for the use of part of the Toledo, Peoria and Warsaw Railway Line, between our main line and branch, which contract is a source of profit. It expires in about six years.

The lease of the line from Dubuque to Sioux

City, 326.58 miles, was for twenty years; by the payment of 35 per cent for ten years, and 36 per cent for ten years, upon the gross traffic received upon that line.

The Dubuque and Sioux City Company had leased the Cedar Falls and Minnesota Road, agreeing to pay $1,500 per mile per annum, for its use, which was assumed. This road was 75.58 miles in length.

This company has engagements to devote from fifteen to twenty-five per cent of the gross traffic derived from several connecting lines, to the purchase of their bonds.

These obligations are of trifling importance, with the exception of the engagement made with the railway from Cairo to New Orleans, now under construction. To secure this important connection, the directors authorized setting aside twenty-five per cent of the gross receipts, devoting it to the purchase of the bonds of the two Southern Companies, agreeing to accept tender at not exceeding par, for at least one hundred bonds of each company each year.

Our traffic to and from the South is growing in importance. Last year the business exceeded $1,000,000. With the direct railway connection we may look for a large increase upon this traffic at an early period.

The total outlays as shown in the general balance sheet of 31st December last were.....	$34,224,092 06
The working stock of supplies....	745,961 68
Making....	$34,970,053 74

To which should be added the loss of interest paid during the construction of the road, and until the earnings exceeded the interest charged, $3,576,802 37, making $38,546,356 11.

The directors have ordered $290,000 to be added to the sum of $2,761,500 now in the "sinking fund," which, with the interest to accrue before the maturity of the bonds, will discharge the construction mortgage debt.

With this adjustment the $38,546,356 11 is represented by

Redemption bonds due 1st April, 1875....	$2,500,000 00
Redemption 6 per cent currency bonds, due 1st April, 1890.....	2,500,000 00
And stock....	25,500,000 00
Making an aggregate of.....	$30,500,000 00

Which is $8,000,000 less than the cost of the property.

The company held January first, obligations for $1,472,562 15 on contracts for lands sold, and had 344,368 acres of land for sale.

The original engagement with the State of Illinois stipulated that, at the expiration of ten years after the completion of the line, the unsold land should be offered at public sale. The company considers that it has fully complied with this requirement, but in view of the feeling entertained in the State, and the recent action of its Legislature, it is desirable to close out these lands, even at a sacrifice, to avoid any difference with the State authorities upon this subject. Pending negotiations for about 300,000 acres of this land will probably be concluded upon terms which will aid in providing for the Redemption Bonds due in 1875.

The President has the satisfaction to express to the shareholders the belief that the causes which led to so large a diminution in net results of the operation of the road last year are gradually being remedied, and that the efforts making by the Trunk lines, leading to the East to accommodate a larger traffic, with a better present supply of vessels upon the lakes have already produced higher prices for grain at Chicago, and that the benefit to be derived from the New Orleans line, will doubtless commence early in the autumn. Thus we may look for an increasing traffic during the remaining months of this year.

In this connection it may not be superfluous to state in view of the alarm which has disturbed the minds of many railway shareholders by the unexpected transfer of the management and control of several railway properties in this country, that upwards of nine-tenths of our capital stock is registered in the names of investors, and that the number of shareholders has so largely increased that the control of this property can only be obtained by actual purchase. It is desirable that the shareholders should renew their proxies each year, and give specific instructions if a change in the board of directors is desired.

Atchison, Topeka and Santa Fe Railroad.

The annual meeting of this company was held at Topeka, Kansas, on the 22d ult., the President, Hon. Ginery Twitchell, in the chair. After some preliminary business, the meeting proceeded to the election of a board of directors. The whole number of votes cast was 64,885—all of which were for the following gentlemen: Ginery Twitchell, Thomas Nickerson, Joseph Nickerson, F. H. Peabody, Alden Speare, George B. Wilbur, Isaac T. Burr, and B. P. Cheney, of Boston; Henry Strong, of Chicago; C. K. Holliday, Thomas J. Peter and D. L. Lasin, of Kansas; and George Opdyke, of New York. This is the old board with the exception of Mr. Raymond of Boston and Mr. Sherbrook of Cincinnati, both of whom decline a re-election. Mr. Twichell declined before the ballot to serve any longer as president, and Mr. Burr as vice-president, and resolutions were unanimously adopted in recognition of their services. After which the president submitted the following report to the stockholders:

To The Stockholders of the Atchison, Topeka and Santa Fe Railroad:

The year ending March 31, 1873, has been the crisis in the affairs of your road. The charter was granted March 3, 1863. The route prescribed was from Atchison on the Missouri river to the western boundary of the State of Kansas, in the direction of Santa Fe, New Mexico, a distance estimated at 500 miles. The time for completion was limited to ten years, which expired March 3, 1873. Five years and six months were allowed to pass without commencing operations. In September, 1868, the charter was transferred to new parties. Thirteen per cent of the stock is now held in Kansas and the West, twelve per cent in New York, and seventy-five per cent in New England. In 1869, 28 miles were built; in 1870, 34 miles; in 1871, 75 miles. The western boundary of Kansas not having been established we estimated the remainder to be built at about 343 miles. The time for the completion of the road and telegraph was limited, and only one year remained. The consequence, if it should not be completed within the time would be serious. The advancing cost of materials and rates for money, the waning confidence in great public enterprises of this kind and their management, the fact that five millions of money would have to be raised presented serious difficulties and embarrassments. An effort was made in Congress to get the time for completing the road extended for two years, but in view of the delay and the uncertainty of favorable action during the exciting and all-absorbing Presidential contest, when politicians consult policy sometimes at the expense of good faith and principle, the directors on the 22d of March, 1872, voted to make the arrangements and efforts necessary to complete the road within the year. The means were provided, and the work completed, but the advance in materials, the tightness in the money market, the indispensable and unprecedented rapidity with which it was performed, have increased the cost more then six hundred thousand dollars.

The road was completed and cars run over the entire line from Atchison, on the Missouri river, to Sargent, on the western boundary of Kansas, 469¼ miles on the 28th day of December last thus 332½ miles were built in less than nine months. The road is well built with a good quality of rails fish jointed, laid upon oak ties, transported on an average more than 500 miles. It runs by the side of the Arkansas river for 300 miles, is of easy grades and curves, and is equipped with 38 first-class engines and 700 cars, as will appear by the report of the general superintendent. The amount of business upon it for a new road in a new country is unprecedented. The earnings for the portion operated last year were over $4000 per mile of road per year. Five thousand dollars per mile extended over the entire road will pay the running expenses and interest on the cost of the road. We do not expect to earn that amount this year or the next, but we do confidently hope to do so at the end of the third year. The earnings of the Boston and Worcester Railroad the first year after it was opened to Worcester were only $2,395 per mile of road. The third year they were $4 720, the last year of its separate existence (1867) they reached $28,152.

The business on the line of your road in Kansas has increased more rapidly than it did on the line of the Boston and Worcester for the same length of time, and the company having the control of the lands and tariff have it in their power to more than double the business at all new points in one year. The financial condition of the company will appear by the treasurer's report.

In addition to the road built and owned by the company we are operating a branch from Newton to Wichita, 27½ miles long, at a rental of 35 per cent of the gross earnings. The Texas cattle are transported over this branch in large quantities. It now ends at the border of the Osage Indian Trust Lands, but may, and probably will, be extended through these lands and the Indian Territory to Texas at no very distant day. The main road now terminates at the boundary of Colorado; the whole distance from Atchison to this point was estimated before the boundary was established by the United States Government at 500 miles, but the actual distance as the road is built is 469½ miles, making with the Wichita branch (27½ miles) 397 miles operated by the company. This road will eventually form an important link in the great line between the Atlantic and Pacific, passing through the most valuable and productive mining region of Colorado and New Mexico. A bill giving a right of way for the extension of the road passed the House of Representatives at its last session, but was left on the table of the Senate with other unfinished business. A territorial charter, however, has been obtained and will be used for its extension whenever the company holding the charter think it expedient.

The route is feasible and desirable, and is certain to be occupied at no distant day.

The land secured to the company by the building of the road within the time prescribed is 6,400 acres per mile of road, or 3,004,800 acres. The quality of the land is not excelled by any in the State or country. The country through which the road passes has been aptly called "the garden of Kansas." At $1 per acre, the proceeds of these lands will pay the entire cost of the road. The plan adopted for their sale and the terms of payment are desirable and easy for the purchaser. The enterprise appears to be a public and private success, judiciously planned and economically executed. It requires honesty, capacity, and constant application, to assure its continued healthy growth and future prosperity.

The professional and practical qualifications of your future president, the competency and fitness of your other officers tested by experience, and the high character of your trustees, offer the best guarantees for its future success. Appended are the reports of the general Superintendents of the road and lands, and the treasurer's trial balance, all of which is respectfully submitted.

GINERY TWICHELL, President.

Boston, May 1, 1873.

After the meeting the directors met and organized by the choice of Mr. Strong as President and Mr. Thomas Nickerson as Vice President.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,823	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,553
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,694	218,983	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	683,592	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	502 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	691,015	974,460	1,132,920	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,228	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,543
1869	343,182	316,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,087	342,897	348,039	408,686	408,559	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,247	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,004	5,156,326
1873	352,568	402,477	424,014	412,218	426,315	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	566,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,750	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,893	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,409
1871	655,428	602,182	774,934	787,641	1,094,101	962,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236,160	242,500	236,435	198,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,616	271,555	242,621	3,096,966
1870	203,069	226,897	244,182	246,046	260,160	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,264	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,288	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	358,612	408,849	465,517	432,928	394,486	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,460	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,484	1,743 752	1,704,374	1,392,615	18,604,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,166	444,443	518,800	572,551	626,249	549,714	794,225	889,967	931,630	685,401	651,041	7,817,629
1869	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,706	697,751	8,678,953
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	581,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,476	698,063	8,026,754
1873	580,490	562,940	651,962	544,035	687,630	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152,264	267,411	303,915	306,944	296,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189 606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,083	1,140,916	1,130,847	1,295 369	1.368,948	1 402,897	1,245.316	1,235,285	14,797,975
1872	1,339,589	1,291,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,756	1.694,543	1,680,968	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,160	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,860	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	160,784	145,855	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,198	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480 547	427,096	422,015	529,890	628,660	582,802	537,434	507,050	5,940.102
1872	505,586	484,022	558,553	607,678	593,641	505,314	505,808	580,908	667,249	785,338	616,024	576,783	6,988,479
1873	475,897	542,003	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,506	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	464,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801 135	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,025	473,295	6,690,696
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,343	566,729	811,961	950,945	702 858	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	805,799	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	296,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,106	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,571	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,833	1,418,141	1,413,643	1,423,278	837,080	12,500,864
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,696	1,822,847	1,127,080	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,406	143,967	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,269
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158 198	140,471	165,969	154,641	147,540	149,832	130,145	161,496	177,085	201,648	178,169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	128,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	178,792	154,427	169,607	1,546,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	236,825	260,529	293,344	286,833	464,200	450,203	429,895	323,270	399,439	4,013,203
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,360	323,377	434,284	4,242,348
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,456	443,611	453,000	439,615	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	.....	.....	.....	.....	.....	.....	.....	.....
Union, Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,500	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	560 139	539,283	706,608	802,586	746,460	643,058	644 061	728,521	719,098	570 168	506,053	7,654,094
1871	479,573	373,925	493,809	584,540	724,466	728,174	673,698	681,805	800,402	777,362	708,142	469,982	7,521,682
1872	273,936	534,115	565,861	741,802	880,442	855,459	743,282	789,567	863,754	980,706	916,727	757,851	8,892,606
1873	533,975	481,783	708,269	681,266	.....	.....	.....	.....	.....	.....	.....	.....	.....

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of May, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$943,994	$800,213
" cotton...	1,718,795	1,142,275
" silk	1,678,295	969,385
" flax	935,842	788,914
Miscellaneous dry goods..	679,752	484,304
Total entered for consump.	$5,956,678	$4,185,091

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool.....	$820,186	$888,035
" cotton...	441,607	742,729
" silk.....	602,048	734,758
" flax	380,630	495,535
Miscellaneous dry goods..	188,056	169,923
Total withdrawn from warehouse	$2,432,527	$3,025,980
Add entered for consump.	5,956,678	4,185,091
Tot. thrown on the market.	$8,389,205	$7,211,071

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$1,197,196	$779,848
" cotton...	792,784	385,624
" silk.....	768 625	287,188
" flax	784,036	352,281
Miscellaneous dry goods..	822,003	161,011
Total entered for wareh'g.	$3,864,594	$1,965,952
Add entered for consump.	5,956,678	4,185,091
Total entered at the port.	$9,821,272	$6,151,043

The imports of foreign dry goods at New York for five months ending with May, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$11,935,446	$10,611,769
" cotton	12,022,692	10,787,779
" silk ..	13,370,640	9,487,882
" flax ..	6,597,288	5,743,382
Miscellane's dry goods.	5,128,351	3,631,630
Total entered for cons'p.	$49,054,417	$40,262,442

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$6,426,520	$6,557,581
" cotton..	3,688,448	4,972,479
" silk	4,602,160	4,980,422
" flax	3,082,430	3,459,079
Miscellaneous dry goods.	918,098	1,012,998
Total withdrawn from warehouse	$18,717,656	$20,982,559
Add entered for consump.	49,054,417	40,262,442
Total thrown on the market....	$67,772,073	$61,245,001

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$6,868,488	$5,894,885
" cotton..	4,022,356	4,582,988
" silk	4,969,099	4,681,049
" flax	2,250,247	2,904,603
Miscellaneous dry goods.	1,338,245	1,067,423
Total entered warehouse.	$20,448,445	$19,080,898
Add entered for consump.	49,054,417	40,262,442
Total entered at the port..	$69,497,862	$59,343,340

Imports of foreign dry goods at New York for eleven months from July 1.

Year.	Value.
1868	$78,072,553
1869	88,181,658
1870	91,855,730
1871	120,171,438
1872	134,182,261
1873	120,955,449

Finances of Ohio.

The Commissioners of the Sinking Fund have filed with the Governor their report for the six months ending on the 15th of May. The balance in the treasury on the 15th of November, 1872, was $243,047 03; the receipts for six months ending May 15, 1873, were $762,668 74, making a total of $1,005,715 77. The disbursements amounted to $711,482 10, leaving a balance in the treasury on the 15th of May of $294,233 67. The amount on deposit in the American Exchange National Bank of New York, for the redemption of the funded debt, was $37,242 02. The total amount, therefore, of the sinking fund on hand on the 15th of May was $331,475 69. On the 15th of November, 1872 the funded debt was $8,583,546 37. The redemptions during the six months amounted to $227,164 27, leaving outstanding on the 15th of May $8,356,382 10, of which $8,354,717 10 is payable in New York, and $1,665 in Columbus.

Statement of the Public Debt of the United States June 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	$20,000,000 00	$416,666 67
6 per cent. 1881 bonds, 1861..	18,415,000 00	460,375 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	4,733,033 75
6 per cent. 5-20 bonds, 1862..	283,252,650 00	1,316,363 25
6 per cent. 1881 bonds, 1863..	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	2,432,091 25
6 per cent. 5-20 bonds, 1864..	2,292,000 00	11,460 00
6 per cent. 5-20 bonds, 1864..	66,738,150 00	333,690 75
6 per cent. 5-20 bonds, 1865..	155,516,450 00	777,582 25
6 per cent. consols, 1865.....	207,231,600 00	5,180,790 00
6 per cent. consols, 1867.....	315,474,550 00	7,886,863 75
6 per cent. consols, 1868.....	38,531,900 00	963,297 50
5 per cent. funded loan of 1881	200,000,000 00	833,333 33
Aggregate of debt bearing coin interest.....	$1,747,305,950 00	$27,244,172 50
Interest due and unpaid	7,910,025 52	

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868.....	$14,000,000 00	$175,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	6,780 00
Aggregate of debt bearing interest in lawful money....	$14,678,000 00	$181,780 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	172 00
6 per cent. bounty land scrip, 1847.....	3,600 00	229 60
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	11,200 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	558,500 00	97,011 08
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.....	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	19,350 00	1,476 95
5 per cent. 1 year notes, 1863.	85,295 00	4,326 85
5 per cent. 2 year notes, 1863.	58,700 00	4,069 67
6 per cent. compound interest notes, 1863-64.....	489,370 00	97,446 28
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	277,800 00	23,926 17
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.....	78,560 00	7,343 80
3 per cent. certificates called.	240,000 00	3,600 00
Aggregate of debt on which interest has ceased since maturity	$2,156,270 26	$319,421 19

DEBT BEARING NO INTEREST

Demand notes, 1861-62.....	$62,622 50	
Legal tender notes, 1862-63...	356,000,000 00	
Certificates of deposit.....	29,125,000 00	
Fractional currency, 1862-3-4.	45,276,642 21	
Coin certificates, 1863.....	30,448,000 00	
Unclaimed interest.....		14,504 84
Aggregate of debt bearing no interest.....	$460,932,864 71	$14,504 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$1,332,758,650 00	
Bonds at 5 per cent.....	414,567,300 00	
	$1,747,305,950 00	$35,154,198 02
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	181,780 00
Debt on which interest has ceased since maturity.....	2,156,270 26	319,421 19
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$356,082,622 50	
Certificates of deposit.....	29,125,000 00	
Fractional currency.....	45,276,642 21	
Coin Certificates.....	30,448,600 00	
	$460,082,864 71	
Unclaimed interest.....		14,504 84
	$2,225,073,084 97	$35,669,904 05
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,260,742,989 02

AMOUNT IN TREASURY.

Coin	$75,588,316 16
Currency.....	6,085,799 40
Special deposit held for redemption of certificates of deposit as provided by law....	29,125,000 00
	$110,779,115 56
Debt, less amount in Treasury, June 1, 1873.	$2,140,963,873 46
Debt, less amount in Treasury, on the 1st ult.	2,153,489,156 96
Decrease of debt during the past month..	$3,525,282 50
Decrease of debt since March 1, 1873.....	7,416,827 07
Decrease from March 1, '69 to March 1, '73.	36,082,559 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,628,320 00	40,708 00
Totals.....	$64,623,512 00	$1,615,587 80

Interest paid by United States, $18,509,280 90; interest repaid by transportation of mails, &c., $4,185,773 18; balance of interest paid by United States, $14,323,507 72.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, May 31, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

Illinois Central Railroad.

The statement of this Company for the month of May, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,068.24 for	$8,563 68
Acres Interest Fund Lands Sold	516.18 for	12,823 60
Acres Free Lands Sold....	120.00 for	1,224 00
Total sales during the m'th of May, 1873	1,704.42 for	$22,111 28
To which add Town Lot Sales.	.... for	750 00
Total of all	1,704.42 for	$22,861 28
Cash collected in May, 1873		$29,120 87

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight.....	$365,767 00	$84,567 00	$450,334 00
Passengers..	103,862 65	37,968 70	141,826 35
Mails, ...	6,375 00	3,059 33	9,434 33
Other sources	83,625 00	2,410 67	86,035 67
Tot'l May '73.	$559,629 65	$128,000 70	$687,630 35
Total actual earn'gs, May, 1872	$539,581 94	$109,373 41	$648,955 35

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley.....50	2,266 350	— & —	---- ----
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,693,200	— & —	---- ----
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	---- ----
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref...50	5,680,685	— & —	---- ----
Berkshire*.....100	600,000	J. A. J. & O.	Apl. '73 1½
Binghamton & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	---- ----
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine.....100	6,816,807	M & N	May '73 4
Boston and Providence..100	8,950,000	M & N	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5s
" " pref..100	1,486,900	M. & S.	Mar. '73 5s
Camden and Amboy*...100	6,847,800	J. A. J. O.	Apl. '73 2½
Camden and Atlantic....50	379,020	— & —	---- ----
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelav..50	428,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,169,600	— & —	---- ----
" pref.....50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey.100	20,000,000	J. A. J. & O.	Jan. '73 2½
Central Ohio*.....50	2,425,000	J. & D.	June '73 3
" pref.....50	400,000	J. & D.	June '73 3
Chemung*.....100	880,000	J. A. J. & O	Oct. '72 1½
Cheshire, preferred.....100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,852,910	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*...50	2,980,550	— & —	Apl. '72 10s
" " pref...50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,585	M. & N.	May '73 3½
Cleveland & Pittsburg*..50	11,236,150	F.M.A.N	May '73 1½
Col., Ohio. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*...50	1,786,800	M.J.S.D.	June '73 2
Colum. & Hocking Val.100	2,500,000	F. & A	Feb. '73 5
Concord.....50	1,600,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River.....00	1,850,000	J. & J.	July '73 5
Cooperstown and Susq.100	207,383	— & —	---- ----
Cumberland Valley.....50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk..50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Westn. 50	18,868,850	J. A. J. O.	July '72 2½
Detroit & Milwaukee *..50	822,140	— & —	---- ----
" " pref. 50	2,096,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	Jan. '73 3
Eastern (N. H.).....100	492,500	J. & J.	Jan. '73 3
Elmira, Jef & Canand*..100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway.....100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J & J.	Mar. '73 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg.....100	4,000,000	J. & J.	Jan. '73 4
Georgia.....100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	---- ----
Grand Trunk, (Ca.).....100	14,367,946	— & —	---- ----
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension.....100	4,000,000	— & —	---- ----
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & Bd Top. 50	880,000	— & —	---- ----
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	---- ----
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Apl. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Feb. '73 4
" " (guar.)100	633,500	F. & A.	Feb. '73 5
Lawrence*.....100	260,200	— & —	---- ----
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley.....50	21,468 800	J. A. J. O.	Apl. '73 2½
Little Miami.*.....50	5,871,450	J. A. J. O.	Apl. '73 2
Little Schuylkill*.....50	2,844,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex..50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence...100	200,000	A. & O.	Apl. '73 3
Lykens Valley.....20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	---- ----
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati...50	1,372,891	— & —	---- ----
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	17,989 548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	823,375	J. & J.	Jan. '73 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*.....50	14,006,100	J. & D	Dec. '72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J. A. J. O.	Sept '72 3
New Jersey*.....100	7,295,200	J. A. J. O.	Apl '73 2½
New London Northern*100	1,418.800	J. & J.	Jan '73 5
N. Y. Cen. & Hudson R..100	89,428,330	A. & O	Apl. '73 4
New York and Harlem.....50	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Apl '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N O.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3,150,150	January.	Jan. '73 5s
Northern Central.....50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi.....100	19,995,847	J. A. J. O.	---- ----
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J. O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	432,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama.....100	7,000,000	J. A. J. O.	July '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	---- ----
Paterson and Ramapo*..100	244,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	---- ----
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn.* 50	1,626,250	M.J.S.D.	June '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	Apl. '73 2½
Phila., Wil. & Balt.....50	11,485,760	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Apl. '73 1½
" Special Imp.100	2,000 000	J. A. J. O.	Apl. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesee Val.*..110	557,500	— & —	---- ----
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	---- ----
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	---- ----
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref. 100	12,000,000	.....	Nov. '72 2
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley*.....50	576,050	J. & J.	Jan. '73 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina.....100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '67 2½
Stony Brook*.....100	267,300	M. & N.	May '73 3
Summit Branch*.....50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	Sept. '72 4
Taunton Branch.....100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...160	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass.....100	$2,800,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua. 75	1,400,556	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,800	— & —	---- ---- 2½
Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y)100	900,000	— & —	---- ----
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 2
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City.....100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	---- ----
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	800,000	J. & J.	Jan. '73 7
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..10	800,000	— & —	---- ----
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	---- ---- 3
42nd St. & G. St. Ferry ..100	788,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	800,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	---- ----
Malden and Melrose.....100	200,000	— & —	---- ----
Metropolitan (Boston)... 50	1,800,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)....100	797,320	— & —	---- ----
Orange and Newark.....100	282,555	— & —	---- ----
Philadelphia City.....50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 5
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '73 3
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston).....100	75,000	M. & N.	May '73 3
South Boston.....50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	3,229,594	— & —	---- ----
Delaware Division.....50	1,833,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	---- ----
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	---- ----
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	---- ----
Union.....50	2,907,850	— & —	---- ----
" preferred.....50		— & —	---- ----
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June '73 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 5½
Brunswick City.....100	1,000,000	— & —	---- ----
Butler Coal.....25	500,000	J. & D.	Dec '69 85c
Canton.....16½	731,250	— & —	---- ----
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,800	— & —	---- ----
" pref.....100	8,893,400	— & —	---- ----
" certif.....100	1,324,000	J. & J.	---- ----
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 5
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal.....50	4,000,000	F.M.A.N	May '73 6
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ...100	5,700,000	— & —	---- ----
" preferred ...100	4,300,000	— & —	---- ----
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal.....10	1,000 000	— & —	---- ----
United States Express...100	6,000,000	F.M.A.N	May '73 3
United States Trust.....100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal ...100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities June 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	116¼
.. .. coupon	4,656,000	6	" "	1880	122¼
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,560,450	6	Jan. & July	1881	116½
.. .. .. (5-20s).....coupon	65,760,700	6	" "	1881	122½
Loan of Feb. 25, 1862 (5-20s).....registered	30,634,800	6	May & Nov.	1882	117½
.. .. .. (5-20s).....coupon	232,637,850	6	" "	1882	117½
Loan of March 3, 1863.....registered	53,552,450	6	Jan. & July.	1881	116½
.. ..coupon	21,447,550	6	" "	1881	122½
Loan of March 3, 1864 (5-20s).....registered	2,294,000	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s).....registered	32,434,850	6	May & Nov.	1884	116½
.. .. .. (5-20s).....coupon	34,303,800	6	" "	1884	117½
Loan of March 3, 1865 (5-20s).....registered	36,359,750	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	119,156,700	6	" "	1885	119
.. .. 2d series (5-20s).....registered	58,758,500	6	Jan. & July.	1885	115⅝
.. .. .. (5-20s).....coupon	148,473,100	6	" "	1885	120½
.. .. 3d series (5-20s).....registered	90,906,000	6	Jan. & July.	1887	116½
.. .. .. (5-20s).....coupon	224,568,550	6	" "	1887	121½
.. .. 4th series (5-20s).....registered	14,174,000	6	Jan. & July.	1888	116
.. .. .. (5-20s).....coupon	24,357,900	6	" "	1888	120½
Loan of March 3, 1864, (10-40s)....registered	140,198,450	5	Mar. & Sept.	1904	113
.. .. .. (10-40s).....coupon	54,368,850	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71.registered	129,581,700	5	F. M. A. & N.	1881	116½
.. .. coupon	70,418,300	5	" "	1881	116½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	401,359,265	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($8,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	80
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,000,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	92
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'85	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	682,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'98-'08	50
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.)'70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1880	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99½
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1866.....	311,355	6	J. A. J. & O.	1888	106

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	264,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1863.....	4,379,560	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £828,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £748,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863..	431,000	6	" "	1876	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1880	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	760,000	6	April & Oct.	'72-'74	97
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'88-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1876	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	107½
.. Bounty Loan Bonds, 1867, coupon.....	1,372,000	...	" "	1877	106½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28
.. State (old) Bonds 1848 to 1860.....	3,689,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	15
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	16
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,309	6	" "	1884	105½
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	105
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,856	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,650	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	101
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	108
.. Loan of Feb. 1867 (15-25s).....	722,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1883	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66..	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	25
.. .. .. '66-'99.....	2,262,714	6	Jan. & July.	'87-'97	15½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	600,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	79
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	94
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850–'80	579,500	6	" "	"	1880	97½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	98
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1883	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	78,000	6	Feb. & Aug.	New York.	1885	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	32
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. Loan (secur'd by $4,000,000 Bds.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	94
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	87
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1876	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1859	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	94
Carthage & Burlington (C. B. & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	236,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	168,350	7	" "	"	'80–'89	102½
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	81
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....:	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	95
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	112
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9*3,225	7	Jan. & July.	Boston.	1896	93
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	90
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (198 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	101
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	103½
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	97
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	90
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	95½
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R. W.) guar	1,135,000	7	Jan. & July.	" "	1898	94
1st Mort. (Bel. & Mad. R. R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	105
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $1,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	101½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'94	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1893	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102
3d (now 2d) Mortgage guar.	1,558,000	7	May & Nov	" "	1875	97½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	89
Consol. sinking fund guar.	628,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	68
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	72
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	16
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1898	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1899	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept	" "	1851	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	102
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	*

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101½
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1890	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) t.r.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1869	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103½
2d Mortgage	948,000	7	May & Nov.	" "	1875	97
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,380,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	...	....
Great Western of Canada:						
Perpetual Debentures Stock	227,278	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,893,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $16,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	"	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	86½
1st Mort. (Q. & Palm. R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m.)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,576,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	6	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1888	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	89½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	64
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	61
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1868	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,000,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	97½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	200,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1869	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000s)	6,455,000	1*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1858.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C. & Minn. (TW & W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb (D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
3d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss. (TW & W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	86
Laf., Muncie & Bloom. (TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	94
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1885	98½
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	93½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1895	103
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	98½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1893	95½
1st Mort. Aug. 1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	98
1st Mort. Sept. 1, 1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68(Kal. Al. & Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1868(J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1885	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1880	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	6,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	600,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	575,000	7	" "	" "	1900	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,800	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	94
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'68-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1880	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1882	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,200	7*	Jan. & July.	"	1898	96
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,058,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	368 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	100
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (") guar..	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	92½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	84½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	....	....	....
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,257,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,600,000	10	Jan. & July.	New York.	1899	80
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* / 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	6	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	92
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1850	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	6	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	91
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1876	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	91
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'76-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	98½
Chattel Mortgage	860,000	10	April & Oct.	"	1877	105
North Shore (L. I)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	98
3d Mortgage skg fd	1,228,000	6	April & Oct.	"	1900	83
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	94
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	96½
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	84½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	95
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	52
1st Mortgage (War. & Erie)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	72
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	90
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	99
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.	1,646,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,280,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	78
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1880	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1880	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	98
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93½
State lien for $17,500,000, skg Fd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	93½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C& A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'75-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1896	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	100½
	Dollar registered	3,414,000	7	" "	"	1911	102
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	106½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	78½
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	107½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July	" "	1912	102½
2d Mortgage (Series H)		860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1878	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1893	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	109½
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		850,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		167,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	78½
Rich., Fredericksbu.g & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	8	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec.	Richmond.	'75-'90	....
1st Mortgage		175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	95
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	101
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	79
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	98
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1896	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1859	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	688,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1890	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	73½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,870	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	8	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1890	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspena. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	643,000	7	" "	" "	1883	. ..

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$300,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	90½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	85½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	86
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	70½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	63½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1880	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	94½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	30
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77½
4th Mortgage	846,000	8	March & Sept.	" "	1900	89½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage(fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,800	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	95
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	101½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	53
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. & A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	88½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered — 3d series, Jan. 1, 1871.	6,000,000	7	" "	" "	1891	104½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	94½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	93½
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	60½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80½
Boat and Car Loan	756,650	6	" "	"	1898	....
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	73
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	75½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	460,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	2	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,961,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	6	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed and	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	.....	31.2	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under	construct	ion—No p	art in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	28	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	95,000	—	20.5		(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0		(Leased to	Cheshire	.)		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,420,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	20½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	.....	.....	480,700	22,000	.....	—	—		(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	2,500	138,080	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	566.8	(No acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	162,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,560	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,050,259	16,681,762	11,186,186	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	172
Sept. 30, 1871	30.0	—	—	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B.	& O., and	account	ed for as	an asset.)				103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	5
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	—	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware.....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,978	19,664,100	871,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,208,332	7,962,342	2,127,983	10	100	143½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	66.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,056,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶..Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	3½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	188,345	1,025,188	821,575	2,679,960	937,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	134½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	892,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	118½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	149
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	23.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	26.0		(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	963,932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	37,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	58.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,696,271	170,454	143,164	2,784,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	101
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Building—to cost		$20,000,00	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost		$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	—	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,284	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	67
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,926	338,000	44,437	—	—	(Leased	to United	Companies.)		43,422	6	100	....
Jun. 30, 1871	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Open	ed January	1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	—	.....	.....	376,594	150,000	.....	—	—	(Comple	ted 18 m	iles Jan. 1	, 1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	—	.....	.....	426,000	—	.....	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	41½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—	.....	.....	294,469	250,000	11,750	—	—		(Recently	opened—	No repor	t.)	—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)		1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,020	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	106½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,982,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,478	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8		(Leased to	Pennsyl	vania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	273.1	451 522	133,427	99,598	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	329.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	.....	—	100.0	200.152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	*	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	...
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	—	85.0	72,651	17,900	40,709	330,500	6,015	—	100	...
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11.381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	...
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	...
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	...
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	...
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	...
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	94.0	(Leased to Michigan Central.)					—	100	...
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk †.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	...
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western †.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	...
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	...
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	...
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11.061	—	100	...
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas		(No	statement	furnished.)						18,240	7,234	29,173	132,000	61,606	—	100	...
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	869,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	...
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	...
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* †.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,635	—	100	33
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	38,139	—	7.8	19,200	75,124	13,019	62,662	21,242	—	100	...
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	...
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	164 414	109,915	64,494	207,113	32,298	—	100	...
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated	in N. Y., N.H	aven and	Hartford	R. R.)					...	...
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill†.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263 447	939,344	191,062	—	100	...
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	...
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	180,000	—	—	—	5.5	.....	.....	83,892	45,628	15,005	—	100	...
Dec. 31, 1871	63.2	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	...
Sept 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	—	—	—	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	...
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic.....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	...
Dec. 31, 1871	88.0	57.0	5.0	206.0	10	8	2	276	Houston and Great Northern.....Texas.	1,439,941	287,061	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	...
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central †.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	...
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	214
Dec. 31, 1871	707.4	—	124.4	—	193	106	45	4,358	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1 286,584	1,831,944	8,401,142	2,732,847	10	100	112
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to, Chicago Burl. & Quincy.)					—	100	...
Mar. 31, 1871	—	—	—	161.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	...
Apl. 30, 1872	202.5	—	20.6	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	...
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,073	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,169	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	...
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,800	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	...
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)					—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	—	—	1,314,000	1,314,000	—	—	73 .0	(Leased to Chicago & N. Western.)					—	100	...
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron.....Ohio.	275,668	47,000	15,300	37,705	130,000	30,000	10,681	204,977	13.0	.....	28,884	120,501	92,878	23,196	—	100	...
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,380	—	82,617	34,292	1,658	—	50	...
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	...
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	(Leased to Erie.)					—	100	...
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	633	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	...
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	...
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,460,000	—	—	—	610,000	840,000	—	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	...
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	32.0	(Leased to Michigan Central.)					—	100	...
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	382,715	44,123	260.2	627,275	163,158	207,497	1,221,938	448,077	—	100	...
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	...
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	...
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....*Kansas & Col.*	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,250	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug.31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,030,000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,384,678	625,000	.....	.....	1,335,000	2,975,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	...
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased to Tol. Western.)					—	100	...
Dec. 31, 1871	36.0	—	1.8	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased to Tol. Western.)					—	100	...
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)					—	100	...
Dec. 31, 1871	510.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y..P..O.Ind.Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,330	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	90‡
Aug.31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	—	—	—	(Recently opened.)					—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi	Minn.	7,081,959	*				5,125,000	7,700,000			211.0				429,225	10,233	—	100	....
Dec. 31, 1871	17.4	—		—					Lawrence	Pennsylvania.	633,170				14,682	285,050	355,000		8,290	—	(Leased	to Pittsb.,	Ft.W.& C	hicago.)	56,618	7	50	....
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.	Kansas.	1,100,000					600,000	500,000			21.5	(Leased	to Pacific	of Mo.at 4	5 p.c.—m	.$42,000)	—	100	....
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,115,539	587,550	5,790,676	354,207		5,720,000	5,720,000	408,367		177.1	376,806	106,010	84,945	591,210	147,099	—	100	....
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley	Pennsylvania.	14,501,805	4,728,925				18,158,600	9,219,000	645,142		235.2	3	567,271	1,573,748	5,290,725	1,828,695	10	50	122½
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami	Ohio	5,671,900	*				4,107,900	1,564,000			196.0				1,777,722	517,919	8	100	....
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith	Arkansas.		*				6,000,000	8,500,000			....		(Under	construct	ion.)		—	100	....
Dec. 31, 1871	28.3	3.0	19.3	—					Little Schuylkill	Pennsylvania.	1,416,188					2,646,100	771,500			58.8	(Lea	to Phila. &	Reading.)		7	50	94
Dec. 31, 1871	9.5	—	0.4	—					Littlestown	Pennsylvania.	115,616					34,850	40,000	656		9.5	●ed	4,703	15,635	70,546	1,816	—	50	....
Mar. 31 1872	92.6	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,000,000	*				1,500,000	1,500,000			....	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley	Canada.	947,349	80,579	36,323	19,294		442,240	490,405	150,866		24.5	48,419	44,427	28,831	43,002	12,709	—	100	....
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island	New York.	5,016,402	*				3,000,000	1,500,000	180,000		158.0	....			830,661	261,860	3	50	75
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River	Mo.	5,735,914					4,198,582	4,300,000			—	(Leased to	Chicago a	nd Alton.)			—	100	....
Jun. 30, 1871	98.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington	Ky.	7,218,782	*	281,986	181,948		2,474,483	3,475,000	1,523,496	239,667	172.7	748,788	446,977	209,187	995,426	254,684	—	100	....
Jun. 30, 1871	186.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville	Ky.	13,964,388	*	5,424,969	298,979		8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	535,711	8,153 007	1,054,635	7	100	78
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago	Ind.						3,000,000				288.0		227,340	174,577	787,311	148,171	—	100	....
Sept. 30, 1871	12.4	—	2.3	—					Lowell and Lawrence	Massachusetts.	363,500	*		17,342		200,000	66,700	11,164	102,636	12.3		(Leased to	Boston and	Lowell.	29,688	6	100	97½
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St.L. Ind. & Ill.		1,057,495	*	115,500	64,593		1,168,183	—	68,732	703	10.0		(Under	construct	ion.)		—	100	....
Dec. 31, 1871	20.0	—	9.9	—					Lykens Valley	Pennsylvania.	600,000					600,000				20.8	(Leased	to Summit	Branch.)		62,500	11½	20	....
Mar. 31, 1871	78.0	—	3.9	—					Macon and Augusta	Georgia.	2,401,900					1,631,900	770,000			78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	....
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*				3,500,000	3,750,000			197.5		(Not repo	rted—Sma	ll.)		—	100	....
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western	Georgia.	2,500,000	*				2,500,000	150,000			199.0						—	100	....
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central	Maine.	11,445,534	*	299,905	224,362		4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	55
Mar. 31, 1871	22.4	3.6	3.2	—	....	....	....	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	34,736		1,000,000		15,297	91,563	22 4		(Operated	by Concor	d.)	101,392	10	100	136
ept. 30, 1871	23 0	—	1 5	—					Mansfield and Framingham	Mass.	715,162		14,889	444		290,000	300,000	190,916		23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	....
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	531	Marietta and Cincinnati	Ohio.	23,835,215	*	1,222,738			13,980,080	8,844,447	2,233,426		283.8	2,042,700	369,753	528,395	1,690,968	210,055	—	50	....
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg	Ohio.		*				1,236,000	1,500,000			—	(Will be	completed	100 miles	in 1872.)		—	100	....
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware	Md. and Del.	1,500,000	*				500,000	1,000,000			54.0		(No retur	ns obtaine	d.)		—	100	....
Jun 30, 1872	31.4	2.0	2.3	—					Massawippi Valley	Canada.	800,000					400,000	400,000			33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	84½
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Mayaville and Lexington	Kentucky.		*					700,000			49.5	(Recentl	y opened	—No retu	rns.)		—	100	....
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles.	Tenn., Miss. & Ala.	8,753,559	*	1,157,068			5,312,725	4,157,387	469,855		308.0	801,661	313,017		1,417,441	218,435	—	100	25
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarkesv. and Louisv.	Tenn.		(Owned	and oper.	by Louis	ville and	Nashville	e.)			82.6	352,636			462,571	12,398	—	100	....
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	96	Memphis and Little Rock	Arkansas.		*					2,700,000			131.0	(No ret	urns—ope	ned April	12, 1871.)		—	100	....
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio	Tennessee.	3,674,289	*				1,074,289	3,500,000			130.7	497,646	210,189		924,207	205,747	—	100	....
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset	New Jersey.	506,443					285,625		55,000		4.7	(Leased	to United	Companies.)			—	100	....
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*				800,000	250,000	424,000		27.0				73,489	25,899	7	100	....
Dec. 31, 1871	20.0	—	....	136.0	....	....	....	....	Michigan Air Line (E. D.)	Mich. & Ind.							225,000			20.0	(W.Div.	owned by	Michigan	Central.)		—	100	....
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central	Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,187		17,987,048	6,200,298	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	95½
Dec. 31, 1871	67.0	—	3.3	—	4	—	2	19	Michigan Lake Shore	Michigan.	1,250,000	*					450,000	800,000		67.0	(Recentl	y opened	—No retu	rns.)		—	50	....
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton	Mass.	114,921	20'084	1,297	6,003		148,075		9,691	24,598	85.4	21,350	351.598	31,786	35,043	6,961	4	100	....
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford	New York.	159,618					121,420	68,500			—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	....
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	350,476					121,780	225,000	64,800		13 0	23,870	29,531	15,550	48,681	18,862	—	100	....
Dec. 31, 1871	86.0	23.0	4.5	—	13	6	6	248	Midland, of Canada	Canada.	2,390,476	244,400	143,595	46,654		835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871	144,182	—	100	....
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific	Nebraska.	2,000,000	*				1,500,000	1,100,000			58.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	12.5	—	2.3	—					Mifflin and Centre County	Penn.	254,115					65,426	118,500			12.5		(Leased to	Pennsylva	nia.)		—	25	....
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul	Wisconsin.	39,700,789	*	1,889,996	1,591,579		22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,634,939	849,631	1,463,155	6,690,695	2,840,241	—	100	50½
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern	Wisconsin.	1,320,000	*				510,000	18,000p.m			45.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957					3,850,450				—	(Leased	to Phila.&	Reading.)		9	50	105½
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*				1,200,000	320,000			41.0		(No retur	ns furnish	ed.)		—	100	....
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western	Minn.	1,540,000					770,000	1,000,000			38.5	(Oper. b	y Milw. &	St. Paul.)			—	100	....
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central	Miss. & Tenn.		*					4,557,980			237.0				1,203,981	loss.	—	100	....
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee	Miss. & Tenn.	2,011,197	185,833				825,407	2,196,547	380,439		100.0	245,025			486,071	227,112	—	100	....
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western	Mo.& Io.	1,600,000	*				800,000	800,000			—	(Recentl	y opened	—No retu	rns.)		—	100	....
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska	Mo. & Io.	1,500,000	*				1,500,000				62.0	(Recentl	y opened	—No retu	rns.)		—	100	....
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas	Mo. & Kan.	24,636,000	*				12,045,000	12,491,000			463.0		(No infor	mation.)			—	100	36
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf.	Kansas.	12,900,000	*				5,950,000	6,950,000			161.0				683,882	258,902	—	100	....
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk	Ala.	838,003					250,000	584,398	3,606		—	(Operat	ed by Mob	ile and Oh	io.)			—	100	....
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*	Alabama.	2,109,718	*	14,465	10,556		1,278,377	711,000	126,145		87.0	100,735	48,778		201,935	22,746	—	100	....
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery	Alabama.	5,490,416	624,590	66,000	219,340		2,034,800	2,696,500	769,046		164.0				667,589	150,124	—	100	....
Dec. 31, 1871	472.0	45.6	42.3	—	116	....	....	....	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341		4,428,036	10,760,674	1,482,116	1,770,536	517.6	1,432,823	386,300	333,638	2,739,448	845,280	—	100	....
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnock	Mass. & N. Hamp.	352,855	*				197,500	99,825			....	(Recentl	y complet	ed—No re	turns.)		—	100	....
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair	New Jersey.	3,000,000	*				700,000	2,300,000			—	(Leased	to N. Y.&	Oswego M	idland.)		—	100	....
ept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,931					150,315	177,000			10.3		(Leased to	Erie.)		25,000	7	100	....
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala	Alabama.										80.0		(No infor	mation.)			—	100	....
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis	New York.	1,054,956		53,329			418,500	650,000	39,786		23.8	15,207	22,290	11,329	26,807	11,244	—	100	....
Dec. 31, 1871	84.0	34.0	58.0	—	—	—	—	—	Morris and Essex	New Jersey.	25,360,240					13,698,250	11,614,000			118.0				2,987,211	668,914	7	100	94½
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell	N. Hamp. & Mass.	741,875	113,406	135,759			800,000		64,325	126,715	43.2	299,980	794,297	246,558	544,613	102,415	10	100	137½
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga	Tennessee.	5,196,286		1,100,241	226,166		1,896,935	1,964,000	2,662,228		173.0	902,859	202,709	276,761	1,446,138	396,442	—	100	58
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur	Tenn. and Ala.	3,837,619	433,218	555,018	55,936		1,511,807	2,624,000	518,864	237,120	132.5	294,079	98,985	49,428	425,215	144,942	—	100	42
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern	Tenn. & Ky.		(Sold to	Nashvill	e and G	hattanoo	ga.)				172.5	544,211		59,145	444,389	257 542	—	100	....
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck	Connecticut.	2,041,451	*	137,513	121,136		1,872,400	112,500	28,913	286,290	61.6	217,452	334,121	183,247	624,762	240,499	10	100	....
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York	New Jersey.	2,367,285					977,150	600,000	789,735		—	(Leased	by New J	ersey Cen	Central.)		7	50	....
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,500,000					700,000	800,000			—	(Leased	to Balt. &	Ohio at 30	p. c.)			—	100	....
Sept. 30, 1871	20.1	16.1	5.2	—	7	15	10	140	New Bedford and Taunton	Mass.	760,000	*	23,008	71,261		500,000	171,500	30,083	152,686	36.2	128,370	325,136	130,095	258,418	52,559	8	100	150
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada	N.Brune.	2,500,000	*					972,000			126.0		28,005	97,443	144,439	57,128	—	100	....
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan	Conn.	245,983					163,905	75,756	5,689								—	100	....
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249					600,000	93,300	2,000		14.9	(Leased	to Pitts.,F	t. Wayne	and Chic	ago.)	10	50	....
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby	Conn.	949,000	*				424,000	525,000			13.3		(Opened	August 18	71.)		—	100	....
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic	Conn.		(Unfini	shed.)			3,000,000	4,500,000			23.0			8,044			—	100	....
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.	Conn. & Mass.	3,011,206	553,984	172,563	263,632		2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,582	546,209	160,515	—	100	120
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey	New Jersey.	9,458,328	*				7,295,200	400,000			33 0	(Include	d in Unite	d Compan	ies.)		10	100	120
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	6,500,000	*				2,000,000	4,500,000			68.0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	....
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern	New Jersey.		*	1,106,000			4,000,000	2,870,000			115.5	257,021	334,921	87,313	403,227	165,006	—	100	30
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern	Conn. and Mass.	1,530,231	*	330,671	4,907		1,003,500	699,000		63,499	115.6	370,953	437,263	222,390	505,335	132 998	8	100	....
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North.	L. & M.						4,200,000	9,500,000	1,000,000		206.0				1,669,777	404,686	—	100	....
Dec. 31, 1871	313.0	—	....	535 0	....	....	....	....	N. O. Mobile and Texas	Ala. & Nash.										200.0						—	100	....
Sept 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River.	N.Y.	60,413,657	*				39,428,330	16,281,819	1,167		644.5	10,631 797			21,972,105	8,269,816	8	100	100
Sept. 30 1871	180.7	31.2	45.5	—	39	65	36	725	New York and Harlem	New York.	13,305,080	1,592,461	1,678,798			8,500,000	6,717,725			156.9	862,174	1,682,500	323,409	2,698,763	929,068	8	100	120

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,963	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110				135,300		74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	140
New York and Oswego Midland	N.Y.	10,309,729	1,068,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*			1,887,400	1,099,000			70.0	381,634	" 245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616				1,000,000				—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*			500,000	500,000	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	328,372	354,566	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	8.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.		(No a	ccounts o	btainabl	e.)				22.0		(No accou	nts.)			—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	97½
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	50	76
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central ¶	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	76
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	107½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000					(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)			100,000,000	50,000p.m			278 0		(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1,448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	132
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	55
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*		34,259	450,000		2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,377	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943		393.0	2,428,696	384,514	664,676	3,197,158	798,212	—	100	37½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	65½
Sept. 30, 1871	130.5	15.2	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	113½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808'022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000				375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953				268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000			21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	46
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)		2,426,000	1,071,000	.....	.....	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000						(Under	construct	ion.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177			47.5		(No | returns.)			—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000		800,000		600,000	1,200,000			34.0		(Construc	tion in pro	gress.)	245,662	5	100	110½
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000				330,000				14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000				500,000	500,000			12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000				248,000	80,000			15.1		(Leased t | o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250		87,758		1,500,000	1,076,000			67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692				342,150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000				500,000	375,000			18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	8	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,996,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	110
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,438	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	228
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098		.....	.....	132,412	700,000	100,000				(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000		.....	.....	1,200,000	600,000			46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.	N. Jersey.	214,581		.....	.....	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	oy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.2	—	11	8	8	106	Petersburg ¶	Virginia.	1,719,113	*		63,753	1,342,200	258,500	50,305	31,860	82.	168,592	54,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,617	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	50½
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900				33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	173½
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	118
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600		329,620	.....	1,259,100				30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	119½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	118½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478		.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va.	Ohio.	18,630,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,808	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	982,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	362.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic.	P., O., L. & I.	33,394,515	*	.....	.....	19,714,286	11,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	94
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678				456,000					(Leas	ed to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,230	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500			27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	—	167	Portland, Saco and Portsmouth	Maine.	1,369,836	*	585,069	79,576	1,500,000				51.3	331,257	389,322	.....	628,430	180,561	10	100	130½
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....				(Not in op	eration at	date.)		—	100	....
Mar. 3 1,1871	26.0	—	0.2	—	5	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....		26.0	.....	.....	.....	97,204	33,611	—	100	95
Sept. 30, 1871	29.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830		.....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,099	68,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4		33.1		23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	464,672	1,398,891	452,286	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	23,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line.....N. Car.	1,137,500	*	.....	.....	637,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	.....	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,522	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	623,731	457,484	1,576,494	441,122	7	100	105
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,521	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,285	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,803	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	935	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	—	—	20.0	—	(No returns furnished.)		—	—	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	5,961	.....	215.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	289,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central.)		—	—	—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	.....	(No returns furnished.)		—	—	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,453	—	266.0	.....	.....	.....	940,788	668,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,236,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	80
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicago and Alton.)		240,000	—	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26, 1871—No returns.)		—	—	—	100	55
Dec. 31, 1871	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	....	(Completed in	January 1872.)		—	—	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	—	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,989	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	8,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,876	206,884	—	100	....
Dec 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,875	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	19.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston and Lowell.)		17,711	11	100	31½
Jun. 30, 1871	116.8	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,308	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,059	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	—	.....	.....	2,667,600	1,624,000	.....	—	157.0	(No report furnished.)			—	—	—	100	....
Dec. 31, 1871	187.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.).....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,850	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	—	.....	.....	1,250,000	222,000	432,083	—	66.0	—	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recently opened—No returns.)			—	—	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	3	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,866	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	—	.....	.....	1,670,130	1,670,100	184,468	.....	61.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	612,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	248,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,465	934.4	4,658,888	633,166	.....	5,736,666	1,959,838	—	100	65½
Sept. 30, 1871	24.9	—	9.1	—	13	5	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,328	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,616,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	121½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,486	170,816	300,776	95,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermont Central.)		—	8	100	69
May 31, 1871	118.0	—	108.0	—	170	128	51	5,189	Vermont Central.....Vermont.	11,500,000	—	.....	.....	5,000,000	6,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,286,244	272,534	264,674	26,466	2,860,000	750 000	213,767	96,126	88.1	247,069	244,819	150,376	562,238	162,372	2	100	83½
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	—	.....	.....	998,005	750,000	78,137	—	47.5	(Recently opened—No returns.)			—	—	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	—	—	(Leased	to Del., Lacka. and Western.)		—	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,080	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	55,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	26.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,198	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	183.0	—	18 8	—	64	2	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgi	a.)	—	306,088	.....	—	138.0	66,889	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2....	—	—	—	—	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	4,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)		—	—	—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	3	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,410	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	46.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	—	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,800	113,704	—	63.0	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	152,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	6,112,908	*	.....	.....	400,000	4,315 000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	35,575	1,425,400	200,000	—	137,519	45.7	314,457	356,264	328,372	869,764	181,067	10	100	136
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,242	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	3,229,504	.....	.....	—	184.5	—	—	—	—	—	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,836,580	.....	15,000,000	10,000,000	.....	.....	108.0	—	—	1,428,755	113,361	loss.	10	100	118
Dec. 31, 1871	48.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	4,847,400	.....	.....	.....	65.8	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,823,506	.....	8,739,850	15,038,656	.....	.....	108.0	—	—	982,188	878,461	31,978	—	50	82½
Dec. 31, 1871	86.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.....Penn.	1,132,462	—	.....	.....	1,003,800	110,000	8,179	.....	86.0	—	—	.....	175,120	89,267	9	50	....
Feb. 28, 1872	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	8,891,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	178.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,467,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,488,045	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	861,429	637,811	606	50	14
Dec. 31, 1871	46.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	—	.....	.....	2,092,710	2,636,310	270,506	.....	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	3,000,000	.....	.....	.....	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,943,723	—	.....	.....	1,100,000	743,000	100,723	.....	123.0	(Leased	to Pennsylvania.)		—	—	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	— —	@ 57 —
Gartsherrie		55 —	@ 56 —
Glengarnock		47 —	@ 48 —
Eglinton		46 —	@ 47 —
Pig, American, No. 1		47 —	@ 50 —
Pig, American, No. 2		44 —	@ 47 —
Pig, American, Forge		36 —	@ 39 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@ — —
	—Store Prices.—		
Bar, Swedes, 1½ x ⅜ & 1½ x ½ to ⅜ & ½ sq. 1½ to 5x½ to ½ & ⅝ to 2 sq. 6 to 12 x ½ & ⅝		— —	@ — —
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in		96 —	@ 97 50
Bar Refined, 1½ to 6 by ½ & 5-16 in		100 —	@102 50
Bar Refined, 1 & 1½ by ⅛ & 5-16		102 50	@105 —
Large Rounds, 2½@2⅝ to 3½ @4 in		105 —	@117 50
Scroll		115 —	@145 —
Ovals and Half-round		142 50	@145 50
Band, 1 to 6 in. by 3-16 to No. 12		— —	@115 —
Horse Shoe		— —	@122 50
Rods, ½@1-16 inch		102 50	@145 —
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14		122 50	@170 —
Nail Rod	per lb.	— 9½	@ — 9¾
Sheet Russia, as to assortment	(gold)	— 16½	@ — 18
Sheet, Single, D. and T. Common		— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal		— 7½	@ — 8½
Sheet Galvanized	List 10 per ct. disc.		
Rails, English	(gold) per ton.	70 —	@ — —
Rails, American, at Works in Penna. c'y.		80 —	@ 82 50
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½@ — 23
English Spring (2d and 1st quality)		— 9½@ — 10½
English Blister (2d and 1st quality)		— 14 @ — 18½
English Machinery		— — @ — 14½
English German (2d and 1st quality)		— 12½@ — 14½
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Cast Spring		— — @ — 11
American Machinery		— 11½@ — 12
American German Spring		— 9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 75	@ 5 —
8d. and 9d.	"	5 —	@ 5 25
6d. and 7d.	"	5 25	@ 5 50
4d. and 5d.	"	5 50	@ 5 75
3d.	"	6 25	@ 6 50
2d. and 3d. Fine		7 —	@ 7 25
Cut Spikes, all sizes		5 —	@ 5 25

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— —	@ — 36
Straits	(gold).	30½ —	@ — 31
English	(gold).	— —	@ — 30

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box. 11 —	@11 37½	13 25	@ 13 75
I. C. Coke	8 62½	@ 9 25	10 50	@ 11 50
Coke Terne	7 75	@ 8 75	9 50	@ 10 75
Charcoal Terne	9 50	@10 —	11 75	@ 12 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	8½@ — 9
Crude 40@47 gravity (in shipping order)	—	14½@ — 15½
Refined, Standard White (in ship'g order)	—	19½@ — 19¾
Refined, S. W. (in jobbing lots)	—	19¾@ — 20
Refined, S W. (in tin)	—	25 @ — 26
Naptha, Refined (65@73 gravity)	—	10½@ — 11½
Residuum....(in shipping order)	per gall.	11 @ — 11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @ — 38
Copper, Bolts		— — @ — 40
Copper, Braziers' (over 16 oz.)		— — @ — 49
Copper, Nails		— — @ — —
Copper, Old Sheathing, &c., mixed lots		— 27 @ — 29½
Copper, American Ingot		— 29½@ — 30
Copper, English Pig		— 29 @ — 29½
Yellow Metal, New Sheathing & Bronze		— — @ — 27
Yellow Metal, Bolts		— — @ — 32
Yellow Metal, Nails, Sheathing & Slating		— 27 @ — 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75 @ 6 87½
German Ordinary	(gold)	6 75 @ 6 87½
English	(gold)	6 75 @ 7 —
Bar		— — @ 9 25
Pipe		— — @10 50
Sheet		— — @10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.
Tatham's Improved Tin-Lined Lead Pipe....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 — @18 —
Liverpool House Cannel		— — @22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 25 @ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending June 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston, Hart. & Erie	2½	....	....	2½	....	....
Canton Co	....	100½	....	....	....	101
Central Pacific 6s	....	103½	103½	....	....	102½
Central of N. Jersey	105½	106½	106½	....	....	....
Chicago & Alton	....	....	110	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	103½	104	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	76	....	....
" pref	85	85	84	85	....	....
" 1st M	101½	102	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	....	....	89½	....	....	90
Chic., Rock Isl. & Pac.	109½	109½	109½	108½	108½	108½
Chi., R. I. & Pa. 7s, 1896	104½	....	....	....	105	....
Clev., Col., C. and Ind	....	87½	....	....	87½	87
Clev. & Pittsburg guar.	87½	87½	....	87½	87½	87½
" 2 M	....	102	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	104½	....	....	....	....
Col., Chi., & Ind. C	31½	30½	30½	29½	27½	27½
" 1 M	87½	89	....	88	88	88
" 2 M	....	....	....	72	....	....
Del. & Hudson Canal	....	....	119	....	118½	118
Del. Lack. & Western	105	105½	106	105½	106	105½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	100	....	....	....	....	....
Erie Railway	62½	62½	61½	62½	65½	63½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	100½	101	....	....
" 4 M. 7s, 1880	....	97	....	....	97	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	85½	....	....	....	....	....
Hannibal & St. Joseph	....	....	....	35	....	33
" pref	....	....	....	....	....	....
" 8s, conv	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	111½	112	....	....	114	112
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	91½	91½	91½	91½	91½	90½
Lake Shore Div. bonds	94	....	....	....	94	....
Marietta & Cin. 1st pref	....	....	....	....	22	....
" 2d pref	....	....	....	....	11	....
Michigan Central	101½	101½	99	....	96	95
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	103	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Milw. and St. Paul	54½	54½	54½	53½	50½	50½
" pref	73	....	72½	72½	71½	71½
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	108½	....	....	....
" 7 3-10s con	....	....	93	....	94	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	93½	94	94	94½	94½	....
" H. & St. J. 1s	....	....	91½	92	....	....
Morris and Essex	94½	95	94½	94½	....	....
" 1st mort	....	....	104	....	....	....
" 2d mort	99½	99½	....	99½	99½	....
N. Y. Cen. & Hud. Riv.	101½	101½	100½	100½	100½	....
" 7s, S.F. 1876	102	....	102	....	....	102½
" 6s, S.F. 1883	91	90½	90½	....	....	91
" 6s, S.F. 1887	....	91½	....	....	....	....
N. York and Harlem	....	....	131	129½	129½	129
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart	....	....	....	138½	140	....
N. Carolina 6s, old	....	....	....	....	....	28
" new	16	....	....	....	....	....
Ohio and Miss	41½	39½	37½	37½	37½	37½
" pref	71	....	70	....	....	....
" 2d M	84½	....	....	84½	....	....
Pacific Mail S. S. Co	40½	39½	40	40½	40	40
Panama	112	112	....	111	111½	110½
Pitts., Ft. W. & Chi. gtd.	93½	....	....	94½	94	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	40	....	....	40½
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	88½	....	....	....	....	....
" Income bds	....	....	79	....	79	....
Tennessee 6s, old	....	....	....	....	....	79
" new	79	....	....	78½	....	79
Tol., Wab. & Western	69	68½	68½	68	65	65½
" pref	....	....	....	....	....	....
" 1 M	97	....	....	....	....	....
" 2 M	....	....	....	90½	....	....
" Equipment	....	....	....	....	....	83½
" St. Lou. Div	....	....	....	....	....	....
Union Pacific	28½	28½	28½	28½	27	27½
" 1st mort	86½	86½	....	86½	86½	87
" L. Gt. 7s	71	71	71	70½	....	....
" Inc. 10s	61½	62½	63	63½	63½	....
Virginia 6s, old	....	43½	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	....
" def. cert	....	....	....	....	....	10½

New York Stock Exchange.

Actual Sale Prices for the week ending June 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	112½	112½	....	....	113	113
U. S. 5s, 10-40s, coup	114½	....	....	....	114½	....
U. S. 5s, 1881, reg	116½	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	....	115½	....
U. S. 6s, 1881, reg	....	116½	116½	....	....	116½
U. S. 6s, 1881, coup	....	....	123½	....	....	122½
U. S. 6s, 5-20s, reg. '62	....	....	117	....	....	117½
U. S. 6s, 5-20s, c. 1862	116½	117½	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	117½	....	....	....	117½
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118½	....	119	119	120½	119
U. S. 6s, 5-20s, r. n. '65	115½	115½	....	....	....	....
U. S. 6s, 5-20s, c. n '65	119½	119½	120	120½	120½	....
U. S. 6s, 5-20s, reg. '67	....	....	115½	....	....	....
U. S. 6s, 5-20s, c. 1867	....	121½	....	121½	....	121½
U. S. 6s, 5-20s, reg. '68	115½	....	....	....	116	....
U. S. 6s, 5-20s, c. '68	....	....	121	120½	120½	120½
U. S. 6s, Pac. R R. issue	....	....	....	....	114½	114½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa preferred	43	43	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	94½	....	94½	94½	....	94½
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	42	....	42½	42	41½	....
" 6s, 1884	....	....	....	....	....	....
" Gold L	95	....	94½	94½	94½	....
" R. R. L	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R	61½	61½	61½	61½	61½	61½
" 6s new coup	....	94½	....	....	....	....
" 6s new reg	96	96	....	....	....	....
Little Schuylkill R.R	46½	....	....	....	....	47
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	52½
Morris Canal	52	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	48	....	48½
" 6s, 1880	....	....	....	....	99½	....
" 7s	....	98½	98½	....	98½	..
" 10s, 1887	....	....	....	....	106	....
Northern Central	38	....	....	....	....	38
Oil Creek & Alleg. Riv. 3½	....	....	....	....	....	....
" 7s	....	72	....	....	....	....
Pennsylvania R. R	55½	55½	55½	55½	55½	55
" 1st M	102½	....	....	102½	....	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	93½	....	93½	93½	....
" reg	....	96½	....	....	....	....
Penn. State 6s. 1st series	....	....	101	....	....	....
" 6s, 2d series	106	....	....	....	....	106
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	99½	100	100	100	100	100½
Philad., Germ. & Nor	86½	....	....	86½	....	86½
Phila. & Reading	58½	58½	58½	59	58½	59
Philadelphia and Erie	24½	....	....	....	25½	.. ..
" 6s	....	....	....	....	....	....
" 7s	....	....	....	93½	....	93½
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	7	....	....	....	....	....
" pref	....	14	14	....	....	....
" 6s, 1882	76½	77	76½	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	80	....	....	....	....	....
United Co. of N. Jersey	121½	121½	121½	121½	....	....
Hestonville, (Horse)	....	19½	19½	19½	19½	19½
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	57	56½	....	....	....
Spruce and Pine	....	....	....	....	....	....
15th and 16th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875	99½	99½	....	....	99½	....
" 1886	....	....	....	....	....	....
" 1890	99½	99½	99½	....	99½	99½
" 1884	....	....	....	....	....	....
" 1900	99½	....	....	....	99½	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	99
" " 1880	....	....	....	....	....	....
" " 1886	97	97	97	....	....	....
Marietta & Cin. 1st M	101½	....	....	....	....	....
" 2d M	90½	....	....	....	....	....
" 3d M. 8s	84½	84½	....	....	84½	84½
Northern Central	....	....	....	....	38	38½
" bonds, 1885	....	....	....	....	....	....
" " 1900	83½	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	95½	....	95½	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	54½	....	54½	54½	....	....
" Defer. Certif.	10½	....	....	....	10½	10½
City Passenger R. R	30	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 11.

	Th.5.	F 6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Albany	144½	144½	144½	144½	143¾	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	119½	....	118¾	....	118¼	118¼
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	35½	34	....	....	....
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	104½	....	....	103¾	....	103¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	106¼	....	105½	105	....	....
Fitchburg	....	133	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	101¾	101½	100½	....	98	95½
Northern, N. H	107½	....	....	....	....	....
Ogdens. & Lake Champ	55	....	....	....	....	....
" pref	....	....	....	....	....	....
Old Colony	113¾	114	114	114	114	113⅞
Ph., Wil. & Baltimore	59½	59½	59½	59½	59½	....
Portl'd, Saco & Porta	130	....	130½	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	59½	....	60½	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	102	....	....	....	....	102
Metropolitan	....	57½	....	57	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	24½	....	....	25½	....	....
Franklin	6½	....	....	7	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	11½	10½	
Quincy	45½	44½	46	45½	45½	

London Stock Exchange.

	Closing Prices. May 30.	May 23.
Atlantic & Gt. W. 1st mort., $1,000	79 — 81	79 — 81
Do. 2d mort., $1,000	68 — 70	68 — 70
Do. Con. mort. B'nds Bisch's Cert.	45 — 46	45 — 46
Do. Reorg. Scrip	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds	91½ — 92½	91½ — 92½
Detroit & Milwaukee 1st mort. Bonds	70 — 72	70 — 72
Do. 2d do.	— — —	— — —
Erie shares 100 dol. all paid	49 — 47½	49 — 49½
Do. 6 per cent Convertible Bonds	95½ — 96½	95½ — 96½
Cons. Mort. amount autho. to be issued for conv. of existing bonds	94 — 95	94 — 95
Illinois Central $100 shares all paid	88½ — 89½	88½ — 89½
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort	— — —	— — —
Panama General mort	91 — 93	91 — 93
Pennsylvania, 2d mort	98 —100	98 —100
Do. General mort	98½ — 99½	98½ — 99½
Do. $50 shares	42 — 43	42 — 43
Philadelphia and Erie 1st mort	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, June 14, 1873.

Stock Exchange and Money Market.

The last weekly exhibit of the city banks was unusually favorable to an easy Money market, and call loans were quoted off to 4@6 per cent, with choice to good mercantile credits rated at from 6@8½ per cent per annum, on a moderately active, though not urgent inquiry for accommodation. Lenders have shown most partiality for temporary and short date loans, with a view to keeping their means, well under their control, in anticipation of a livelier demand, and more remunerative rates, for Money in the Fall. The foreign financial advices have been of a more encouraging tenor. The private Cables from London and the Continent point to an early release of a large amount of the new Gold Coin now locked up in the Berlin Imperial Mint. The French Government has just paid $50,000,000 additional on the Franco-German Indemnity, and the Bank of France has ample reserves in Gold Coin out of which to pay over $150,000,000 additional in July, August and September, to complete the whole Indemnity. The British and American Funds are fair in London, and other American Stocks, like Erie, are quoted as on the advance. Our city banks, last week, added largely to their deposit and specie averages, while also handsomely augmenting their legal tender reserve, and contracting their loan and discount items, as well as their circulation. The Sub-Treasury increased its currency, and reduced its coin balance, considerably, as the result of the week's business.

The U. S. Secretary of the Treasury has issued another call for $20,000,000 five-twenties for payment, interest to cease on September 6; making in all $70,000,000 thus far called in connection with the operations of the Syndicate. The call embraces $16,000,000 of coupon bonds and $4,000,000 of registered. The following are the numbers of the bonds called: *Coupon.*—Of $50, Nos. 1,201 to 6,200 inclusive; of $100, Nos. 4,753 to 20,000; of $500, 3,000 to 10,700; of $1,000, 5,734 to 22,600. *Registered Bonds.*—$50—1,234 to 1,320. $100—8,804 to 9,500. $500—5,361 to 5,700. $1,000—20,681 to 23,300. $5,000—6,403 to 7,500. $10,000—7,093 to 9,680 inclusive.

On Tuesday, Government disbursed through the local office $2,100,000 in redemption of Five-Twenty bonds, under the older calls.

The cash balances in the United States Treasury on Tuesday were as follows: Currency, $6,211,595; special deposit of legal tenders for the redemption of certificates of deposit, $30,285,000; coin, $76,791,878. Coin certificates outstanding. $34,332,500. Outstanding legal tenders $356,000,000.

The city banks last week reported an increase of nearly 6⅜ millions in their deposit line, nearly one million in their legal tender, and 6½ millions in their specie reserves. They contracted their loan and discount averages over half a million, and their circulation slightly.

The city banks are again largely ahead on their obligatory reserve, the last statement showing that they had $10,815,325 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U.S. Sub-Treasury, last week, reduced its coin balance 1¼th millions; while adding about 1¼th millions to its currency reserve. Its currency reserves at the close of the week were $23,475,294; and its coin hoard, $42,490,288.

The clearances of the banks averaged through the week 93½ millions a day, and amounted in the aggregate, for the whole week, to $560,623,858 as against $454,272,080 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,820,113 and reduced its coin reserve $1,776,812 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $25,984,800, against $20,346,000 same time last year. The city bank deposits are now $214,475,800 against $227,301,400, week ending June 8, 1872. The legal tender reserve amounts to $45,808,000, against $55,108,100 same time last year. The circulation now stands at $27,434,100 against $55,108,100 same time last year. The loans are now $277,418,800 against $287,113,200 at this date last year.

The coin reserve of the city banks is now nearly 26 millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is 45⅜ millions against about 55½ millions on the statement of June 15th, 1872; and the deposits are now about 214½ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $4,751,542 of currency, and $10,732,076 of gold, the latter including $2,148,000 from customs; and disbursed $3,431,429 of currency and $12,508,888 of gold, the latter embracing $356,472 of coin interest.

Government revenues have been moderate in their yield, since our last. The excises yielded within the week about 2½ millions, and thus far in the current fiscal year beginning with July 1, 1872, 108½ millions. The customs at the port of New York, for the week, were $2,067,647, and at the outports, about $700,000 more, in coin or coin certificates.

The Gold speculation has been less active and towards the close decidedly less confident. The customs drain has been moderate. The export movement has been more liberal. The latest foreign financial advices were against the operators for a rise. The range of the price during the week has been from 117¼@118¼ and the closing quotation on Wednesday was 117⅜ against 117⅞ on Wednesday of the preceding week. The specie outflow last week, was $2,158,843. The Gold Exchange Bank clearances have averaged about 49½ millions per day during the week.

The specie exports from San Francisco from Jan. 1, to May 28, were $10,168,257, against $10,095,385 same time in 1872.

The customs demand for Gold last week, averaged $358,000 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been $1,783,164, against $706,126 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $125,546,622 against $148,425,196 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $72,661,382, against $75,715,407 during the same time in 1871-2.

The export drain of specie was $2,158,443 last week, against $3,792,689 same week preceding year. The shipments since July 1, 1872, have been $58,241,865 against $53,518,485 during the same portion of 1871.

Foreign Exchange has been in less request, closing easier in price. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, at 110@110¼. The week's exports of Domestic Produce have been to the currency value of $5,614,992.

Under the official programme of the Treasury Department for June, Government proposes to sell during the month Gold as follows: Thursday, June 19, $2,000,000. Thursday, June 26, $1,500,000. And to buy in Five Twenties as follows: Wednesday, June 18, $500,000.

Government securities have been offered quite sparingly, and quoted decidedly strong in price, on an active inquiry for the leading issues, for investment purposes, in good part, on foreign account.

U. S. sixes of 1881 closed on Wednesday of this week at 122⅝@123; U. S. Five-Twenties of 1862, 117@117½; U.S. Five-Twenties of 1864 at 117@117½; U. S. Five-Twenties of 1865 119⅛

@119⅜; U. S. Five-Twenties of 1865 consolidated 120¼@120½; U. S. Five-Twenties of 1867, 121¾@122; U. S. Five-Twenties of 1868, 120¾@121; U. S. Ten-forties at 114¾@115; U. S. Fives of 1881 (Funding Loan) 115⅜@115¾; Six per cent. currency Sixes from 114¼@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 28.	June 4.	June 11.
Consols	93¾	92⅛	92⅞
U. S. 5-20s, 1865....	91¾	91¾	92⅛
" 1867	94⅛	94⅜	94⅝
" 10-40s	88¾	88⅝	88½
New Fives of 1881...	89⅛	89⅜	89⅛
Erie	49	48⅝	49¼

State bonds have been quoted generally firmer with a better inquiry noted for the more popular issues.

The Railway and Miscellaneous share speculation has been quite active, and toward the close, stronger and buoyant in price, favored in part, by the growing ease in Money.

Railway Mortgage Bonds have been in better demand for investment purposes, at steadier figures. Central Pacific Sixes have been selling as promptly as offered closing strong at from 103¼@103½. Chesapeake and Ohio Sixes have been also in good demand at 88½ and interest. Western Pacific Sixes have been in fair request at 95. The Northern Pacific 7-30 Loan has been quite active at par and interest.

General business has been fairly active. The main call has been for domestic produce, and a few leading kinds of imported goods. Hardware, Earthenware, and Dry Goods have been quiet. Metals have been quite moderately sought after. Copper has been steadily held at the late decline, with sales of 200,000 lbs. Ingot at 29½c.@30c., for Lake. Scotch Pig-iron has been very dull and unsettled; sales comprise 600 tons Monklin and Carmlroe, said to be at $44. We quote Glengarnock Pig at $48@$49; Eglinton do. $46@$47; Coltness, $58@$60; No. 1 American Pig at $48@$49; do. 2 do. $46@$47; Wrought Scrap at $45@$48; English rails at $70, gold; American Rails at works, $80@$82 50; old Double-head and T Rails at $52. Pig Lead has been quiet at 6¾c.@6⅞c., gold, for ordinary foreign; sales, 50 tons. Spelter has been dull at 7⅛c.@7¾c., gold. Pig-tin has been inactive and weak, with Straits quoted at 31c., and English at 30c.; Banca, 36c.@36½c., gold. Tin Plates neglected and weak; Charcoal Plates quoted here at $11@$11 50; Charcoal Terne, $9 50@$10; Coke, $8 50@$9 25; Coke Terne, $7 75@$8 75, gold, per box. Zinc neglected.

Domestic produce, has shown considerable activity, especially in the line of Breadstuffs, Cotton, Lard, Cheese and Petroleum, but prices have been unsettled, buyers, in most instances, having the advantage. Middling upland Cotton left off at 19¾c. per lb. The receipts at all the ports, since Sept. 1, have been 3,428,919 bales, against 2,635,708 bales same time in the preceding year; exports 2,444,846 bales against 1,881,589 bales in the previous year; stock at the ports at latest dates, 270,866 bales against 179,194 bales same date 1871.

Foreign goods have been in quite moderate request as a rule, and have generally favored buyers as to values. The week's imports amounted to $6,382,231 including $986,823 of dry goods.

Ocean freights have been quite active but irregular as to rates. Grain and Petroleum room has been in most request.

At the Live Stock Markets, Beeves have been in fair demand at from 9½@13½ cts. Veals at 6½@10 cts.; Sheep at from 4@7½ cts.; Spring Lambs, 10@13½; Swine at 5⅛@5½cts. per lb., all live weight. The week's receipts were 8,944 Beeves, 4,645 Veal Calves, 20,495 Sheep and Lambs, and 33,975 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt. R. R., 80; do. 1st mort., 98; Rensselaer and Saratoga R. R., 105; Atlantic and Pacific pref., 25; New Jersey Southern R. R., 30; Cedar Falls and Minnesota 1st mort., 81; N. Y. Central 7s R. E., 87¾; Am. Dock and Imp. 7s, 97½; Buffalo and Erie 1st mort., 94; Gt. Western 1st mort., 1888, 95; Pacific R. R. of Mo., 2d mort., 78; Burlington, Cedar Rapids and Minnesota 1st mort., 87; Toledo, Peoria and Warsaw 1st mort., W. D., 89; do. E. D., 91; do. 2d mort., 77; Chicago and Milwaukee 1st mort., 95⅛; Mil. and St. Paul 7s, Iowa div., 84½; do. LaC. div., 92¾; Ohio and Mississippi 7s, consol., 95; do. consol. S. F., 95½; Boston, Hartford and Erie 1st mort., 32; Nashville and Decatur 1st mort., 92; Canada Southern 1st mort., 94; Galena and Chicago 2d mort., 97; Buffalo and Erie 7s, new, 95½; Michigan Central 7s, 99¾; Central of New Jersey 1st mort. new, 106; Louisville and Nashville 7s 1898, consol., 94; Long Island R. R. 1st mort., 91; Clev., Paines. and Ash. 7s old, 98¾; Western Union Tel., 82⅛; do. 7s, 97; Quicksilver pref., 50¾; Maryland Coal, 24½; Am. Coal, 60; Consol. Coal of Md., 58; U. S. Express, 71; Wells-Fargo Exp., 81⅛; Am. Mer. Union Exp., 65⅛; Adams Exp., 94; At. M. S. S. Co., 1; California 7s, 117; South Carolina 6s, new, Jan. and July, 15¼; do. Apl. and Oct., 25; N. Y. State 7s, B. L., reg., 107¼; do. 6s, 1873, 112; North Carolina Fund Act 1868, 16; Brooklyn 6s, W. L., 95¼.

Philadelphia.—Philadelphia and Reading 6s, gold coupon, 98; do. deben. bonds, 79; do. Gen'l mort. 7s, coupon, 100⅜; do. reg., 102; do. 7s, new, conv., 106⅜; Catawissa new pref., 32¼; do. 7s, new, 101⅛; Westchester and Philadelphia 7s, 101½; Reading C. and I. deb. bonds, 87½; Pittsburg, Cincinnati and St. Louis 7s, 78¼; Pennsylvania and New York 7s, 99; Lehigh Nav. conv. gold Loan, 96; Belvidere Delaware 3d mort., 82½; Elmira and Williamsport 5s, 59; Oil Creek 1st mort. 7s, 82; Lehigh Valley 7s, new, 104; Wilmington and Reading 1st mort., 99; do. 2d mort., 83; East Pennsylvania 7s, 101½; Camden and Atlantic R. R., 33½; Nesquehoning R. R. 55; Huntingdon and Broad Top Mt. R. R., 10¾; Pennsylvania State 5s, gold, 100¼. The latest quotations are: City 6s, 95⅛@96; do. free of tax, 100⅛@100⅛; Pennsylvania State 6s, 1st series, 101@101½; do. 2d series, 105@106; do. 3d series, 109@109¼; Philadelphia and Reading 58⅝@58¾; do. Gen'l mort. 7s, coup., 100¼@100⅜; do. reg., 101@101½; do. mort. 6s, 1880, 95@95; do. 7s, new, conv., 106@107; United New Jersey R. R. and Canal Co., 121½@121⅛; Camden and Amboy mort. 6s, 1889, 94⅞@95; do. 1883, 92@92; do. 1889, 86@88; Pennsylvania R. R., 55@55⅛; do. allotment, 55@55; do. 1st mort., 102¾@103¼; do. 2d mort., 98⅛@99; do. General mort. coupon, 93⅜@93½; do. reg., 96@96½; Little Schuylkill R. R., 46⅞@47; Morris Canal, 50@50; do. pref., 125@127; do. 6s, 93@95½; Susquehanna Canal, 7¾@9; do. 6s, —@77; Schuylkill Nav., 7@7¾; do. pref., 14@14¼; do. 6s, 1882, 76½@76½; do. 1872, 80@80; Elmira and Williamsport pref., 38@38; do. 7s, 1873, 97@98; do. 5s, 58@59; Lehigh Coal and Navigation 41@41½; do. 6s, 1884, 89@90⅛; do. R. R. Loan, 92@92; do. Gold Loan, 94¼@94¾; North Pennsylvania, 48¾@48¾; do. 6s, 99@99½; do., 7s, 98¼@99; do. Chattle 10s, 105@107; Philadelphia and Erie, 24¾@25¼; do. 6s, 88@90; Minehill, 52⅝@52¾; Catawissa, 20@21; do. pref. 42¾@43; do. new pref., —@32¾; do. 7s, 1900, 100⅛@102; Lehigh Valley, 61¼@61⅜; do. 6s, new coupon, 95@96; do. reg., 96@96; do. 7s, 104@104⅝; Fifth and Sixth streets, (horse,) 52⅝@52½; Second and Third, 56@57; Thirteenth and Fifteenth, 21@23; Spruce and Pine, 31@33; Green and Coates 50@50; Chestnut and Walnut, 56@63; Hestonville, 19⅜@19⅝; Germantown, 34@—.

Boston.—Norwich and Worcester R. R., 132; Eastern (N. H.) R. R., 100½; Taunton Branch, 135; Rutland pref., 57; do. scrip, No. 3, 99; Cincinnati, Sandusky and Cleveland R. R., 14; Cheshire 6s, 1877, 95½; Jackson, Lansing and Saginaw 8s 1885, guar., 101⅝; Atchison, Topeka and Santa Fe 7s, 72½; do. L. G. 7s, 73; Connecticut and Passumpsic Rivers R. R., 89; do. 6s, 1876, 96¼; Eastern R. R. 7s, 1882, 101; do. 6s, 1874, 98⅜; Boston and Albany 7s, 1892, 105; Central R. R. of Iowa, 1st mort. 7s, gold, 53; Burlington and Missouri River R. R., 101; do. 8s, 1879, 97¾; do. 1894, 98⅞; Missouri River, Ft. Scott and Gulf 1st mort. 10s, 1899, 80; Ogdensburg and Lake Champlain Equip. 8s, 96⅞; Chicago, Burlington and Quincy 7s, new, 93; Agricultural Branch 6s, 1884, 82; Cedar Rapids and Missouri 7s, 1916, 84⅞; Michigan Central 8s, 1890, 106; Vermont Central 1st mort. 7s, 80; Cary Imp., 10¾; Boston Land, 6⅛; New Hampshire 6s, 1878, 99⅛; do. 1899, 97¾; Maine 6s, 1889, 99½; Boston 6s, 1880, currency, 98½; do. 5s, 1838, gold, 97⅛; Bangor 6s, 1874, 98; do, 1879, 94¼; Cleveland, Ohio, 7s, 1892, 100½; Lowell 6s, 1890, 95⅛; Charlestown 6s, 1892, 94⅞; Providence 5s, 1900, gold, 98½; Salem 6s, 1877, 94½; Cambridge 6s, 1882, 96½; Bath 6s, 1891, 89¾; Roxbury 6s, 1873, 99⅛; Allouez Mining Co., 11; Calumet and Hecla, 106; Dana, 1; International, 50c.; Mesnard, 1¾; Petherick, 2½; Ridge, 10; Rockland, 2½; Shuniah Silver, 50c.; Star, 1⅜; St. Clair, 2⅞; Washington, 1⅞.

Baltimore.—Virginia and Tennessee 8s, 89¼; Orange, Alex. and Manasses 7s, 81; Northern Central 6s, 1900, gold, 94; Richmond and Danville 1st mort., 78⅜; Central Ohio 1st mort., 87⅛; Virginia consols, coupons, 78⅜; Maryland Defense 6s, 106. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78@80; Pittsburg and Connellsville 7s, 1898, 96⅛@96¼; Baltimore and Ohio, 175@180; do. 6s, 1875, 98⅛@—; do., 1880, 97@98; do., 1885, 97@97; Parkersburg Branch, 11¼@11¼; Northern Central, 87¾@38; do. 6s, 1885, 93@94; do., 1900, 83⅛@84½; do., 6s, 1900 gold, 93¾@94⅞; N. W. Va. 1st mort., —@92⅛; do., 2d mort., —@—;

do., 3d mort., 1885,90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 100¾@101¼; do., 2d mort., 7s, 90⅝@91⅛; do., 3d mort., 8s, 84⅞@85; Central Ohio, 39@—; do. pref., 41@42; do. 1st mort., 87@87¼; Western Md. 1st mort. 6s, 1890, 85@90; do. 1st mort. guar., 97@98; do. 2d mort. guar., 97¼@97¼; do. 3d mort., guar., 97@97½; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 86@87; Richmond and Danville 1st mort., 76@76¼; Orange and Alexandria 1st mort. 6s, —@99⅝; do., 2d mort. 6s, 88¼@89⅛; do., 3d mort. 8s, 89½@90; do., 4th mort. 8s, 80@81; Orange Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 78⅛@78½; do. 8s, 3d mort., 89¼@89½; Baltimore 6s, 1875, 99@99¼; do., 1884, 99½@—; do. 1886, 100@101; do. 1890, 99⅝@99¾; do., 1893, —@100; do. 1893, exempt, 102@102; do., 1900, exempt, 99¼@99½; do. 1900, new, 98@98⅝; do. 1902, 100½@101; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 105@106; Virginia 6s, old, 38½@—; do. coupon old, —@43½; do. consol. 6s, 55½@55½; do. reg. 51@54; do. coupons, 78@78½; West Virginia, 10⅜@10½; City Passenger R. R., 17@20; George's Creek Coal, 120@128.

Rhinebeck and Connecticut Railroad.

The Rhinebeck and Connecticut Railroad, which is to run from Rhinebeck on the Hudson to a connection with the Connecticut Western road near Millerton, has been mortgage for $800,000 to George T. Oliphant, as trustee for the Delaware and Hudson Canal Company. This is the company whose large coal depots are located at Rondout opposite Rhinebeck. It is important to all interested in western roads, with which the above road will make connections, that this strong corporation, which ships immense quantities of coal to Rondout, has a large pecuniary interest in a road running from their coal depots to the Connecticut State line.—*Hartford Courant.*

☞ A dispatch from St. Paul, Minn., states that the track of the Northern Pacific Railroad has been completed to Bismarck, in Dakotah, a distance of 450 miles from Duluth. At Bismarck, connection is made with navigation on the Upper Missouri, and a line of steamers is already established between that point and Fort Benton in western Montana. The survey from the crossing of the Missouri to the crossing of the Yellowstone and along that river to central Montana is to be immediately pushed forward, that being the only portion of the line yet undetermined.

☞ The Richmond *Dispatch* says that the new company which has purchased the York River Railway will in a few days have possession of it, and it is understood will at once inaugurate a daily line, with connecting lines leading to both Baltimore and Philadelphia. The Eastern Shore Railway will form a part of their routes. The connection with it will be at Annamessix, Accomac county.

☞ By an act of the Legislature of New York, passed on the 4th of April, 1873, the time within which the New York, Housatonic and Northern Railroad Company is required by law to finish its road and put it in operation is extended for five years.

☞ The Milwaukee and Northern Railroad was completed to Green Bay, 109 miles from Milwaukee, on the 6th inst., and trains commenced running regularly to that city on the 10th.

BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, June 13, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds, which can now be sold at unusually high prices, the following Securities of well-known character and established reputation, viz:

THE CHESAPEAKE AND OHIO SIX PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York city; Interest payable May 1 and Nov. 1; issued in denominations of $100, $500 and $1,000, either Coupon or Registered; price **88 1-2** and accrued interest.

Also, THE CHESAPEAKE AND OHIO SEVEN PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York city; Interest payable January 1 and July 1. Bonds of $1,000 each, Coupon or Registered—price 90 and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD is completed and in operation from Richmond to the Ohio River, a distance of 420 miles, at a cost with the equipment of over $35,000,000, and the rapid development, of its business indicates that the earnings for the ensuing twelve months will not be less than $3,000,000, and for the succeeding year not less than $5,000,000.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We also deal in GOVERNMENT BONDS, CENTRAL and WESTERN PACIFIC, and other first-class Securities; receive deposits, on which we allow four per cent interest, make collections, and do a general Banking business.

FISK & HATCH.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending May 31, at 449,448 tons, and for the coal year at 6,122,117 tons, against 6,018,270 tons to corresponding time last year, being an increase of 103,841 tons. The bituminous tonnage for the week is 58,463 tons, and for the year 884,945 tons, giving a total of all kinds for the week of 507,911 tons, and for the year of 7,807,062, tons, against 7,586,448 to same time last year being an increase of 220,614 tons.

☞ The Second Auditor of Virginia announces that the interest on the public debt of Virginia for July 1st, as prescribed by act of March 13, 1873, will be paid at his office on and after the 1st of July next, and that the sterling interest will be paid in London at the same time by Baring Brothers & Co., the agents of the State. The auditor is encouraged to believe that there will be largely more than enough in the treasury to meet both the July interest and that due January, 1874, without additional taxation.

☞ The Canton (Miss.) *Citizen* says that work has commenced on the Vicksburg and Canton Railroad, and that the prospects are flattering that the line will be put through with vigor and dispatch.

☞ The earnings of the Erie Railway Company for the week ending May 31, 1873, were $461,003, and since November 1, 1872, $10,555,403—an increase over the corresponding period of the previous year of $268,178.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency.

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

☞ The final survey is now making for the projected railroad from Worcester to Milford, through Grafton and Upton, a corps of nine or ten engineers being at work. The new route is the Massachusetts link in the Rhode Island and Massachusetts Railroad, which will have its head at the wharves in Providence.

☞ The Richmond and Petersburg and Petersburg and Weldon Railroads have been consolidated under the name of the Richmond and Weldon Railroad Company. The new company have elected Mr. Reuben Ragland president and Mr. Thomas H. Wynne general manager.

☞ The Burlington and Southwestern Railroad, now under construction from Burlington, Iowa, to Kansas City and St. Joseph, Mo., is complete to Unionville, Mo., 130 miles distant from Burlington, being about half way to St. Joseph, Mo.

☞ The Arkansas Central Narrow Gauge Railroad is in working order from Helena to Clarendon, a distance of seventy miles, with fifty miles more graded and ready for the iron. Five locomotives have been placed upon the track.

☞ The Baltimore Bridge Company has completed its structures across the Saline and Little Missouri rivers, on the Cairo and Fulton Railroad. The bridge across the Ouachita at Arkadelphia will soon be completed.

☞ The officers of the New York and Hempstead Railroad Company, recently elected, are: President, H. J. Smith; vice-president, George H. Holt; treasurer and secretary, Charles H. Dewey.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending May 31 are: freight, $59,958 06; passengers, $37,711 37—total, $97,669 43.

☞ The time for the completion of the Derby and Woodbury Railroad has been extended for five years by the Legislature of Connecticut.

☞ The formal opening of the Nashua, Acton and Boston Railroad took place on the 10th inst.

Journal of Railroad Law.

RAILROAD COMPANIES—CONSIGNEES MUST REMOVE GOODS UPON RECEIPT OF NOTICE OF ARRIVAL—WHAT IS REASONABLE TIME IS A QUESTION OF LAW.

The facts in the recent case of Hodges *vs.* The Hudson River Railroad Company, (49 N. Y. 223), are fully and clearly stated in the following opinion by—

FOLGER, J.—The defendant remained liable as common carrier of the paper until the plaintiff had a reasonable time to remove it, after notice of its arrival at the depot in New York city. (Fenner *vs.* Buff. and St. Line R. R. Co., 44 N. Y., 505.) What is such reasonable time, is, when there is no dispute as to the facts, a question of law for the court. (Roth. *vs.* Buff. and St. R. R. Co., 34 N. Y.)

We do not perceive that there is here any dispute as to the material facts. It is certain that with 3 or 4 trucks, all the paper could easily have been hauled away before the close of defendant's business on the day on which one load was taken with one truck. It is certain, too, that with the one truck of their own, two loads could have been received by the plaintiffs from the defendant on that day; so that it was a question of law for the court whether it was unreasonable for the plaintiffs to employ but one truck, or, if reasonable to employ but one truck whether it was reasonable to send it but once for paper that day. The learned judge left the question to the jury. In this we think that he erred; for, though we find no error in the terms of his instructions to the jury, nor in his refusals to charge the requests made by the defendant, yet as the finding of the jury was different from what we hold that the law determines, there was error in committing it at all to the jury; which was injurious to the defendant.

The plaintiffs seek to hold the defendant to a strict liability as insurer of the goods. Asking that so rigid a rule be applied to the defendant, it is just that the plaintiffs in turn be held to prompt and diligent action. A consignee cannot, after he has notice of the arrival for him of property, defer taking it away while he attends to his other affairs. He may not thus prolong the time during which the carrier shall remain liable as an insurer. That would be to make the carrier a mere convenience for the consignee, without consideration of any kind to the carrier, and yet resting under a great risk. So much time as the consignee after notice gives to his other business, to the neglect of taking charge of his property and removing it from the custody of the carrier, cannot be allowed to him in estimating what is a reasonable time for him in which, after notice of arrival, to take delivery of his goods. He is not to be compelled to leave all other business to take his goods from the hands of the carrier. He may attend first to whatsoever demand of his business he deems the most urgent or the most profitable; but he cannot do this at the hazard and expense of the carrier. It is the duty of the carrier to give notice of arrival; it is the duty of the consignee at once and with diligence to act upon this notice and to seek delivery, and to continue until delivery is complete. Either may neglect this his duty; but then the consequence of neglect must be borne by him.

Now the testimony here without conflict, shows that after the receipt by the plaintiffs of notice of the arrival of this paper, they continued for a space, in attention to other business than taking it from the defendant's charge; and that after one load had been taken, they turned again to other duties. They thus let slip time enough in which to have called for and have received another load. It may be true that this load would not have reached their store before the hour at which they usually closed it; and if it was of importance to them not to vary their habit in this, they could as they did, refrain from returning to the depot for the second load. It would then have remained, as it did, in the custody of the defendant, who could not have divested itself of the duty to care for it, as bailee thereof. But had the plaintiffs the right for their own convenience, to put upon the defendant the greater onus of holding it as insurers? There is no justice in compelling the defendant to be the sufferer thereby. There is no justice in it, that the time thus otherwise used by the plaintiffs should not lessen by so much the reasonable space accorded to them for removal of their effects.

We are not compelled at this time to hold in this case that the plaintiffs were called upon to employ in the removal of the paper more than the single truck and the two servants with which they ordinarily effected the hauling of matter to and from their store. Circumstances might exist which would require more than this of a consignee.

The respondents suggested that the goods were destroyed through the neglect of the appellant.

The case was not tried nor hitherto disposed of upon this theory. It would not be just at this stage of the matter, to determine it on that ground.

For the error at the trial there should be a reversal of the judgment, and a new trial ordered, with costs to abide the event of the action. All concur, except Peckham, J., not voting.

Judgment reversed.

Manufacture of Rails in the United States.

The total number of net tons of rails made in the United States in 1872, as reported to the office of the American Iron and Steel Association by the makers, is 941,992, or 841,064 gross tons. This aggregate was produced in the following States, the production of each of which in 1872 is given in comparison with the production in 1871:

	1872.	1871.
Pennsylvania	419,529	335,604
Ohio	121,923	75,782
Illinois	106,916	91,178
New York	82,457	87,022
Wisconsin	37,283	28,774
Massachusetts	29,242	28,864
Maryland	26,472	44,941
Indiana	23,893	12,778
West Virginia	20,100	5,000
Missouri	15,500	8,200
Tennessee	14,620	9,667
Maine	14,058	13,383
Michigan	9,883	14,000
New Jersey	9,185	6,700
Georgia	6,930	7,840
Kentucky	4,000	6,000
Total	941,992	775,733

This aggregate of production includes only such rails as were made for the use of freight and passenger railways, and excludes 15,000 tons of street rails made during the year. More mining rails are made by bar mills than by rail mills, and they are generally classified as bar iron; hence the impossibility of ascertaining exactly the production of this class of rails in any year. Were the fact otherwise, however, we but follow the precedent of this office in excluding from our statistics of rails any estimate of the production of mining rails, as well as the ascertained production of street rails.

By this table it will be observed that in 1872 Pennsylvania made 419,529 tons, or 44½ per cent of the whole. Ohio comes second in the list, taking the place which Illinois held in 1871. Illinois is the third State in the list, and New York the fourth. In the production of steel rails the relative position of these four great iron-producing States is almost the same—Pennsylvania producing 88,463 tons; Ohio, 22,000 tons; Illinois, 15,930 tons; and New York, 17,677 tons. No other States made Bessemer rails in 1872. The largest production of both iron and steel rails by a single mill must be credited to the Cambria Iron Works, at Johnstown, Pa., which made a total of 81,006 net tons. This magnificent result was accomplished during a year in which a large part of the works was destroyed by fire—a calamity which it is proper to state, however, was almost immediately overcome by the extraordinary energy and resources of the company.

The following table exhibits the growth of the home production, importation, and consumption of rails in the United States from 1849 to 1872, inclusive, together with the growth of the railway system of the country during the same period:

	Total rails made in the United States. Tons of 2,000 lbs.	Total rails imported. Tons of 2,000 lbs.	Total consumption of iron & steel rails.	Miles of railway built in the U. S. in each year.
1849	24,318	69,163	93,481	1,369
1850	44,083	159,080	203,163	1,656
1851	50,603	226,850	276,953	1,961
1852	62,478	294,750	357,228	1,926
1853	87,864	358,794	446,658	2,452
1854	108,016	339,439	447,455	1,360
1855	138,674	153,018	291,693	1,654
1856	180,018	186,594	336,612	3,643
1857	161,918	215,166	377,084	2,591
1858	163,712	90,894	254,606	2,460
1859	195,454	83,958	279,412	1,821
1860	205,038	146,610	351,648	1,846
1861	187,818	89,338	277,206	621
1862	213,912	10,186	224,098	864
1863	275,768	20,506	296,274	1,050
1864	335,369	142,457	477,826	738
1865	356,292	63,327	419,619	1,277
1866	430,778	117,878	548,656	1,832
1867	462,108	184,840	646,948	2,227
1868	506,714	300,160	806,874	3,033
1869	593,586	336,500	930,086	4,977
1870	620,000	472,403	1,092,403	6,145
1871	775,733	566,202	1,341,935	7,453
1872	941,992	530,850	1,472,842	6,043

The production of rails in 1871 in the United States was 775,733 net tons; in 1872 it was 941,992 tons. Increase, 166,258 tons, or 21½ per cent. The importation of foreign rails in 1871 was 566,202 net tons; in 1872 it was 530,850 tons. The decrease, 35,352 tons, or 6¼ per cent. The net gain of the American railmaker in 1872 over his foreign rival was, therefore, 201,611 net tons.

Of the total production of 941,992 net tons of rails in 1872, 94,070 tons were Bessemer steel rails. In 1871 there were produced 60,042 net tons of steel and steel-headed rails. Increase, 34,042 tons, or 56¾ per cent. Of the 530,850 net tons of rails imported in 1872, 149,786 tons were steel rails. In 1871 it is estimated that there were imported 83,887 net tons of steel rails. Increase 65,889 tons, or 78½ per cent.

It will be seen that, while the importation of rails of all kinds was 35,352 net tons less in 1872 than in 1871, the importation of steel rails increased 54,889 tons. The reduction in the importation of all-iron rails was, therefore, 101,241 tons.

The total consumption of iron and steel rails in 1871 was 1,341,935 net tons; in 1872 it was 1,472,842 tons. Increase, 130,907 tons. This increased consumption was more than equaled by

the increased production of American mills, which was 166,259 tons, as above stated.

The importation in 1872 of old rails for remanufacture is carefully estimated at 170 000 gross tons. The customs regulations do not separate old rails from scrap iron; hence the necessity of estimating the quality of each imported. The total importation of old and scrap iron in 1872 was 248,444 gross tons, valued at $7,617,463, gold, of which Great Britain sent 108,181 tons, valued at $3,203,746. In 1871 Great Britain sent us 139,813 tons, valued at $3,256 849.

During the year ended December 31, 1872, the aggregate value of the imports of iron and steel and manufactures thereof, as officially reported to this office by Hon. Edward Young, Chief of the Bureau of Statistics, Treasury Department, was $60,575,514, gold, of which $22,705,025 represents the value of new iron and steel railway bars—$14,498,012 of iron, and $8,207,013 of steel.

During the ten months ended October 31, 1871, the export from the United States of American railway bars and rails was 330 net tons; during the same period of 1872 the export was 746 tons. Increase, 126 per cent. These figures of our export trade are comparatively unimportant, but they show progress in the right direction.

☞ The Gallipolis, McArther and Columbus (Ohio) Railroad Company have commenced work on the Gallipolis end of the line.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 6, 1873.

THE TRANSFER BOOKS OF THIS COMPANY will be closed after the 14th inst. until the 1st day of July next for the allotment of the new shares, (one to every even five registered,) upon which shares the first installment of fifty per cent. will be payable on or before the latter date.

L. A. CATLIN, Secretary.

PHELPS, DODGE & CO.,

CLIFF ST., between John and Fulton,

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LEAD, SHEET ZINC, COPPER, SPELTER, SOLDER, ANTIMONY, &c.

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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exhip at ports in the United States.

M. K. JESUP & COMP'Y,

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RAILROAD IRON.

1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,000 Tons STOCKTON RAILS.
Now in Yard and for sale by

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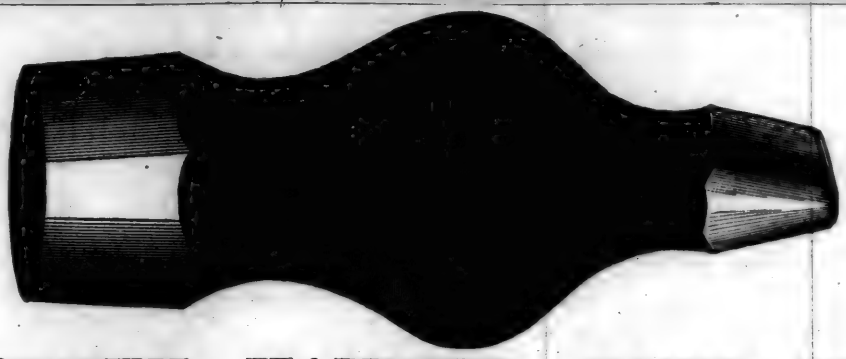
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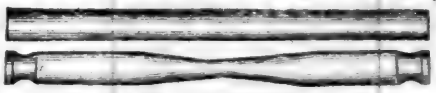
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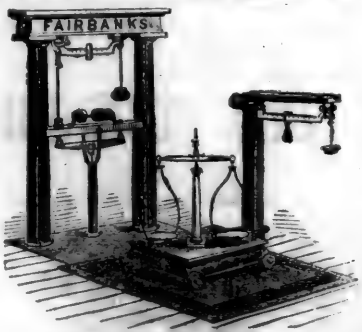


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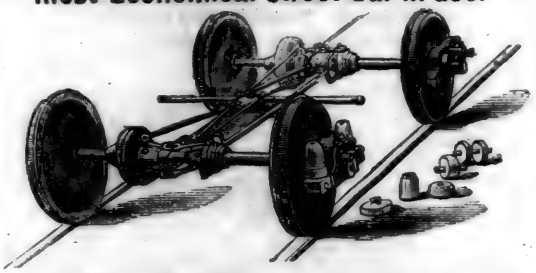
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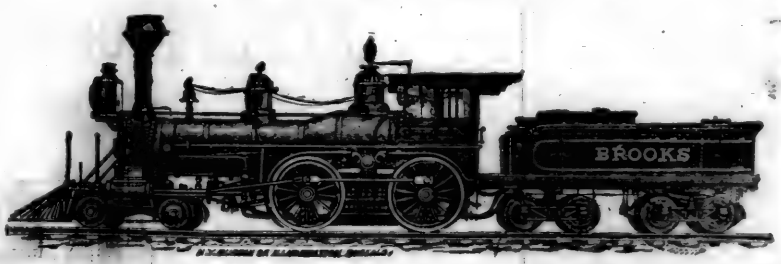


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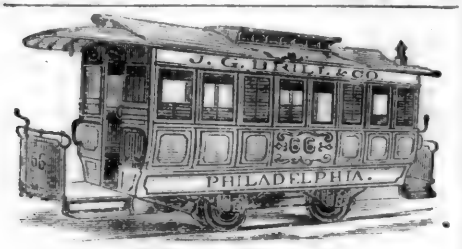
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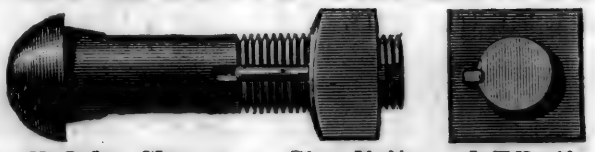
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Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

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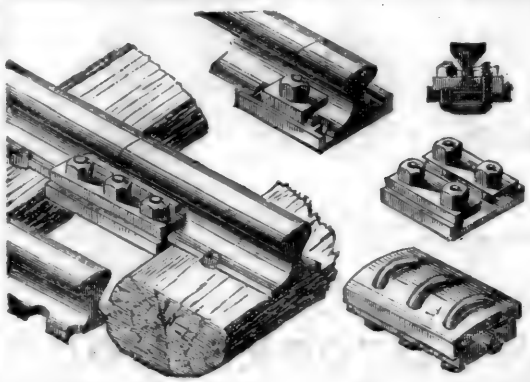
IMPROVED August 23, 1870.

Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

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Wrought Iron

RAIL JOINTS,

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The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXIX., No. 25.] SATURDAY, JUNE 21, 1873. [WHOLE No. 1,939, VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, June 21, 1873.

Nashua, Acton and Boston Railroad.

The Nashua, Acton and Boston Railroad, which was formally opened on the 10th of June, starts, it is said, with unusual promise. It is already supplied with several first-class locomotives, seven new and elegant passenger and 190 freight cars, and additional rolling stock is to be provided for the large amount of freight traffic which is promised. Arrangements have been made for connecting the road with the Concord and Northern lines of railway, with the Fitchburg for Boston at Concord junction, and also with the Lowell and Framingham for Providence, Fall River and New Bedford. It is the intention of the management to run cars direct from Northumberland, N. H., to connect with the Fall River line of steamers for New York. Besides this, unusual facilities are offered for the transportation of coal from the sea to the mountains.

☞ The steamships Alaska and Cyphrenese, from China and Japan, arrived at San Francisco on the 18th inst., bringing more than 2000 Chinese passengers, with advices from Hong Kong to May 12th, and Yokohama to May 20th. It was stated that the working of coal and iron mines and the introduction of railroads in China would soon be sanctioned by the government of that country.

INVESTMENT BONDS.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan at an aggregate not exceeding thirty million dollars, and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE **7 3-10** LOAN IS NOW BEING DISPOSED OF through the usual agencies.

As the bonds of this issue are made receivable in payment for the Company's lands at **1-10**, they are in constant and increasing demand for this purpose, and will continue to be after the loan is closed—a fact which much enhances their value and attractiveness as an investment.

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; it has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.
No. 20 Wall Street, New York.

Union Railroad Tunnel.

The Union Railroad tunnel, extending from Greenmount avenue to Bond street, is rapidly approaching completion. Some hundred feet of the track in the tunnel has been laid, and it is expected the whole track will have been laid and the cars will be running through the tunnel in July, possibly by the 4th. The road from the entrance to the tunnel, near Bond street, to the Canton terminus of the line, has been completed and cars have been run from Canton to the mouth of the tunnel several times, testing the road. The road, the track, and the bridges were found to have been well constructed, and were pronounced all that could be desired by the company. The Potomac tunnel will also be completed about the first of July, affording the interesting and novel event of the completion of two railroad tunnels at the same time.—*Balt. Sun.*

JAY COOKE & CO.,

No. 20 Wall Street,
NEW YORK.

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CABLE TRANSFERS UPON VIENNA DIRECT

Narrow Gauge Railways.

There are now fifteen narrow gauge railways in operation in the United States having 700 miles of track, and there are no less than one hundred and twenty organizations and 1,250 miles under process of construction. These roads have been planned and constructed within the last two years despite the prejudices which have been urged against them by the advocates of the wider gauge. Gen. Rosecrans has been their strongest advocate, and his great engineering skill has helped to surmount the difficulties in constructing narrow gauge railways in Colorado.

The Galena and Southern Wisconsin from Galena through Platteville, Wis., to Boscobel, or some other point on the Prairie du Chien Road, is to extend 150 miles, and there are now 30 miles graded, and that part of the road will be in operation before the close of the year. There is also another projected from Peoria, Ill., northward through Rockford, to be extended to Milwaukee, with a branch to Fond du Lac. The survey of this route is to commence this month.

The gauge of these roads is 3 feet; their cost of construction, together with the rolling stock, is variously estimated. The Cairo and St. Louis road was built and furnished with rolling stock at an aggregate cost of $17,500 per mile; but

through a comparatively level country, the cost probably would not exceed $10,000 per mile, including a fair equipment of rolling stock, while the 4 feet 8½ inch gauge costs from $35,000 to $45,000 per mile. In the west, where the traffic is not large, the narrow gauge road pays better on the amount of money invested than does the 4 feet 8½ inch gauge, and the actual expense of transportation per ton per mile is much less, in the same manner as it was proven that the wide 6 ft. gauge could not compete with the 4 feet 8½ inch gauge. As the carrying capacity of any road is measured by the amount of its rolling stock so the narrow gauge road, with a larger amount of rolling stock, which cost much less than that of the wide gauge, could supply the wants of the country they pass through and become a good investment.—*Milwaukee Wisconsin.*

Lake Shore Railroad.

As will be seen by the following extract from the Sheboygan *Times*, the Lake Shore Railroad is rapidly progressing north of that city:

Work commenced on the Lake Shore Railroad in earnest this week. Gangs of men have been put upon the grading in several places between this city and Two Rivers, and if not interfered with in the swail lands of Mosel and Centerville by too much rain, the road will be ready for iron in six or eight weeks.

The approach piling and pier cribs for the bridge across the river here are going forward, and the bridge itself, we understand, is already completed in Chicago, ready to put together when it shall reach here.

South Carolina Railroad.

The following is a comparative statement of the earnings and expenses of this road for the years ending December 31, 1871 and 1872:

Earnings:	1871.	1872.
From passengers ...	$268,038 32	$268,042 93
" freight.....	1,035,259 10	1,110,148 05
" mails.....	22,144 58	23,020 27
	$1,325,442 00	$1,401,211 25
Expenses, viz:		
Conducting transp.....	$294,015 15	$296,985 71
Motive power.....	221,892 80	214,367 62
Maintenance of way....	253,836 76	227,499 45
Maintenance of cars....	60,715 37	71,475 89
General expenses.....	49,898 55	45,876 94
	$879,858 63	$856,105 61
Net earnings.....	$445,583 37	$545,105 64

Compared with 1871 the gross earnings of 1872 show an increase of $75.769 25, or 5.716 per cent; the expenses a decrease of $23,753 02, or 2.699 per cent; and the net earnings an increase of $99,522 27, or 22.335 per cent. The ratio of expenses to earnings in 1871 was 66.38 per cent; and in 1872, 61.10 per cent—a difference in favor of 1872 of 5.28 per cent. The president in his report says:

Satisfactory as this result unquestionably is, it could have been rendered much more favorable, had not a large portion of our Fall transportation to the West been sacrificed in a bitter contest for the control of business, fairly open to the energy and enterprise of all the lines connecting the points involved; and not to be surrendered to any one except with disastrous consequences. The South Carolina Railroad was withheld from any participation in this railroad war, until forced in self protection, to become a party to a proceeding not justified by sufficient causes, or excused by any reasonable expectation of benefit to the parties who commenced it. Our loss in this connection though comparatively small, cannot be estimated at less than $30,000. It might, perhaps, not inaccurately be placed much higher.

A noticeable as well as an encouraging feature of the road's business during the year, is the increase and healthy character of the local freight—always the most profitable and reliable of a railroad's sources of revenue, its fullest development is to us a matter of peculiar concern in view of the multiplication of competing roads, and possible unprofitableness of through freight.

There have been moved over the road 266,707 tons of all classes of merchandise and produce, at an average charge per ton of $4.16.242.

The expenses have been $856.105 61. These figures comprehend every expenditure on account of the road, its track, locomotives, cars, running of trains, and conduct of entire business of transportation.

Compared with the previous year, they will be found to be less in the sum of $23,753 02, a result very creditable to the Executive Branch when due regard is had to the large increase of work performed. In the report of the vice president, that increase is stated as 38,643 tons, or about 16.944 per cent.

The ratio of expenses to earnings will be found to be 61.10 per cent, a proportion no wise in excess of the cost of operating important Southern Railroads; and, in the case of the South Carolina Railroad, believed to be as low, as a just regard to the true interest of the property, and an intelligent comprehension of a judicious economy would warrant. Of the expenses above stated, the sum of $656,710 50 is chargeable against freight, and this applied to the tonnage of the year, gives us a result of $2.46.265, as the cost to the company of moving each ton of freight. We have then for earnings per ton $4.16.242; expenses per ton $2.46.265.

Now, the very much larger portion of our increased business is derived from articles which necessity or expediency forces us to carry at very low rates, not exceeding $2 50 per ton, and the quantity of that class of freight cannot be stated at less than about 40 000 tons, or about 1 7th of our entire business. If, therefore, that large proportion of our entire gross earnings is obtained from sources which leave no profit, the influence upon the net earnings of the road, through its expenses is very plainly seen.

The vice president reports the only considerable wants of the road and transportation department for the ensuing year at about 1,800 tons of rails and three locomotives—and the property generally in improved condition. The board recognize with pleasure the very satisfactory administration of this department during the year just terminated. It is sufficiently manifested in our happy exemption from serious accidents to our trains, and in the prompt and efficient performance of every service required.

The balance of road earnings resulting from gross earnings....	$1,401,211 25
And expenses.....	856,105 61
Is.....	$545,105 64
To this must be added receipts from other sources than transportation, viz: interest, dividends, rents, &c	10,101 07
And we have for income of the company for the year.....	$555,206 71

The disposition of this sum will be found particularly set forth in the exhibits from the treasurer's office accompanying this report, and may be presented as follows, viz:

Interest on sterling 1st mortgage bonds and premium of exchange...	$92,505 29
Interest on domestic currency bonds, and interest general.....	325,319 49
	$417,824 78
Balance to profit and loss.....	137,381 93
	$555,206 71

The financial transactions of the year, the treasurer reports in the usual full detail. The condensed balance sheet from that department indicates accurately the condition of the company at its date.

The variations of the figures of the principal accounts representing debt, from those of the preceding year, result from settlements of transactions, reported and authorized by the stockholders, modified of course to some extent, by the application of the earnings. The view is thus illustrated:

Bills payable, December 31, 1871....	$877,172 12
" " 1872....	1,000,790 85
Increase during 1872.....	$123,588 23
Accounted for by issues for loans, to pay past due bonds, purchase of materials, bonds, stocks, &c.....	$736,337 71
Retired during same period.....	612,749 48
As above.....	$123,588 23
Bonds payable December 31, 1871.	$2,932,270 04
do. " " 1872.	3,227,607 74
Increase during 1872.....	$295,337 70
Accounted for by issues to pay for claim against Greenville and Columbia Railroad.....	$54,500 00
For purchase of stock in above	289,000 00
For retiring non-mortgage bonds...	521,500 00
In payment of claim against Southwestern Railroad Bank.....	6,500
	$871,500 00
Retired during the year.....	576,162 30
As above.....	$295,337 70

The annual maturities of the domestic bond debt of the company, as provided for in former years, under more favorable circumstances, have borne with peculiar oppressiveness upon our finances during the past few years, and promise to do so for some years yet. On the 1st of April last we had to provide for $192,500 of this class of debt; and there became due on the 1st of January of this year the further sum of $118,500. It is obvious that, immediately, this form of debt had to take the shape of bills payable, and swell that account, already inconveniently large, to almost unmanageable dimensions—as well as to entail upon our earnings charges for interest equal to a handsome dividend upon the capital stock. To meet these urgent demands, and also to retire in great part our floating debt, the board resolved during the past summer to secure an issue of $3,000,000 in coupon bonds, bearing date October 1, 1872, at the rate of 7 per cent interest, and having thirty years to run.

These bonds are offered for sale to the holders of our non-mortgage bonds at seventy-five per cent, payable one-third in money and two thirds in bonds at similar prices—the cash receipts from the sale to be applied to the reduction of the floating debt.

The scheme is open to no reasonable objection, is not unfavorably regarded by the public, and we believe, will be successfully worked out. Its progress will probably be slow at first, but its substantial merits must command for it general acceptance. In that case our measure of relief, by the heavy reduction of our most expensive form of debt, will be very great.

The justification of the board in thus anticipating your annual meeting is found in the absolute and imperative necessity of some arrangement by which provision would be made to meet the cases they have above referred to—and no other plan was practicable or possible.

The progress of the Exchange in London of our sterling first mortgage bonds for the State guaranty bonds of 36 and 66 has been very satisfactory. At the date of our last report the exchange had reached £239,000. The latest date of last year reports the figure as high as £293,000, leaving only about £30,000 unexchanged to complete this important transaction.

The South Western Railroad Bank in our last report stood charged with $574,628 46.

The account now shows $593,685 13.

During this year the bank directors, in view of the resolutions of the stockholders, transferred to the road nominally their remaining assets; but as these were unavailable, being held as collateral

to secure loans to the bank for the purpose of retiring their bills, little more than a change of custody has been effected. The organization of the bank has been maintained upon a moderate scale at the expense of the road. Until the final close of the institution this was considered in some wise necessary. At least, neither of the boards of directors were willing to compromise, by any act of theirs, in advance of your meeting, a valuable charter, which it might be desirable to make future use of.

The prospects of the road are regarded as very encouraging. Competition is to be met, but it is not likely to be more formidable than it has been. New lines are being constructed, yet you have seen that with average seasons, our earnings do not suffer, and doubtless, what may be taken from us in one direction, will through the development of new demands, by the multiplication of facilities of transportation, return to us in another form.

Our investments in steamships and railroad shares, originally made in the direction of maintaining or increasing our business, give promise now to be direct contributors to revenue. The business of all the lines of ships in connection with us has been large and remunerative, and we have good reasons to expect dividends from their earnings in 1872. The rapid and extensive increase of the Greenville Railroad earnings is beyond our most sanguine anticipations. We are making strennous efforts to place its finances upon a sound and stable basis, and we think we will succeed. You will in such event have acquired a most valuable asset.

Protracted and troublesome differences with the contractors for the construction of that portion of the Macon and Augusta Railroad, between Milledgeville and Macon, have impeded the successful working of this property; but an agreement looking to a satisfactory settlement of all difficulties is now under consideration, and is very likely to be concluded. Meantime the business of that road is experiencing most decided improvement under liberal arrangements recently concluded with the Georgia Railroad Company. The board feel quite confident that their anticipation of increased and profitable business from this source will not be disappointed. It not only connects our property with the most prosperous and growing portion of Georgia, but constitutes for it the basis, the only one the city and company now have, of such extensions in the future, as the interest of both may require.

The company have 42 locomotives, 22 first class and 25 second class passenger, mail and baggage cars, 868 box, 18 stock and 111 platform, wood and coal cars. Miles run by locomotives with passenger trains, 181,987; with freight trains 530,075; distributing, 81,126; switching 63,544—total 856,732 against 808,409 in 1871—an increase of 48,323. The tonnage for the year has been: westward, 135,621; eastward 131,076—total, 266,702, against 228,064 in 1871, an increase of 38 643. The number of passengers transported in 1872 was: first-class 92,024; second-class, 115,320—total, 207,344 against 197,362 in 1871—an increase of 9,982.

The gross tonnage has been equivalent to 30,457,782 tons carried one mile, at an average rate of 3.64 cents. The number of passengers transported has been equivalent to 8,583,028 carried one mile, at an average rate of 3.12 cents. The average distance traveled by each passenger was 41.39 miles. The ratio of expenses to earnings in 1871 was 66.38; in 1872, 61.10.

The renewals of rails amount to 1,839 tons, equal to 21.4 miles of track. There have also been used in repairs 48,890 lbs. spike, 1,912 chairs, 7,808 sets fish bars, 87,112 cross ties and 44 frogs.

The running expenses per mile for repairs, fuel and stores in 1871 was 13.12 cents, against 12.71 cents in 1872.

CONDENSED BALANCE SHEET, DECEMBER 31, 1872.

Roadway, tracks, depots, &c		$8,061,937 87
Lands		551,100 00
Cars		382,460 15
Locomotives		457,350 73
Accounting department for expenditures, (supply of materials)		71,479 20
		$9,524,327 81
Cash	$84,601 50	
Fourth National Bank, New York	17,340 81	
Accounting department for earnings, (agents' balances)	50,966 88	
Post office department, U. S	5,755 00	
Bonds receivable	17,295 16	
Bills receivable	2,698 43	
Securities, &c., from assets South Western Railroad Bank	1,949 28	
		180,507 06
Stocks	$577,192 07	
Purchase of stock in Macon and Augusta Railroad Company	250,802 25	
Purchase of stock in Greenville & Columbia R. R. Company	295,626 90	
Purchase of claim against Greenville & Columbia R. R. Co.	129,442 00	
Purchase of Greenville and Columbia R. R. Co. 7 p. c. securities	37,728 27	
Investment in 1st mortgage bonds, Greenville and Columbia Railroad Company	85,997 06	
Investment in certificates of indebtedness Greenville and Columbia R. R. Co.	87,200 00	
		$1,413,988 55
South Western Railroad Bank	$574,628 46	
South Western Railroad Bank (in liquidation)	19,006 67	
Dent, Palmer & Co., London	11,552 93	
Transient debtors	125,579 25	
		730,767 31
		11,849,590 73
Stock		$5,819,275 00
Sterling bonds	$1,492,737 88	
Domestic bonds	3,227,607 74	
		4,720,345 62
Certificates of indebtedness		105 00
Receivable		14 836 00
Change notes		1,360 50
Bills payable		1,000,760 85
Loan account		86 567 42
Arrears of dividends		6,547 50
Coupons sterling	$29,307 73	
" domestic	52,300 00	
		81,607 73
Profit and loss	$71,474 32	
Transient creditors	46,711 29	
		118,185 61
		$11,849,590 73

President—W. J. MAGRATH.

Directors—Wm. J. Magrath, Geo. A. Trenholm, L. D. DeSaussure, John Hanckel, Andrew Simonds, Geo. W. Williams, Henry Gourdin, Francis J. Pelzer, Daniel Tyler, Wm. A. Courtenay, James S. Gibbes, James P. Boyce, Samuel Sloan, Moses Taylor, J. P. Southern.

Vice President—ALFRED L. TYLER.

Treasurer.—J. T. WELSMAN.

Auditor—J. R. ENERY.

Important Railroad Decision.

On the 12th inst., the Court of Errors and Appeals of the State of Delaware made an important decision concerning the right of State Legislatures to pass laws limiting railway fares and freights in certain cases. In April of this year the Delaware Legislature passed an act containing the section below, designed to limit the Philadelphia, Wilmington and Baltimore Railroad in its passenger fares and freight charges. The highest court of the State has just declared the section quoted to be "unconstitutional and inoperative."

Section 4. That if the said Philadelphia, Wilmington and Baltimore Railroad Company, or any other railroad company in this State, shall, either as the operator of its own railroad or railroads, or as lessee of other railroads within the State, charge and receive a greater rate per mile for the carriage of passengers (except so far as the same may be increased to the amount of the tax annually paid under the provisions of chapter 458, volume 12, of the Laws of Delaware) or for the carriage or transportation of goods, wares, or merchandise or other property whatsoever from place to place within the State, or from a place within the State to a place without the State, than is charged by such company for the carriage of passengers and the transportation of property or freight for like distances or per mile from places without the State to places within the State, or from places without the State through the State to other places without the State, the person or persons paying such charges, either as fare or freight, shall be entitled to recover from such company so charging and receiving the same, a sum of ten fold the amount of the money so paid, to be recovered in an action of debt or assumpsit as like amounts are now recovered by law.

The Judges who composed the Court in this case, and who made the decision, were Chancellor Bates, presiding; Chief Justice Gilpin and Judges Wootten, Houston and Wales.

Jersey City and Albany Railroad.

The stockholders of the Ridgefield Park Railroad Company, of New Jersey, and the Rockland Central Railroad Company, of New York, held a joint meeting on the 14th inst., at their offices, No. 25 Nassau street, and formed a consolidation under the name of "The Jersey City and Albany Railroad Company."

The following persons were elected Directors of the new road; Messrs. D. C. Culver, William A. Shepard, J. F. Mallory, James A. Williamson, C. W. Alburtis, William S. Banta, James Tompkins, E. K. Alburtis and C. A. Jordan.

The following officers were afterwards chosen: President, E. K. Alburtis; Treasurer C. A. Jordan; and Secretary, Jas. Tompkins.

The new line will run from New York to Albany on the west bank of the Hudson River. The terminus will be at Haverstraw. As the two tracks are rapidly laying and will be completed about the end of the summer up to that point, the joint railroad will be formally opened in the ensuing spring.

☞ The surveys having been completed, the contract for grading the extension of the Quincy, Alton and St. Louis Railroad between Fall Creek and Hannibal bridge has been awarded to Davis, Foster & Co., of Hannibal, Mo.; and the trestle work on the same to A. T. Lionberger, of Dallas City. This extension gives Quincy the much desired connection with the Missouri, Kansas and Texas Railroad.

Commerce of New York.

The foreign imports at New York for the month of May, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$16,368,458	$12,716,218
Do. for warehousing.....	23,002,975	12,930,999
Free goods.....	3,111,784	8,772,158
Specie and bullion.....	96,023	196,821
Total entered at port...	$42,579,240	$34,616,191
Withdrawn fr. wareh'use	10,199,829	10,806,601

The foreign imports at New York for five months from January 1, were:

	1872.	1873.
Entered for consumpt'n..	$98,985,328	$84,091,821
Do. for warehousing....	88,374,363	61,036,656
Free goods.....	14,033,539	44,980,815
Specie and bullion.	733,854	1,841,654
Total entered at port...	$202,127,084	$191,900,446
Withdrawn fr. wareh'se.	56,468,319	54,869,692

The foreign imports at New York for eleven months ending May 31, were:

	1872.	1873.
Six months.....	$183,028,276	$199,326,050
January.....	35,679,496	37,803,691
February.....	38,206,143	38,860,517
March.....	39,218,268	43,440,621
April.....	46,443,937	37,179,426
May	42,579,240	34,616,191
Total for 11 months....	$385,155,360	$391,226,496
Deduct specie.....	2,340,410	6,658,284
Total mdse.....	$382,814,950	$384,568,212

The duties received at New York for eleven months from July 1, were:

	1872.	1873.
Six months.....	$74,078,181 75	$64,393,092 93
January.....	13,317,086 82	10,763,626 44
February.....	14,710,928 08	12,893,637 89
March.....	14,095,994 24	12,101,274 64
April.....	13,948,999 00	9,826,491 32
May	10,806,468 92	8,862,528 38
Ten months.....	$140,957,658 81	$118,940,651 60

The exports from New York to foreign ports in the month of May, were:

	1872.	1873.
Domestic produce.....	$14,746,837	$24,754,461
Foreign free goods.....	36,977	222,853
Do. dutiable.....	1,097,133	1,275,712
Specie and bullion.....	14,850,556	2,943,853
Total exports	$30,731,503	$29,196,609
Do. exclusive of specie.	15,880,947	26,253,026

The exports from New York to foreign ports for five months from January 1, were:

	1872.	1873.
Domestic produce.....	$81,394,156	$110,177,625
Foreign free goods.....	581,823	1,149,604
Do. dutiable	4,390,944	3,717,326
Specie and bullion.....	24,576,697	21,168,288
Total exports.....	$110,943,620	$136,207,843
Do. exclusive of specie..	86,366,923	115,044,555

The exports (exclusive of specie) from New York to foreign ports for eleven months ending with May, were:

	1872.	1873.
Six months.....	$119,604,290	$130,400,814
January.....	18,951,004	20,050,550
February.....	17,915,169	21,139,002
March.....	16,530,019	21,982,209
April.....	17,089,784	25,619,768
May	15,880,947	26,253,026
Total produce....	$205,971,213	$245,445,869
Add specie.....	46,887,621	56,007,431
Total exports.....	$252,858,834	$301,452,800

Patent Railroad Brakes.

THE VACUUM VERSUS WESTINGHOUSE.

There has never been a more interesting competitive trial of railroad appliances designed for the protection of the lives of the traveling public, or one which was witnessed by a body of men better qualified by education and experience to judge of and decide upon the relative merits of the inventions brought under test than that which took place on the Boston and Maine Railroad yesterday afternoon. It is a fact well known in railroad circles, and the public generally have been informed through the reports of several experimental trials, that the Westinghouse air brake, as applied to the passenger cars of several of the trunk lines running out of Boston, has proved the most effective means of arresting the progress of a train of cars of the many inventions which have been applied. There have been, and still are, rivals on the track for the honors justly bestowed upon the Westinghouse apparatus, one of which—the Vacuum Brake—which has been successfully applied to the cars of the Boston and Lowell and Boston and Maine Railroads, was brought out yesterday upon its first trial with the Westinghouse. The proprietors of the latter invention have courted a competitive exhibition in this vicinity for several months, and would have been met by the adherents to the principle of a vacuum cylinder in the trials which took place on the Eastern Railroad several weeks ago but for the fact that the managers of the Lowell road, when the application was first made in New England, were not prepared to meet the well equipped trains and the disciplined engineers of the Eastern Railroad, which, with the Boston and Providence, were among the first to apply the Westinghouse apparatus to their passenger cars.

The rival parties—and upon the merits of the two inventions the several Railroad Superintendents of Massachusetts Railroads have been divided—have been seeking a favorable opportunity to put their relative apparatus to the test. The Boston and Maine Railroad having been using for several months both the Vacuum and Westinghouse brakes, Mr. James T. Furber the General Superintendent, was anxious to witness a trial of both when run on parallel tracks and under like circumstances. He therefore proposed making a trial over fourteen miles of his track between Reading and Lawrence, and invited the proprietors of the two inventions, the members of the Master Car Builders' Association now in annual session in this city, together with the Superintendents, Master Machinists, railway supply merchants and others interested in the matter to the trial which came off yesterday. It was expressly stated in the invitation that if either the Westinghouse or Vacuum Brake Companies were dissatisfied with the condition of their brakes at the time of trial, Mr. Furber would be pleased to have them put their brakes in order, and then give them another trial.

It is perhaps needless to state under the circumstances that the agent of the Westinghouse brake complained that he had not had sufficient notice of the proposed trial to fit up a train expressly for the purpose, and but for the fact that the cars which were brought over from the Eastern Railroad, were fitted with the automatic arrangement, and carried auxiliary air chambers for supplying the pumps, he might have had reason to complain. The protest of Mr. Morris Sellers, who conducted the trial in behalf of the Westinghouse brake, which was not fully understood either by the committee or the representatives of the press, was productive of a free expression of opinion by his good tempered opponents, Mr. Furber and Mr. Winslow, the latter from the Lowell road, agreed that the trial should be a fair one, and the arrangements proceeded.

A special train left the Boston and Maine depot at 12.35 P. M., with several hundred invited guests, and proceeded to Reading, between which point and Lawrence the track had been measured and staked off with mile posts. A request by Mr. Sellers for the appointment of a committee of five or more Superintendents of roads centering in this city, was complied with and a schedule of experiments such as would apply to the practical operation of trains in general use for the protection of the traveling public was agreed upon. The committee consisted of A. A. Folsom, Superintendent of the Boston and Providence; E. M. Reed, General Superintendent of the New York, Hartford and Springfield Railroad, John Mullegan of the Connecticut River Railroad, J. K. Kendrick of the Old Colony, J. W. Philbrick of the Maine Central A. B. Underwood of the Boston and Albany, J. M. Lander of the Northern, R. S. Raney of the Pennsylvania Central, and F. O. Adams of the Boston and Albany Railroad.

When the special train arrived at Reading, there were two trains in waiting for the preliminary tests. The trains consisted of twelve cars.

One of them was equipped with the Westinghouse brake as originally applied, minus the automatic arrangement, while the other carried the Smith vacuum apparatus. The first trial commenced at eight minutes of two, and both trains ran neck and neck, at the rate of 20 miles an hour a distance of several miles, when upon the explosion of a torpedo both engineers applied the brakes, and the trains were stopped—the vacuum half the length of the engine and tender behind the Westinghouse. Verdict in favor of the vacuum brake, although the engineer did not shut off as promptly as he might have done.

In the second trial the train with the vacuum brake was stopped with the pilot abreast the forward driving wheel of the Westinghouse engine, and the victory was accorded to the atmospheric apparatus.

The third trial was made with both trains running at the rate of thirty miles an hour, and the result was the same as in the last experiment.

The fourth trial, which changed the odds in favor of the improved automatic Westinghouse brake, was between a train of nine cars from the Eastern road, drawn by the locomotive "Bangor," driven by Abraham Marston, and another of the same number of cars, drawn by the engine "Minerva," William Faunce engineer, having the vacuum brake attached. The trains were run three miles, and were fairly abreast when the torpedo exploded and the brakes were applied. The Eastern train was stopped within half its length, and the Boston and Maine was stopped at a distance of five cars ahead.

This trial was repeated with a similar result, the Eastern Westinghouse train gaining several seconds and the length of five passengers behind the vacuum train.

The sixth trial was a duplicate of the experiment which took place on the Eastern Railroad several weeks ago, in which the engine broke loose from the train and the latter was stopped by automatic pressure upon the brakes. The seventh test involved the breaking apart of the train, by which the rear portion was stopped, while the forward part attached to the engine kept on and was also brought to a stand still by the pressure upon the cylinders. The committee reported that in the first and second trials between the two trains of the Boston and Maine Railroad, fitted respectively with the Westinghouse and Vacuum brakes, the result was not sufficiently definite to enable them to report. In the third trip the stop was made in thirty-one seconds by the Vacuum train; in the fourth, by the same train, in twenty-six seconds.

The trials having ended, both trains were run to South Lawrence, where the company were fed from the refreshment tables of the station at that point. On the return to Boston the Committee were divided—Messrs. Folsom and Kendrick coming down on the Eastern Westinghouse train, which made half a dozen stops upon an average of five seconds at each station, and the Vacuum train with Messrs. Mullegan and Underhill on the Boston and Maine train. Owing to some disarrangement of the apparatus on the latter train only two tests were made upon the stoppage.

After the experiments a meeting of those who were present at the trials was called on the train

from Lawrence by Mr. Winslow, Superintendent of the Boston and Lowell Railroad. The meeting was organized by appointing Hon. A. D. Briggs of Springfield, Mass., Chairman, and Mr. M. N. Forney of New York Secretary.

On motion of N. C. Baker of New York, it was resolved that the thanks of the members of the Master Car Builders' Association and others invited to witness the experiments, be extended to the Boston and Maine Railroad Company, and to Mr. Furber, its Superintendent, and to the other officers of that road, for affording so excellent an opportunity of seeing the practical working of the two systems of train brakes.

On motion of Mr. Ivers Phillips of Worcester, a similar vote of thanks to the Eastern and to the Boston and Lowell Railroad Companies, and to the officers of those roads, was passed, and the Secretary was instructed to send a copy of these resolutions to the officers named.—*Boston Journal, June* 12.

Bleecker Street and Fulton Ferry Railroad.

AN ACT to authorize the Bleecker Street and Fulton Ferry Railroad Company of the city of New York to extend their railroad tracks through certain streets and avenues in the city of New York.

PASSED April 11, 1873.

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

SECTION 1. The Bleecker street and Fulton Ferry Railroad Company, of the city of New York, is hereby authorized to extend their railroad tracks from their present tracks at the corner of Fourteenth street and Tenth avenue through and along Tenth avenue with double tracks to Little Twelfth street; thence through and along Little Twelfth street with single tracks to Washington street; thence through and along Washington street with single track to Christopher street; also from their tracks at Little Twelfth street and Tenth avenue through and along Tenth avenue to West street with single track; thence through and along West street with single track to Christopher street Ferry (the company to lay their own rails as herein authorized to be laid in Tenth avenue and West street, from Fourteenth street to Christoper street); thence through and along Christopher street with double tracks to connect with their present track in Bleecker street; through and along Christopher street with single track from Bleecker street to connect with its present track in Fourth street, together with the necessary crossings of intermediate streets, connections, turn-outs and switches for the proper and convenient working of said tracks in connection with those now operated by them in said city; also from their present tracks at the corner of Crosby and Bleecker streets through and along Bleecker street with double tracks to Mulberry street; also from Bleecker street through the property to Lafayette place with double tracks upon acquiring the right of way by purchasing or leasing the property between Bleecker street and Bond street; and also the right of way to the property between Bond street and Great Jones street, by purchasing or leasing the same; thence through and along Lafayette place to and across Astor place to Eighth street with double tracks; thence through and along Clinton place or Eighth street with double tracks to University place; thence through and along University place with double tracks to Fourteenth street; thence through and along Fourteenth street with double tracks to their present tracks at the corner of Fourteenth street and Ninth avenue; also from the corner of Fourteenth street and University place through and along Fourteenth street with double tracks to Fourth avenue, together with the necessary switches, curves, turn-outs and side tracks as aforesaid:

§ 2. In the construction, operation or use of said railroad, as hereby authorized to be extended or constructed upon the streets and avenues above designated, should said company deem it necessary or proper to run upon, intersect or use any portion of other railroad tracks now laid, or which may hereafter be laid, upon the streets and avenues above mentioned, then said company is hereby authorized to run upon, intersect and use the same; and in case agreement shall not be made with the owner or owners of such other railroad tracks in respect to the compensation or payment to be made therefor, then the amount of such compensation or payment shall be ascertained and determined in the manner provided by subdivision six of the twenty-eighth section of the act entitled "An act to authorize the formation of railroad corporations and to regulate the same," passed April second, eighteen hundred and fifty.

§ 3. In the construction, use and operation by the said company of the tracks and extensions authorized by this act, the company shall have and exercise the same rights and privileges which are now possessed and exercised under former grants and laws, and may use said road in connection with the roads of other railroad companies in the said city, upon such terms as may be agreed upon between said companies and other railroad companies, and said company is hereby authorized to lease all or any portion of their said road, or to consolidate the same with any other railroad companies. The said company shall pay to the corporation to the city of New York a license fee of fifty dollars for each and every car used by them on said extension, and shall pave and keep in good repair the surface of the streets used by them within the tracks of their said extension.

§ 4. The said Bleecker Street and Fulton Ferry Railroad Company of the city of New York may charge the same fare for the conveyance of passengers over the route hereby extended as they are now authorized to charge, but not be allowed to charge any greater fare for their entire route because of the extension hereby granted, and cars shall be run on said extension as often as the convenience of passengers shall require. And the said Bleecker Street and Fulton Ferry Railroad Company are hereby authorized to make arrangements with any railroad company which they may cross or intersect for the issuing of transfer tickets, provided that the price of such transfer tickets shall not be greater than three cents additional to the regular fare.

§ 5. This act shall take effect immediately.

State of New York, Office of the Secretary of State, ss. I have compared the preceding with the original law on file in this office, and do hereby certify that the same is a correct transcript therefrom and of the whole said original law.

G. HILTON SCRIBNER,
Secretary of State.

☞ The charter of the projected road, known as the Washington and Alexandria Branch of the Baltimore and Ohio Railroad, was leased a few weeks ago for ninety-nine years by the Washington City and Point Lookout Railroad, and now that company, in order to secure $540,000 in bonds to be issued for the construction of the branch, have made a deed of trust on the proposed road to John S. Barbour, Robert Turner and S. S. Belt, trustees for the holders of the bonds. This new branch road is to run from a point on the main line, near where the Baltimore and Potomac Railroad enters the District to a point near the ferry, opposite Alexandria, and also to a point on the Baltimore and Ohio Railroad near Hyattsville.

☞ The following gentlemen have been elected directors of the Cairo and Fulton Railroad Company: Thomas Allen, H. G. Marquand, George Cabot Ward, William T. Blodgett, J. M. Loughborough, S. H. Laflin, W. R. Allen, Edward Cross, Gordon N. Peay, R. A. Edgerton, I. M. Moore, J. W. Martin, William H. Winfield.

☞ Work is progressing satisfactorily on the Montpelier and Wells River Railroad.

Railroads in Asia.

The bridging of the comparatively narrow tract which separates the civilizations of India and of Europe is to be accomplished perhaps even more rapidly than anybody now suspects. The gradual advances of Russia toward the Punjaub frontier have been watched for many years, and it has been a curious matter of speculation just where the British and Russian lines should finally meet, and how soon the barbarism that now lies between them should be obliterated in the conflict of these great and aggressive powers. But it seems we are not to wait for the slow course of conquest, annexation, armed occupation, or whatever else the Czar may choose to call his absorption of the Tartar territory. M. de Lesseps has formed a project for constructing under Russian auspices a railway across Turkestan, to complete the chain of communication between St. Petersburg and Calcutta. It is understood that M. de Lesseps has received the assent of the Imperial Government, and there is no reason to doubt that the daring engineer who built the Suez Canal will be able, with the proper official encouragement, to execute this much less difficult and ambitious work.

The locomotive has already penetrated as far as Orenburg on the Ural River, a frontier town of European Russia, 1,400 miles from St. Petersburg. Thence there will be a desert stretch of 1,500 miles to Samarcand, across the Kirghis Steppes, and from Samarcand another stretch of 850 miles through Bokhara to Peshawur, on the borders of British India. At that point the new line would connect with the railways already built or now building, the English having rail communication already from Calcutta and the other chief cities of Hindostan to Lahore, only 270 miles from the frontier. Of course the construction of this great road under Russian protection would be equivalent to the annexation of Turkestan to the empire.

Meanwhile another scheme of still grander proportions has been formed in Persia, where the Shah has granted to Baron Reuter, the famous news-collector, certain exclusive privileges which may result in the entire renovation of the kingdom. Reuter and his associates are to build railways with aid from the State; to construct canals, reservoirs, wells, and water-works; to utilize the forests; to work the mines; and to farm the revenues. They are to begin by contracting a loan of £6,000,000, upon which the Persian Government guarantees the interest. A new light may be thrown upon the Eastern question when the iron-horse snorts through Shiraz and Ispahan; but there are obvious reasons why a railroad separated from European civilization on the one hand by the whole extent of Asiatic Turkey, and on the other by the inhospitable Afghan and Belooch territories, should not be especially attractive as an investment. Whether, however, the door of communication between India and Europe is to be placed in the Punjaub or on the lower Indus, it is evident that the world is pressing impatiently for a solution of the political and commercial problem, and that it is not to be much longer delayed.—*N. Y. Tribune.*

☞ The engineers are now engaged in surveying two routes for the Portland and Ogdensburg Railroad from the Twin Mountain House in Carroll to Dalton, on the Connecticut river. The *Republic* of Littleton says that one route starting from Dalton follows the Montreal Railroad to Whitefield and then goes by a short cut up Little river to Carroll. The other route leaves the Montreal Railroad near the Dalton line and goes directly through the village of Whitefield to John's river and then follows that river to the vicinity of Hazen mills, when it strikes into the Carrol stream and follows it to the Twin Mountain House. The latter route is a mile and a half longer than the former, but of easier grade.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	96,828	121,702	174,813	181,297	200,560	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,882	262,770	296,422	286,562	342,745	2,300,767
1869	212,694	218,982	391,306	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,266	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,125
1873	852,860	691,015	974,460	1,132,920	1,356,378	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	328,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	348,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342.369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,215	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	689,605	729,759	716,378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932.683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,350	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,870,067	1,107,084	1,001,987	13,384,471
1869	692,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140,145	845,703	13,355,467
1870	706,025	753,782	858,360	929,077	1,177,897	1,139,284	1,084,398	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,182	774,994	787,641	1,094,101	962,899	851,846	1,009,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,822	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	403,252	417,328	439,581	389,830	355,743	4,492,625
1873	358,612	408,849	465,517	432,928	394,485	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,484	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440.271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	586,165	444,443	518,800	572,551	629,249	549,714	794,325	889,967	931,580	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,978,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,365	609,846	783,255	744,782	881,693	696,475	698,063	8,026,764
1873	580,429	562,949	661,962	544,035	687,630	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322.875	341,843	322,559	329,838	357,302	349,465	449,418	314,518	223,240	3,693,183
1873	150,567	194,756	300,719	352,800	332,764	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,697	1,343.316	1,235,285	14,797,075
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479.945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,490	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126.556	121,519	125.065	119,160	121,408	1.294,036
1869	98,517	91,666	103,553	109,526	111,033	118,648	114,496	129 388	140,473	132,860	131,019	109,629	1,380,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158.717	154,587	149,550	162,621	191,841	206,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,023	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	401,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,666	486,980	470,703	480.847	427,096	422,015	529,890	628,660	582,802	557,434	507,050	5,940,102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,806	580,908	667,849	785,288	616,024	576,783	6,988,479
1873	475,897	542,008	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	353,508	436,412	565,715	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,648
1869	454,590	330,400	420,951	460,286	630,844	678,923	586,531	525,547	724,732	1,049,102	801 196	496,566	7,259 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	888,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	615,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	805,799	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,513	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,459	286,108	3,438,939
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,123	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	299,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	661,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	838,447	11,316,904
1870	479,872	574,706	679,382	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	426,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,980	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,322,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130.545	140,405	143,987	204,597	196,010	210,473	174,500	168,696	1,933,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,971,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	161,496	177,085	201,648	178,169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	178,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	286,533	434,209	450,203	429,866	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,580	348,891	310,800	450,246	470,720	422,369	323,277	434,294	4,242,843
1870	257,664	293,645	295,279	318,899	340,892	348,633	322,756	466,431	508,043	451,294	425,631	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,517	600,205	531,080	516,985	5,736,566
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,511	621,351	489,341	466,051	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	25,560	617,535	758,467	999,065	837,233	716,529	5,709,154
1870	528,529	500,139	589,226	706,605	802,586	746,450	643,058	644,051	728,521	719,696	570,168	506,053	7,684,094
1871	479,573	373,925	493,599	534,540	724,467	723,174	673,698	681,805	800,402	777,362	708,142	469,932	7,521,621
1872	573,936	564,115	566,861	741,802	880,443	825,452	743,883	789,567	842,784	950,706	815,727	767,961	8,963,006
1873	548,874	481,789	708,389	681,266	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,600	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,700	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	....	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	6,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	....	—	Boston & West Roxbury.Mass'.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	16.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	....	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,008	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	902	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	13,153	—	100	100	....
Oct. 31,'71	7.25	252	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	213,002	94,494	27.7	50	10½	....
Oct. 31,'71	9.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyp) ..N.Y.	647,383	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	37	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.83	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Sept. 30,'71	6.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,288	—	50	42	....
Oct. 31,'71	8.00	72	13	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Grd st. F.(N.Y.C.)N.Y.	1,064 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.35	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,388	26.7	50	15	49½
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,884	1,240	5,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Maut. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,800	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,530	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	36	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,226	—	—	—	100	100	....
Sept. 30,'71	3.49	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) .....Mass.	1,705,566	1,250,000	—	455,566	905,086	153,192	10	100	100	57½
Sept. 30,'71	15.30	280	48	Middlesex (Boston).....Mass.	567,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	4,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmbury. Mass.	300,000	300,000	—	5,050	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	138,000	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,420	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,905	130,000	67,000	5,275	49,098	709	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Lease	d)	4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham...Pa	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk (Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,200	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Lease	ed)	10.0	50	5	....
Sept. 30,'71	16.00	498	101	Second Avenue (N.Y. City)N.Y.	2,089,528	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	57½
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.28	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,930	100,100	12.5	100	100	130
Sept. 30,'71	4.03	....	....	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	41
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	416,412	450,000	—	—	264,811	44,375	10	100	100	67½
Sept. 30,'71	9.80	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	28,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	252	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	10½	60
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	....	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	21
Sept. 30,'71	6.80	....	....	Troy and Albia.....N.Y.	66,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,816	250,000	75,000	33,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.80	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lan	sing'b.)	—	100	100	....
Sept. 30,'71	—	502	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110½
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	580,000	—	566,078	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,600	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	12,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newton...Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	180,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	78	West Philadelphia.....Pa.	584,898	400,000	190,000	—	415,796	105,301	10	50	50	92
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	28,690	15,256	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamsburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	998	—	100	100	....
Oct. 31,'71	2.88	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,950	—	—	3,600	3,601	4	100	100	....
Sept. 30,'71	4.10	51	13	Worcester .....Mass.	51,413	40,000	33,000	15,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest.	Pay-able.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M.& N	1900	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....	1,600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River. 1st Mortgage.....	550,000	7	F.& A	1882	....
2d Mortgage.....	200,000	7	M.& N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M.& S.	'74'5	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1861	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A.&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M.& N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1885	....
Lynn and Boston: 1st Mortgage sinking fund	60,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1890	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	164,000	7	A.&O	1885	....
Conv. bonds.....	316,000	7	M.& N	1886	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	16,800	7	A.&O	1870	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1880	....
Third Avenue (N. Y.): 1st Mortgage.....	1,000,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M.& N	1883	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1888	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1888	....
Watervliet: 1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A.&O.	1890	....
Worcester: 1st Mortgage.....		7	.....	....	....
2d Mortgage.....		6	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3 280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br. 100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref.. 50	5,680 685	— & —	.....
Berkshire* 100	600,000	J. A J.& O	Apl. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb.pref.100	633,300	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref.100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine 100	6,816,807	M. & N.	May '73 4
Boston and Providence..100	3,950,000	M. & N.	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5e
" " pref.100	1,485,900	M. & S.	Mar. '73 5e
Camden and Amboy* ...100	5,847,300	J. A J.O.	Apl. '73 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 1½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	Jan. '73 2½
Central Ohio* 50	2,425,000	J. & D.	June'73 3
" pref. 50	400,000	J. & D.	June '73 3
Chemung* 100	380,000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref..100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,852,910	M. & S.	Mar. '73 6a
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,299,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Chicago, Sand. and Clev.* ... 50	3,500,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	2,980,550	— & —	Apl. '72 10s
Cin., Sand. and Clev.* ... 50	429,046	M. & N.	May '73 3
" " pref.... 50	14,991,275	F. & A.	Feb. '73 3½
Clev., Col., Cin. & Ind...100	2,057,569	M. & N.	May '73 5½
Cleveland & Mahoning*. 50	11,236,150	F.M.A.N	May '73 1½
Cleveland & Pittsburg*.. 50	13,000,000	.....	.....
Col., Chic. & Ind. Cen.*.100	1,786,800	M.J.S.D.	June'73 2
Columbus and Xenia*... 50	2,500,000	F. & A	Feb. '73 5
Colum. & Hocking Val..100	1,500,000	M. & N.	May '73 5
Concord 50	350,000	J. & J.	Jan. '73 3½
Concord and Ports.* 100	2,100,000	F. & A.	Feb. '73 3
Conn. & Passum p Riv..1 00	1,850,000	J. & J.	July'73 5
Connecticut River 00	307,383	— & —	.....
Cooperstown and Susq..100	1,494,250	A. & O.	Apl. '73 4
Cumberland Valley 50	400,000	M.J.S.D.	Dec '71 4
Danbury and Norwalk . 50	1,230,941	J. & J.	Jan. '73 3
Delaware* 50	18,568,350	J. A. J.O.	July '73 5
Del., Lackaw. & Westn. 50	822,140	— & —	.....
Detroit & Milwaukee *.. 50	2,095,000	J. & J.	Dec. '69 7
" " pref. 50	6,000,000	J. & J.	Oct. '72 3
Dubuque & Sioux City*100	1,309,200	J. & J.	Jan. '73 4
East Pennsylvania* 50	392,950	J. & J.	Jan. '73 3
East Mahanoy * 50	4,282,600	J. & J.	Jan. '73 3
Eastern (Mass.) 100	492,500	J. & J.	Jan. '73 3
Eastern (N. H.) 100	600,000	F. & A.	Feb. '73 2½
Elmira, Jef. & Canand*.100	600,000	M. & N.	May '73 2½
Elmira & Williamsport* 50	500,000	J. & J.	Jan. '73 3½
" " pref. 50	78,000,000	March.	Mar. '73 1½
Erie Railway 100	8,538,910	J & J.	Mar. '73 3½
" pref.....100	1,090,250	M.J.S.D.	June'73 1½
Erie and Pittsburg* 50	4,000,000	J. & J.	July '73 4
Fitchburg 100	4,186,000	J. & J.	July '72 4
Georgia 100	1,000,000	— & —	.....
Grand River Val.* guar 100	14,367,946	— & —	.....
Grand Trunk, (Ca.) 100	19,237,404	A. & O.	Apl. '73 3½
Great Western, (Ca.) ...100	4,151,700	F. & A.	Aug. '70 3½
Hannibal & St. Joseph..100	5,078,224	Annual	Aug. '70 7
" " pref.100	116,850	M. & N.	May '73 5
Hanover Branch, (Pa.).. 50	4,000,000	— & —	.....
Harlem Extension 100	1,182,500	J. & J.	Jan. '73 3½
Harrisburg & Lancaster* 50	1,180,000	J. & J.	Jan. '73 4
Housatonic, pref. 100	880,000	— & —	.....
Huntingdon & Bd Top. 50	450,750	J. & J.	July '68 3½
" " pref. 50	25,280,510	J. & J.	July '68 3½
Illinois Central 100	7,886,497	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	4,025,000	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	2,000,000	— & —	.....
Jeffersonv., Mad. & Ind..100	1,500,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	300,000	J. A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	49 466,500	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	533,500	F. & A.	Feb. '73 4
" " (guar.).100	280,200	— & —	Feb. '73 5
Lawrence* 50	600,000	J. & J.	Jan. '72 3
Leeds and Farmington*100	8,739,800	M. & N.	May '67 5
Lehigh & Susquehanna.. 50	21,468 900	J.A. J.O.	Apl. '73 2½
Lehigh Valley 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Miami.* 50	2,646,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	Jan. '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989 548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323.375	J. & J.	Jan. '73 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,866,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Apl '73 2½
New London Northern*100	1,418,800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,842,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	April. '73 1½
Panama.....100	7,000,000	J.A. J.O.	July '73 3
Paterson and Hudson*..100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June'73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref... 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '73 2½
Phila., Wil. & Balt..... 50	11,435,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Apl. '73 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '73 5
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2.040.000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref. 100	12,000,000	.....	Nov. '72 4½
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '73 5½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Potts v.* 50	869,450	F. & A.	Feb. '73 3
Shore Line* 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	6,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '72 1½
Stony Brook* 100	287 300	M. & N.	May '72 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*..100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$3,000,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800.000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn).....100	200,000	J. A. J.O.	Apl. '73 8
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl.'73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	600,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Apl. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 5
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Apl. '73 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,007,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	3,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700 000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '66

NATIONAL AND STATE SECURITIES.

		Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1873.						
Loan of June 14, 1858	registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. ..	coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861	registered	13,759,000	6	Jan. & July.	1880	116
.. .. ..	coupon	4,656,000	6	" "	1880	122½
Oregon War Bonds of March 2, 1861	coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861	registered	125,560,050	6	Jan. & July	1881	116
.. .. ..	coupon	63,760,700	6	" "	1881	122½
Loan of Feb. 25, 1862 (5-20s)	registered	30,634,500	6	May & Nov.	1882	117½
.. .. (5-20s)	coupon	232,637,850	6	" "	1882	116½
Loan of March 3, 1863	registered	53,552,450	6	Jan. & July.	1881	116
.. .. ..	coupon	21,447,550	6	" "	1881	122½
Loan of March 3, 1864 (5-20s)	registered	2,292,000	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s)	registered	32,434,850	6	May & Nov.	1884	116½
.. .. (5-20s)	coupon	34,303,800	6	" "	1884	116½
Loan of March 3, 1865 (5-20s)	registered	36,359,750	6	May & Nov.	1885	116½
.. .. (5-20s)	coupon	119,156,700	6	" "	1885	117½
.. .. 2d series (5-20s)	registered	58,758,500	6	Jan. & July.	1885	116½
.. .. (5-20s)	coupon	148,473,100	6	" "	1885	119½
.. .. 3d series (5-20s)	registered	90,906,000	6	Jan. & July.	1887	116½
.. .. (5-20s)	coupon	224,568,550	6	" "	1887	121
.. .. 4th series (5-20s)	registered	14,174,000	6	Jan. & July.	1888	116
.. .. (5-20s)	coupon	24,357,900	6	" "	1888	120
Loan of March 3, 1864, (10-40s)	registered	140,198,450	5	Mar. & Sept.	1904	112½
.. .. (10-40s)	coupon	54,368,850	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71	registered	129,581,700	5	F. M. A. & N.	1881	116½
.. .. ..	coupon	70,418,300	5	" "	1881	114½
Consols	registered	.....	4½	F. M. A. & N.	1886	....
.. .. ..	coupon	.....	4½	" "	1886	....
Consols	registered	.....	4	F. M. A. & N.	1901	....
.. .. ..	coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.	(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868	(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870	(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds	(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency		401,359,265	nil.	.....	.....	....
State Securities, latest dates.						
Alabama—($15,42 ,000):						
.. Bonds (old and extended), 1866 and '72		2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72		2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71		2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71		13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):						
.. Funded Bonds, 1869 and 70		2,850,000	6	Jan. & July.	'89-'00	39
.. Levee Bonds, 1871		2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872		300,000	7	" "	1883	....
.. Railroad Aid Bonds, 1869 '70 and '71		5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):						
.. Civil Bonds 1857 and '60		2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64		954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871		250,000	7	" "	1891	....
Connecticut—($5,767,300):						
.. War Loan, July 1, 1861, (10-20s)		706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)		2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).		935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free		1,741,100	6	" "	1885	....
Florida—($9,728,865):						
.. Convention Bonds 1868		30,000	8	April & Oct.	1868	....
.. Bonds, 1868-'69		191,000	6	Various.	'98-'99	....
.. Bonds, 1871		210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870		4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):						
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48		866,000	8	Various.	'72-'74	89
.. Bonds for W. & Atl. R. R. 1842 and 1848.		276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61		600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866		200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866		3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870		4,880,000	7	Various.	1890	92½
.. Railroad endorsements, to July 1872		12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):						
.. Interest Bonds, inscribed stock, 1847		971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859		348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861		102,000	6	" "	1880	....
.. War Loan Bonds, 1861		417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871		250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):						
.. State Bonds (various) 1863 to 1864		110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869		1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					1873	
.. State Bonds 1838 and '43		160,000	5	Mar. & Sept.	71-'74	....
.. State Bonds, 1840 to 1851		683,000	6	April & Oct.		....
.. Military Bonds, 1864 (15 or 30 yrs)		309,000	6	Various.		....
Louisiana—($21,214,800):					93-'95	
.. State Bonds, to R. R. Co's, 1840 to 1866.		1,830,000	6	Various.	1893	50
.. Deficiency (Treasury) Bonds 1853		750,000	6	Jan. & July.	86-'88	....
.. Funded coupons (new) 1866-'68		997,000	6	" "	1907	....
.. Levee Bonds 1867		4,000,000	6	May & Nov.	1886	....
.. 1866		1,000,000	8	Various.	1875	....
.. 1870		3,000,000	8	Mar. & Sept.	1910	....
.. Funded Floating Debt 1870		3,000 000	8	May & Nov.	1899	....
.. Penitentiary Bonds, 1869		500,000	7	Mar. & Sept.	'10-'11	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71		3,250,000	8	Jan. & July.	1906	....
.. Redemption (certificates) Bonds 1866		250,000	6	" "	1889	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869		480,000	7.3	Mar. & Sept.	1898	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869		546,000	8	April & Oct.		....
Maine—($7,227,900):					'73-'78	
.. Civil Loans Bonds, 1856-'61		271,000	6	Various.	'83-'89	....
.. War and Bounty Bonds, 1863 and '64		3,832,500	6	"	1889	99½
.. Municipal Equalization Bonds		3,084,400	6	April & Oct.		99½
Maryland—($12,436,718):						
.. Bonds to R. R. and Canals, 1827-'47		1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838		5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39		590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870		3,630,545	6	Jan. & July.	1895	95
.. Bounty War Bonds, 1868		611,355	6	J. A. J. & O.	1883	102½
Massachusetts—($30,712,882):						
.. State (public works) scrip, '72		706,000	5	Vario	'72-'89	....
.. State (public works) scrip		364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861		2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862		600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863		888,000	5	" "	1883	99½
.. Bounty Loan, 1864		4,379,500	6	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg		4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866		2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.		7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar		1,166,500	5	" "	'90-'93	....
.. Loan (R., H. & Erie R. R.) £743,600 stg		3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):						
.. Canal Bonds, 1859		81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863		445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863		431,000	6	" "	1878	99
.. $2,000,000 Loan Bonds, 1863		718,000	6	" "	1883	....
.. Renewal Bonds, 1858		463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865		160,000	6	Jan. & July.	1876	....
Minnesota—($350,000):						
.. Sioux War Bonds, 1862		100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69		250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858		2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):						
.. State Bonds, proper, 1865-'68		439,000	6	Jan. & July.	'82-'90	96
.. Railroad Loans Bonds, 1854-'66		1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar.		14,496,000	7	" "	'74-'90	96½
.. State Bonds, funding, 1867-68		2,727,000	6	" "	'76-'91	....
Nevada—($660,000):						
.. State Bonds, for floating debt		660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):						
.. War Loan Bonds, July 1, 1861		812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864		600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866		760,000	6	April & Oct.	'72-'74	97
New Jersey—($2,896,200):						
.. War Loan Bonds, 1861, tax free		1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free		1,802,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free		884,400	6	" "	'97-'02	....
New York—($38,121,500):						
.. General Fund Stock		900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock		800,000	6	" "	1878	....
.. General Fund Stock		348,107	5	" "	please	....
.. General Fund Stock		1,189,780	6	" "	please	....
.. Canal Stock		1,106,420	5	" "	1874	....
.. Canal Stock		7,408,000	6	" "	'72-'73	112
.. Canal Stock		2,572,000	6	" "	'73-'75	106
.. Canal Stock		880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered		20,675,000	7	Jan. & July.	1877	107½
.. Bounty Loan Bonds, 1867, coupon		1,872,000	...	" "	1877	108
North Carolina—($29,900,045):						
.. State (old) Bonds 1848 to 1860		4,738,000	6	Jan. & July.	'72-'92	26
.. State (old) Bonds 1848 to 1860		3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870		3,009,045	6	Jan. & July.	'92-'96	16
.. State (new) Bonds, 1867 to 1870		1,859,000	6	April & Oct.	'92-'96	....
.. Funding (Debt) Bonds, 1866		2,417,400	6	Jan. & July.	1900	18
.. Funding (Interest) Bonds 1868		1,821,400	6	April & Oct.	1898	16
.. Special Tax Bonds		11,407,000	6	" "	'98-'99	16
Ohio—($9,022,721):						
.. Loan of 1860 Bonds, skg f'd		882,894	6	Jan. & July.	1870	....
.. Loan of 1859 Bonds, skg f'd		1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd		1,495,309	6	" "	1881	105
.. Loan of 1856 Bonds, skg f'd		2,400,000	6	" "	1886	105
Oregon—($290,527):						
.. Bounty and Relief Bonds of 1864		90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870		200,000	7	" "	1890	....
Pennsylvania—($24,272,956):						
.. Loan of Feb. 1867 (5-10s)		92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)		3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s)		90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)		7,890,550	6	" "	'77-'82	105½
.. Loan of Feb. 1867 (15-25s)		722,950	5	" "	'82-'87	....
.. Loan of Feb. 1867 (15 25s)		9,271,850	6	" "	'82-'87	108½
.. Inclined Plane Loan, of April 1849		400,000	6	April & Oct.	1879	....
.. State Stocks (old)		1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)		.....	5	" "	'77-'78	....
.. .. (old)		.....	4½	Jan. & July.	1883	....
Rhode Island—($2,770,000):						
.. War Bonds of Aug. 1862		1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863		200,000	6	April & Oct.	1893	....
.. .. of June 1863		602,000	6	Jan. & July.	1893	....
.. .. of May 1864		829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):						
.. State House, Stock and Bonds '53-'68		1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68		1,780,000	6	April & Oct.	1888	25½
.. .. .. '66-'69		2,282,714	6	Jan. & July.	'87-'97	16
.. Funding Stocks and Bonds		890,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854		970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869		7,371,700	6	" "	1888	....
.. 1870		500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):						
.. Railroad Loan Bonds		21,300,417	6	Jan. & July.	long.	70½
.. State Bonds (direct)		4,819,544	6	April & Oct.	"	....
.. Endorsements		2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds		9,000,000	6	" "	"	70½
Texas—($3,397,325):						
.. Frontier Protection Bonds, gold, 1870		700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871		357,000	10	Mar. & Sept.	1876	75
Vermont—($822,000):						
.. War Loan Bonds, coupons		621,000	6	June & Dec.	'71-'81	100
.. .. .. registered		201,000	6	" "	'71-'81	....
Virginia—($46,926,208):						
.. State Stock (old) registered		22,081,302	6	Jan. & July.	'86-'00	42½
.. State Bonds (old) coupon		11,106,000	6	" "	'86-'00	42½
.. State Bonds, sterling coupon		1,865,000	6	" "	'86-'00	39½
.. Funded Interest, 1866-'67		6,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867		466,280	6	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1859	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1906	96½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	2,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (so. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,982	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850-'80	579,500	6	" "	"	1880	99
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'96 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1896	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	98
Beloit and Madison (C. & N.W.):						
1st Mortgage	838,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	81½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	33
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. 5. (rec'd by $4,000,000 Ser.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	94
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	30,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1859	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	96½
Burlington and Southwestern:						
1st Mortgage	30,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	99
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	3,760,000	7*	Jan. & July.	N. Y. L. & F.	1908	93½
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101½
Chattel Mortgage	158,350	7	" "	"	'90-'99	102½
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	81
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	682,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	799,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	106½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	88
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'90-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1883	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1886	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	90½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1906	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	600,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,409,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold	941,000	44	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	93
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,800,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	892,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	101
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1885	95
General 1st Mortgage (193 m.)	3,568,000	7	Feb. & Aug.	" "	1885	100½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	97
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 70m.& land)	767,000	7	March & Sept.	" "	1896	95
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	91½
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	95½
2d Mort. (Mil. & Chi.R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1898	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.), '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $6,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	106½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	600,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'73-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	488,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	80½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov	" "	1875	87½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	87
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	88½
2d Mortgage Consol. skg fund	2,879,900	7	Feb. & Aug.	" "	1909	71½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,800,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	98
Notes payable, conv. at par	504,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	908,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1896	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,900	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	706,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	425,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	86
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	6	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.R.)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1882	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1883	101½
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks fund for $3 600,000	2,619,000	7	Jan. & July.	New York.	1890	90
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1870	102½
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)sks fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,000,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	97
Elgin and State Line Purchase	125,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1886	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1836	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,506,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8.428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	85
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'67-'68	....
Six years Mortgage bonds(222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89½
1st Mort. (Q. & Palm.R.R. 15 m.	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1889	105
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	550,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)sks fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)sks f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund,gold.	6,820,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N Y&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	103
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	89½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	64
Illinois Central:						
Construction bonds, cur. sks f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1.700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sks. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	97½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	589,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage On do. gold	1,500,000	7*	March & Sept.	" "	1886	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1891	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1909	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	97½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	94
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1856 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	90
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	94
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103½
2d Mort. Oct 31, 1857 "	2,663,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 Buff. & Erie.	190,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al. & Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	v&r	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	855,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	81½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	800,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	600,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	1175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $6,000,000 (392 m.)	6,047,000	7	April & Oct.	" "	1898	94
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1899	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & H.Val. R.R.)	800,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000..	4,500,000	7	Jan. & July.	" "	1902	90½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
3d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f guar	640,000	8	May & Nov.	" "	1889	100½
2d Mort. (") guar..	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,121,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	93½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	84
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.).	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	80
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)..	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1890	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanoogn:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	92
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds..	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	72
1st Mortgage (Tom's Riv. Br.)..	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N O to T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B.& N. R'ds.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	90
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F....	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	83
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1860....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869.....	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1896	100
Chattel Mortgage	360,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	83½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	94½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	96½
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	3,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	84½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	95½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	92
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	95
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	72
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	96
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	88½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86½
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	78
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	1*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	102½
2d Mortgage (")stg.	2,594,000	6	April & Oct.	"	1875	99
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien for $17,500,000, skg f'd	5,756,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	380,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Loud.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	93½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A.):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	102
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	100½
	Dollar registered	3,414,000	7	" "	"	1911	102½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
June 1, 1871.	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	106½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	78½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	96½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	107½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	103½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1862	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	100
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1890	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	78½
Rich., Fredericksburg & Potomac							
Sterling Loan		97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1861	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		180,500	7	June & Dec.	Richmond.	'75	....
1st Mortgage		175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$0,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	790,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	827,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk'g f'd.	1,100,000	7	Jan. & July.	New York.	1894	100½
1st Mortgage (Series B) sk'g f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	98
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	92½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold sk'g fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold sk'g f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk'g f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1898	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	560,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort.	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk'g fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'88	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	196,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, sk'g fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, sk'g fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk'g fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	80½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	86½
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	83
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1868	.. .
Troy & Bennington (T. &):						
1st Mortgage sk'g fund, uar.	100,000	7	Jan. & July.	Troy.	1879	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1883	.. .

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,600,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol 84 m)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	90½
2d M. (Gt. W.Rwy of '59, 191m.)	2,500,000	7	" "	" "	1893	86½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	86
1st M. (Dec. & East St. L 109m.)	2,700,000	7	" "	" "	1900	92
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1878	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	71½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	63
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'95-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1876	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96
Sterling Loan £389,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	28
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	650,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	164,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vinsland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123 206	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	96
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	101½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	313,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	95½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	96
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	102½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	75½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1895	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	83½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,600,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1894	102½
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	104
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	91
Mortgage Loan reg.	2,0 0,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	90
Convertible Bonds	1,496,879	6	June & Dec.	"	1897	90
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	93½
2d Mortgage	286,000	6	" "	"	1870	95
Boat Loan, sinking fund	236,966	7	" "	"	1885	99
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,206,000	6	Jan. & July.	Philadelphia.	1887	72½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,750	6	" "	"	1893	....
Boat and Car Loan	628,100	7	" "	"	1889	95
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	2,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	p.c.	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,168,000	•	.....	.....	3,763,000	930,000	1,961,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14 8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	•	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central §..... Alabama	3,600,000	•	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)....New York	8,530,663	•	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	2	4	1	21	Alexandria and Fredericksburg § ..... Va.	.....	.....	.....	.....	.....	980,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	182.0	—	44.0	112.0	46	32	7	1,054	Alleghany Valley..... Pennsylvania.	9,747,216	•	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.6	....	31.3	.....	.....	.....	.....	.....	Allentown ..... Pennsylvania.	1,057,287	•	.....	.....	567,544	.....	579,081	.....	.....	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	28	Annapolis and Elkridge..... Maryland.	445,000	•	.....	.....	350,000	.....	.....	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) §..... Arkansas.	850,000	•	.....	.....	1,375,000	550,000	.....	.....	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	606,000	.....	.....	.....	246,018	150,000	.....	.....	23.0	(Leased to Cheshire.)				7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.... Kansas.	6,430,000	•	.....	.....	3,665,000	2,765,000	.....	.....	.....	308,030	73,367	87,571	446,938	151,629	—	100	20½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000	.....	.....	.....	480,700	22,000	.....	.....	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	•	2,500	138,030	1,282,200	27,000	3,672	77,677	86.7	.....	61,715	76,090	483,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line §..Ga.S.C.&N.C.	11,700,000	•	.....	.....	7,500,000	4,200,000	.....	.....	263.0	(Road complete March 1, 1871.)					—	100	....
Dec. 31, 1871	387.5	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	.....	566.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf §..... Georgia.	7,592,283	•	460,248	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	162,500	.....	1,044,648	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Missis-ippi and Ohio...Virginia.	16,607,176	•	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina §..N. Carolina.	2,200,000	•	.....	.....	1,800,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	15	1,119	*Atlantic and Pacific* §..Missouri & Ind.Ter.	24,796,500	•	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,888	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	.....	.....	.....	3,994,900	3,483,848	175,341	.....	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	.....	.....	.....	733,700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	•	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	.....	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio § .... Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,268	.....	.....	9,913,390	4,006,503	8	100	175
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch § ..... Maryland.	1,650,000	.....	.....	472,700	1,650,000	20,000	.....	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	39.0	7	.....	.....	.....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	—	(Opened to Washington May 1, 1872.)					—	100	5½
Jan. 31, 1872	33 5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	.....	.....	.....	650,000	150,000	1,000	.....	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec. 31, 1871	21 2	1.5	3.4	—	5	2	—	5	Bellefonte and Snow Shoe..Pennsylvania.	442,059	•	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	5	925	Belvidere Delaware ..... New Jersey.	3,784,387	•	.....	.....	998,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,376	.....	.....	.....	250,000	48,000	.....	.....	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.8	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	•	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,352	7,962,342	2,127,983	10	100	143½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... Mass.	644,309	•	29,207	20,394	684,030	.....	2,000	7,880	28.4	.....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	45,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	378	Boston, Concord and Montreal ..... N. H	2,850,000	•	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie §..Mass. & Conn.	28,770,008	•	21 373,900	.....	25,000,000	21,200,000	7,349,164	.....	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	2½
Sept. 30, 1871	26.7	13 8	35.8	—	38	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	287,000	1,531,500	308,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	130½
Sept. 30, 1871	74.2	8.5	65.4	—	49	68	24	1,055	Boston and Maine..... Mass., N. H. & Me.	5,277,949	•	909,875	392,913	4,921,274	.....	646,893	1,012,570	14 .7	1,093,138	3,873 587	486,444	1,994,689	571,117	8	100	118½
Sept. 30, 1871	44.0	14 5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	•	590,372	110,097	3,960,000	.....	20,394	574,189	66.4	587,089	2,642,903	562,565	1,415,481	430,461	10	100	150
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	•	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	.....	.....	.....	4,898,000	5,980,000	.....	.....	172 0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	2 0.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	48.2	—	8.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	•	.....	.....	428,717	700,000	468,674	.....	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	.....	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and oper. by Erie.)					7	500	....
Sept 30, 1871	68.0	—	3.2	61.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	963 982	150,612	270,030	.....	750,208	500,000	228,882	.....	190.0	.....	59,997	87,623	44,241	87,625	28.885	—	100	....
Apr. 30, 1872	290.0	—	30.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	.....	.....	.....	.....	.....	.....	.....	—	100	....
Apr. 30, 1872	296.0	53.6	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*..... Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433.681	349 6	1,609,941	249,396	320,574	2,406,840	1,111,881	10	100	102
Jan'y 1, 1872	100 0	—	3.0	16.0	5	5	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	.....	100.0	('Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	80.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*..... Arkansas.	20,000,000	•	Lands.	.....	12,000,000	8,000,000	.....	.....	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes..... Illinois.	7,500,000	•	.....	.....	4,000,000	3,500,000	.....	.....	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy..... New Jersey.	9,458,328	•	.....	.....	5,847,800	.....	.....	.....	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	369,752	89,264	55,869	1,131,719	1,071,655	174,386	.....	60.0	.....	366,818	66,443	364,500	125,721	—	50	67
Jan'y 1, 1872	23.0	7.2	.....	.....	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,262	.....	.....	.....	332,926	338,000	44,437	.....	—	(Leased to United Companies.)					4	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central..... Canada.	685,156	•	1,861	4,087	.....	683,467	3,776	3,800	28.5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod ..... Mass.	1,057,584	•	51,948	25,712	817,680	177,000	98,524	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	.....	.....	.....	350,000	200,000	.....	.....	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,967	.....	.....	.....	376,694	150,000	.....	.....	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	•	.....	.....	426,000	.....	.....	.....	24.0	64 000	22,430	321,661	128,052	55,521	6	25	....
Dec. 31, 1871	91.0	4.5	7.0	—	21	9	5	585	Catawissa..... Penn.	5,126,500	•	.....	.....	3,359,500	1,740,350	.....	.....	98.5	430,381	.....	487,452	654,328	202,575	—	50	41½
Sept. 30, 1871	14 7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	•	.....	.....	294,469	250,000	11,750	.....	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	.....	.....	.....	.....	Cedar Falls and Minnesota ..... Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased to Illinois Central.)					—	100	....
Dec 31, 1871	271.6	2.5	19.3	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	.....	.....	.....	7,620,000	3,614,000	.....	.....	—	(Leased to C. & N. W.)				113,552	—	100	....
Jun. 30, 1870	100.0	—	15 0	260.0	6	6	3	122	Central Br., Union Pacific R.R.... Kansas.	3,723,700	•	.....	.....	1,000,000	3,200,000	.....	.....	100.0	(No returns obtained.)			1,379,540	493,449	2½	100	....
Nov. 30, 1871	449 5	—	58 6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,922	•	615,680	786,706	5,000,000	789,000	811,514	92,694	600.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	103.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000	•	.....	.....	6,000,000	4,000,000	.....	.....	180 0	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	10,786,659	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702 373	3,944,103	990,591	6,841,379	3,035,235	10	100	106½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	*Central Pacific of California* §..California.	129,432,717	5,784,303	.....	.....	54,243,190	82,208,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	42
Dec. 31, 1871	681.0	520.0	70.0	—	179	172	33	3,645	Central Ohio..... Ohio.	5,500,000	•	.....	.....	3,000,000	2,500,000	.....	.....	1,000.0	.....	.....	.....	8,902,554	5,021,251	—	100	....
Dec. 31, 1871	194.8	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S.Car.	5,911,920	•	.....	.....	4,288,190	2,578,000	2,100,000	250,000	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers..... Pennsylvania.	1,095,839	•	206,804	65,182	636,355	400,000	60,484	.....	22.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	89	21	12	421	Chesapeake and Ohio..... Va. & W. Va.	18,059,543	•	.....	.....	8,868,380	11,426,257	1,234,906	.....	273.1	451 522	133,437	99,566	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Explanation.—An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *Italics*. State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	339.5	—	20.3	51.4	23	22	8	868	*Flint and Pere Marquette*.....Michigan.	4,800,398	*	2,939,022	185,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,467	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side.....New York.	989.941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,463	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461 409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,251	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	168	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,771,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109 6	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3 300.000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	498,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	288,745	—	99,267	—	22.0	70,617	124 234	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	55.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	268,536	72,540	10,551	1,738,468	534,000	.....	—	85.0	72,651	17.900	40,709	320,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	210	Galveston, Houston & Henderson. Texas.	2,239,000	387.800	83,286	11,256	1,000,000	1,500.000	272,609	11 381	51.0	51,494	29,971	37,790	214.674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156.000	*	1,405,739	210,201	4,200,000	722,500	190,174	656.533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,898	—	104,294	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	.....	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492 000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	200.0	—	336	233	80	3,968	Grand Trunk ¶ .....Canada.	95,565,850	*	6,421,233	2,061,502	17,442,945	58,608.620	.....	—	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,582,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5§	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin.....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	.....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.6	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,593	—	.....	.....	130,090	150,000	.....	—	14.0	17 528	15,714	7,415	26,808	11,961	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	.....	(No statement furnished.)			.....	.....	.....	—	.....	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	—	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri..Missouri	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675.000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486.236	111,264	9,254,924	9,508,000	4,679,806	375,497	277.0	2,066,880	358,894	416.791	3,104,969	1,089,035	—	100	354
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	.....	38,139	7.8	19,200	75,124	13.019	62,662	21.242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,942	31.903	84.714	76,386	17.582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000.000	4,000,000	40,509	—	116.0	154 414	109.916	64,494	207,118	82,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700.000	.....	—	—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	35.0	—	.....	.....	.....	....	Hartford and New Haven...Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated	—	In N. Y., N. Haven and Hartford R. R.)						—	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263 447	939,344	191.062	—	100	....
Aug. 31, 1871	47.6	—	2.4	162.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	180,000	—	.....	—	5.5	.....	.....	83,892	45,628	15,008	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000.000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	—	.....	.....	200,000	200,000	50.000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,668	306,847	2,000,000	891,000	67,499	—	119.8	321.000	.....	.....	760,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	257,081	162.601	86,861	1,970,804	—	5,038	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	16	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	214
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central*.....Illinois	33 610,185	*	.....	1.212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,364	1.286,584	1.831,944	8,401,142	2,782,847	10	100	112
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.6	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133.863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,043	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	257	Indianapolis, Peru and Chicago..Indiana.	.....	—	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589.143	222.168	600.000	3.338.000	702.486	.....	72.0	.....	.....	.....	671,557	286.415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	40,841	1,402,600	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66.794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,555,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	80,000	10,681	204,977	13.0	.....	28 882	120,501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	—	282,000	.....	400,000	100,000	.....	—	11.0	11.380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3.729,585	*	900,000	43,940	1.408,100	2,035,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	156 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,068	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500.000	500.000	.....	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana....Ill. & Ind.	1,100,000	—	.....	.....	300,000	800.000	.....	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.6	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	305,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	13.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270.594	2,789.414	5,776,500	332,715	44,123	260.2	627,275	168,158	107,497	1,221,938	448.077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.5	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	54.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,3 9	8,972,500	26,116,350	1,610,905	—	672.6	2,470,014	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	861,097	2 020.000	6,730	—	....		(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,835,000	2,225,000	202.271	—	80 0	969,043	297,628	1.628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000.000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	84,309	—	.....	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	5 0.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y..P..O.Ind.Ill.	48,311.203	10,430.333	6,065,663	4,616,527	37.587,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178.603	1,943.162	3.725.425	14,797,975	4,884,369	8	100	92
Aug. 31, 1871	92.0	—	5.1	—	10	....	....	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	850,000	.....	.....	2,000,000	2.000 000	.....	.....	—		(Recently opened.)					—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,200	1,900	4,889	1,191	—	100	.....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	*	.....	.....	135,300		74,700		7.0		(Recently	opened—	No returns.)		—	100	.....
Sept. 30, 1872	124 3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,235	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377 341	1,377.592	126.25	1,700,891	124,919,238	38,662.529	4,483,584	1,868 554	10	100	140
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,703		262.0	408.252	475,215	137,151	441,741	74,512	—	100	.....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392.477	8	100	.....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	*	.....	.....	1,000,000	.....	.....	.....	(Leased	to New Y	Cent. & H	ar. R.)	60.000	6	100	.....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500.000	127,420		35 0	.....	42,948	274.628	154.259	73,121	—	100	.....
May 31, 1871	223.0	—	9.6	—	26	28	18	314	North Carolina ¶	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292.020	783.241	223.0	.....	96.990	89,992	744,761	340,716	6	100	.....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,568	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	.....
Dec. 31, 1871	72 0	—	8.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	.....	(No accounts o | btainable.)		.....	.....	.....		72.0		(No accounts.)				—	100	.....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	15	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705.780	886,725	67.7	529,562	829,651	656,476	1,179.200	530.541	—	50	97½
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,526		97.5	645,593	178.610	307,968	777.499	177,704	—	100	.....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶	Md. and Penn.	11,484 745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,406	4,266.899	979.133	6	50	76
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160.570	252,916	3.068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722.774	187,741	8	100	105½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1.000.000	400,000	.....		72.0		(Leased to	Erie Com	pany.)		8	100	.....
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000p.m	.....	.....	278 0		(No acc	essible re	turns.)		—	100	.....
Sept. 30, 1871	59.4	7.0	12 5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2.823,400	750.000	784.387	548,255	66.4	402,895	371.651	304.710	749.117	261.746	10	100	132
Dec. 31, 1871	113.0	22.0	14.6	—	22	26	12	346	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	814.257	34 384	—	100	.....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,786	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	163 412	388,837	1,027.699	347,857	6	100	.....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	462,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	58,979	48,986	29,048	6	100	55
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,577	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	34,259	24,030,000	6,534,8 0	298,943		393.0	2,428,696	884,514	664,676	3,197.153	798,212	—	100	37½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675.008	651,502	10	50	60
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	276	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	.....		145.8	990,662	2,332,700	395,157	1,671 478	599,236	6	100	114½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	241.852	486,956	9.0	.....	.....	2,640.258	195.356	37,874	—	100	.....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690.000	1,699,731	12,564	2,692,540	5,346,676	66,000		292.6	555,236	185.604	12' 911	939.680	359,677	—	100	.....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	*	.....	.....	375,000	280,000	574.313		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	.....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Rome	New York.	950,953	*	.....	.....	268.000	612,100	25,000		28.6	(Leased	to Rome,	Watertow	n & O. de	nsburg.)	—	100	.....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	27		35.0	166,568	186,707	170,816	328,048	71,251	8	100	.....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	Owensboro and Russellville	Kentucky.	(U der	construc tion.)	.....	.....	1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	.....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	*Pacific of Missouri* ¶	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....		471.3	.....	669,200	.....	3,597,299	947,801	—	100	50
Feb. 28, 1872	.....	—	—	65.0	2	—	—	10	Paducah and Gulf	Kentucky.	(Under	construc tion.)	.....	.....	2,425.000	1,071,000	.....		63.5		(No return	s furnishe	d.)		—	100	.....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250.000	.....	.....				(Under	construct	ion.)		—	100	.....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Panama	New Granada.	9,500,000	*	.....	.....	7,000.000	2,993,177	.....		47.5		(No | returns.)			—	100	.....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	.....	800,000	.....	600,000	1,200,000	.....		34.0		(Construc	tion in pro	gress.)	245.662	5	100	120
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	.....	.....	.....	330.000	.....	.....		14.5		(Leased t | o Erie.)		53,410	—	100	.....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	.....	.....	.....	500.000	500,000	.....		12.0	(Leased	to Erie at	35 p. c.)			—	100	.....
Jan. 31, 1872	67 3	—	3.3	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	.....	.....	.....	248,000	80,000	.....		15.1		(Leased t | o Erie.)		29,758	6	100	.....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,256	*	87,758	.....	1,500,000	1,078,000	.....		67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	.....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and Hightstown	N Jersey.	538,692	.....	.....	.....	342.150	180,000	36,542		22.0	(Leased	to United	Companies.)			6	100	.....
Dec 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Pemberton and New York	New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....		18.0	(Leased	to New J	ersey Sout	hern.)		—	100	.....
Dec. 31, 1871	354.9	69.0	353.8	—	140	297	129	11988	Peninsular	Mich. Ind. & Ill.	4,774.000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	.....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,436	Pennsylvania	Pennsylvania	27,151,999	7,488,101	39.452.616	16,009,353	41,339,475	34,418.205	13,660.505	1,253,887	699.0	11,904.317	4,699,935	6,575,842	18,719,837	6,896,404	10	50	109½
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,947,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	228
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and Delaware	Penn.	231,098	.....	.....	.....	132,412	700,000	100,000				(To be co	mpleted in	1872.)		—	50	.....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187.119	862,065	1.271.226	306.306	—	50	.....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria and Bureau Valley	Illinois.	1,800,000	*	.....	.....	1,200.000	600,000	.....		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	.....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	281,382	80.722	131,216	333,403		—	50	.....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200.000	2,300,000	.....		91.0		(Turned o	ver to Co	Dec. 1, 1	1871.)	—	100	.....
Dec. 31, 1871	61.0	21.3	6.9	—	11	8	8	106	Perth Amboy and Woodbridge	N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	.....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Petersburg ¶	Virginia	1,719,113	*	.....	63,753	1,342,200	388 500	50,305	31,880	82.	168,592	34,953	52,345	283.482	85,236	5	100	.....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220.606	1.500.000	90,089		58.1	167,474	254,944	109.939	271.205	29,788	—	50	.....
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542.264	842,596	—	50	50
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Phila., Germantown and Norristown	Pa.	1,146,528	388,262	.....	.....	2.231.900	.....	.....		33.0	405,605	2,806,120	572.728	700.465	303,186	10	50	173
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Reading	Pennsylvania.	62,166,251	3,510.825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,813	5,008,940	10	50	117
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia and Trenton	Pennsylvania.	1,259,600	.....	329,620	.....	1,259,100	.....	.....	286.850	30.8	.....	1.276.762	663,196	1,308,498	248,705	8	100	121½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Philadelphia, Wilm. and Baltimore	Penn.	11,401,039	*	2,077,202	446,515	10,997.900	1,745,000	284,988	496,589	105.1	1,065.517	1,608.033	348,216	2,678,865	1,069,943	8	80	114
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pickering Valley	Pennsylvania.	468,478	*	.....	.....	80,855	330,300	112.713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	.....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Phg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,060,444	*	3,637,80	150,476	5,424.350	10,004,140	6,389,738		201.0	2,747,595	540.576	1,236,803	3,316,973	942,895	—	50	.....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8 679	.....	14.159	Loss.	—	50	.....
Dec. 31, 1871	389.3	—	150.5	—	224	95	54	8,912	Pittsburg and Connellsville ¶	Penn.	7,330 816	620,631	83,196	.....	1.959,976	8,500,000	1,960,775		120.0	932,848	700,423	717.299	964,989	178,099	—	50	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsburg, Ft. W. and Chic.	P., O., L & I.	33,394,515	*	.....	.....	19,714.286	18,068,000	.....		389.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	94
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Pittsfield and North Adams	Mass.	443,678	.....	.....	.....	450,000	.....	.....			(Leas	ed to Bost	on and Al	bany.)		—	100	.....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551.000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	82
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in ru	nning ord	er.)		—	100	.....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	.....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85 570	30.616	—	100	.....
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000				51.3	331,257	389,322	.....	628,430	180,561	10	100	129½
Mar. 31 1871	26.0	—	0.2	—	3	3	2	56	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,800,000	.....				(Not in op	eration at	date.)		—	100	.....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170.000	200,000	.....		26.0	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Poughkeepsie and Eastern	New York.	1,011,071	.....	120,523	.....	524,464	380,300	226,830		.....	40,208	53,052	6,110	34,021	5,673	—	100	94
									Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611		12.8	42,413	257,392	13,020	85,295	20,509	—	100	.....

Sept. 30, 1871	43.4	[illegible]	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	800,000	110,024	81,892	45.3	454,672	1,398,891	452,260	829,219	205,813	10	100	142
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	23,994	69,167	348,423	144,148	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	857,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	6,000	—	60	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	57	Reading and Columbia.....Pennsylvania.	2,040,150	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	100	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	340	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,936	*	934,016	.....	6,000,000	1,925,000	.....	—	151.0	724,626	624,731	457,454	1,576,444	441,122	7	100	108
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,031,937	*	1,848,321	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,218	161,122	758,072	344,285	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,989	*	454,301	160,946	1,599,829	785,554	114,075	504,775	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	76,269	148,139	9,041	—	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,868	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	93	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	2,000,000	9,000,000	.....	—	319.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	.....	—	20.0	.....	(No returns furnished.)					100	....
Sept. 30, 1871	141.1	48.8	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,078	2,998,900	100,000	8,961	.....	215.2	605,163	497,714	309,908	1,239,515	394,311	8	100	784
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	249,000	555,522	—	....	65,501	113,765	24,592	120,155	50,055	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	5,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central	)	—	—	100	10
Apr. 30, 1872	192.0	—	....	89.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	777	.....	.....	—	112.0	.....	(No returns furnished.)					100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	86,962	142,770	48,598	—	100	....
Dec. 31, 1871	176.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	268.0	.....	.....	.....	940,788	666,966	—	100	23
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,933	1,686,904	667,319	—	100	80
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 2d, 1871—No returns.)					100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern..Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	....	(Completed in	January 1872.)					100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	168	St. Louis, Vandalia & Terre Haute....Ill.	7,780,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,999	323,962	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,667	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,984,501	*	8,594,240	220,419	1,968,800	16,206,500	318,423	5,313,686	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	17.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	Leased	to Boston and Lowell.)			17,711	14	100	314
Jun. 31, 1871	116.3	—	10.7	—	21	15	6	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,868	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	80,132	—	150,000	281,000	.....	—	15.0	.....	23,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,386	827,079	269,584	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke..Va. & N. Carolina.	1,811,863	*	186,218	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	—	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206.515	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,123,000	.....	—	45.5	60,500	32,913	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,621,000	.....	—	157.0	(No report	furnished.)					100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	488	South Carolina ¶.....South Carolina.	9,499,564	*	1,575,529	230,981	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,550	259,685	150,000	8,681	106,727	11.5	54,813	393,373	28,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	123,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	.....	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	—	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	286	Springfield & Ill. So. Eastern....Illinois.	3,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recently opened	—No returns.)					100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	*	—	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	348	Syracuse, Binghamton and N. York..N.Y.	3,467,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,228	*	1,285,248	235,095	1,988,150	800,000	196,610	1,136,999	96.6	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,460,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,336	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	67
Sept. 30, 1871	34.9	—	9.1	—	13	10	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,260	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,325	United Companies of New Jersey..N. Jer.	28,520,994	*	8,328,170	427,638	18,990,400	17,615,608	797,682	472,486	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	1244
Sept. 30, 1871	74.7	—	5.9	11.6	5	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,800	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,81[illegible],681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermont Central	)	—	—	8	100	65
May 31, 1871	118.0	—	108.0	—	170	126	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,286,244	272,534	284,674	26,466	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	884
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,41[illegible]	57,559	539,966	135,457	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,905	750,000	78,187	—	47.5	(Recently opened	—No returns.)					100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren .....New Jersey.	1,361,400	—	.....	.....	1,800,000	1,261,402	.....	—	—	(Leased	to Del., Lacka and Western.)				7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	65,000	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	11	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,418	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	9	218	Western.....Alabama.	4,757,921	416,000	277,193	103,009	2,008,324	3,160 000	814,344	—	160.0	27,571	113,980	.....	668,178	225,162	—	100	....
Dec. 31, 1871	133.0	—	18 8	—	54	2	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	306,085	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)					100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,085	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	3	171	West Jersey .....New Jersey.	2,241,8[illegible]	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,410	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,979	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	—	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,800	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,595	1,456,200	1,580,100	51,230	15[illegible],963	181.0	502,792	109,174	89,055	570,530	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,638	—	143.6	247,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,06[illegible]	10	100	135
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,360	—	.....	.....	1,633,360	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	lo[illegible]	10	100	118
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,456,000	—	19,323,500	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	82
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.....Penn.	1,182,462	—	.....	.....	1,003,800	110,000	8,178	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,670	2,200,000	1,021,995	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,756	—	.....	.....	4,457,100	2,805,000	460,000	—	380.0	—	—	1,022,237	649,598	58,886	—	50	84
Dec. 31, 1871	108.2	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,454,048	8,617,000	86,694	.....	108.2	(Leased	to Phila. &	Reading.)	861,424	637,811	300	50	14
Dec. 31, 1871	45.[illegible]	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	—	.....	.....	2,092,710	2,236,310	270,505	—	84.0	—	—	501,674	144,093	87,30[illegible]	—	50	....
Dec. 31, 1871	77.0	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	2,907,860	—	127,287	.....	2,000,000	3,000,000	.....	—	84.0	—	—	.....	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,725	—	.....	.....	1,100,000	748,000	100,725	—	123.0	(Leased	to Pennsylvania.)					50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch- Coltness	per ton	55 — @	56 —
Gartsherrie		— — @	— —
Glengarnock		47 — @	48 —
Eglinton		— — @	46 —
Pig, American, No. 1		47 — @	49 —
Pig, American, No. 2		44 — @	45 —
Pig, American, Forge		40 — @	42 —
Bar, Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold).	— — @	— —

—STORE PRICES.—

Bar, Swedes, 1¼ x¼ & 1¼ x ½ to ⅝ sq. 1½ to 5x¾ to ¾ & ⅞ to 2sq. 6 to 12 x ¾ & ⅞		— — @	— —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		96 — @	97 50
Bar Refined, 1½ to 6 by ¼ & 5-16 in		100 — @	102 50
Bar Refined, 1 & 1½ by ¼ & 5-16		102 50 @	105 —
Large Rounds, 2¼@2½ to 3¼ @4 in		105 — @	117 50
Scroll		115 — @	145 —
Ovals and Half-round		142 50 @	145 50
Band, 1 to 6 in. by 3-16 to No. 12		— — @	115 —
Horse Shoe		— — @	122 50
Rods, ¼@1-16 Inch		102 50 @	145 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		122 50 @	170 —
Nail Rod	per lb.	— 9¼ @	9¾
Sheet Russia, as to assortment	(gold)	16 @	18
Sheet, Single, D. and T. Common		— 6¼ @	7¼
Sheet, Doubles and Trebles, Charcoal		— 7½ @	8¼
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	60 — @	70 —
Rails, American, at Works in Penna	c'y.	— — @	80 —
Anvils (Eagle)	per lb. currency.	— 9 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½ @	23
English Spring (2d and 1st quality)		— 9½ @	10¾
English Blister (2d and 1st quality)		— 14 @	18½
English Machinery		— — @	14½
English German (2d and 1st quality)		— 12½ @	14½
American Blister		— — @	11½
American, Cast, Tool		— — @	17
American, Cast Spring		— — @	11
American Machinery		— 11½ @	12
American German Spring		— 9 @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 75 @	5 —
8d. and 9d.	"	5 — @	5 25
6d. and 7d.	"	5 25 @	5 50
4d. and 5d.	"	5 50 @	5 75
3d.	"	6 25 @	6 50
2d. and 3d. Fine		7 — @	7 25
Cut Spikes, all sizes		5 — @	5 25

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— — @	— 36
Straits	(gold).	— 30½ @	— 31
English	(gold).	— — @	— 30

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal...per box.	11 — @	11 25	13 — @	13 25
I. C. Coke	9 — @	9 25	10 50 @	11 50
Coke Terne	8 — @	8 75	9 50 @	10 50
Charcoal Terne	10 — @	10 50	11 75 @	12 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	8½ @	— 8¾
Crude 40@47 gravity (in shipping order)	—	14 @	— 14½
Refined, Standard White (in ship'g order)	—	19½ @	— 19¾
Refined, S. W. (in jobbing lots)	—	19½ @	— —
Refined, S. W. (in tin)	—	25 @	— 26
Naptha, Refined (65@73 gravity)	—	10 @	— 11
Residuum....(in shipping order) per gall.	—	11 @	— 11½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	— @	— 38
Copper, Bolts	—	— @	— 40
Copper, Braziers' (over 16 oz.)	—	— @	— 40
Copper, Nails	—	— @	— 45
Copper, Old Sheathing, &c., mixed lots	—	27 @	— 29
Copper, American Ingot	—	29¼ @	— 29½
Copper, English Pig	—	29 @	— 29½
Yellow Metal, New Sheathing & Bronze	—	— @	— 27
Yellow Metal, Bolts	—	— @	— 32
Yellow Metal, Nails, Sheathing & Slating	—	27 @	— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75 @	6 87½
German Ordinary	(gold)	6 75 @	6 87½
English	(gold)	6 75 @	7 —
Bar		— — @	9 25
Pipe		— — @	10 50
Sheet		— — @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb. Tatham's Improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 — @	18 —
Liverpool House Cannel		— — @	22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 25 @	6 25

New York Stock Exchange.

Actual Sale Prices for the week ending June 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
Boston, Hart. & Erie	2½	2⅝	2¼	....	....	2⅝
Canton Co.	....	....	....	....	59¾	99⅞
Central Pacific 6s	103½	....	103½	103½	103½	102½
Central of N. Jersey	106⅞	106⅞	....	106	106½	....
Chicago & Alton	....	....	....	110	110	....
" pref.	112½	....	....	....	....	....
" I M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	94½	....	....	....
Chicago, Burl. & Q.	....	....	....	106½	....	....
" 8s, 1883	....	....	....	....	113	....
Chic. & Northwestern	....	....	....	....	....	....
" pref.	....	....	....	....	....	84½
" 1st M.	....	....	....	....	100½	....
" S. F.	....	....	....	....	....	....
" Consol. 90	....	....	....	....	....	91½
Chic., Rock Isl. & Pac.	108⅝	109½	109½	109½	109	108⅝
Chi., R. I. & Pa. 7s, 1896.	105½	....	....	....	106¾	....
Clev., Col., C. and Ind.	....	....	....	87½	87½	....
Clev & Pittsburg guar.	87⅝	87⅝	87⅝	87⅝	....	87½
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s.	....	....	....	....	....	....
Col., Chi., & Ind. C.	28½	29½	29½	28½	28½	27½
" 1 M.	87½	88	88½	....	....	....
" 2 M.	72	....	....	71½	....	....
Del. & Hudson Canal	....	....	118½	....	....	....
Del. Lack. & Western	105⅞	105⅝	....	....	105	105½
" 1 M. 7s.	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	63⅝	64½	65½	64½	64	63
" pref.	....	....	74½	....	73	74½
" 1 M. 7s, 1897	....	....	....	....	....	101½
" 2 M. 7s, 1879	....	....	102	....	....	102½
" 3 M. 7s, 1883	....	....	101½	....	....	101
" 4 M. 7s, 1880	....	....	....	....	98½	97½
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	86½	....	....	....	86½	....
Hannibal & St. Joseph. 34	....	....	35½	....	35½	35½
" pref.	....	....	....	....	....	....
" 8s, conv. 87	....	....	....	89½	89½	89½
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	106½	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	112⅝	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92½	92½	92½	92½	92½	92½
Lake Shore Div. bonds	....	....	....	94	94	....
Marietta & Cin. 1st pref.	22	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	97½	....	98½	99	98	98½
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	104	....	....	103½	....	....
" 2 M.	99	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	51	51⅛	52⅛	52	51⅛	51½
" pref.	71⅝	72½	72	....	....	71⅝
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	109	109	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	95	95	95½	....	96	....
" H. & St. J. 1as.	....	....	....	....	92	....
Morris and Essex	90½	91	....	....	....	....
" 1st mort.	104	....	....	....	....	....
" 2d mort.	99½	99⅝	....	....	100	....
N. Y. Cen. & Hud. Riv.	101⅝	102½	101½	100⅞	101½	101½
" 7s, S.F. 1876.	....	....	....	....	....	....
" 6s. S.F. 1883	91½	....	....	92½	....	....
" 6s. S.F. 1887	....	....	....	89½	....	90
N. York and Harlem	130	131	130⅝	131	130	....
" pref.	....	....	....	....	....	....
" 1 M. 7s. 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	....	....	....	....	....	....
N. Carolina 6s, old	27½	....	....	....	....	26
" new	....	....	....	....	....	....
Ohio and Miss.	38½	39½	38½	38½	38½	37½
" pref.	....	....	....	....	....	....
" 2d M.	....	84½	....	84½	84½	84½
Pacific Mail S. S. Co.	39½	39½	40	40	39½	38½
Panama	111½	111½	....	....	112	112
Pitts., Ft. W. & Chi. gtd.	95	94	....	....	....	....
" 1 M.	....	....	107½	....	....	....
" 2 M.	....	....	103½	....	....	103½
" 3 M.	97½	....	....	....	....	98
Quicksilver Mining Co.	49½	40	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	100½	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	....	....	....	....	80
Tennessee 6s, old	79½	....	....	....	....	79½
" new	79	79½	79½	79½	....	79½
Tol., Wab. & Western	66½	67⅝	67½	67½	67	67
" pref.	....	....	....	....	....	....
" 1 M.	97	....	....	....	97	....
" 2 M.	....	....	99½	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	91½	91½	92	....
Union Pacific	27½	28	28	27½	26⅞	25
" 1st mort.	87½	87½	87	87½	86⅝	86½
" L. Gt. 7s	71	71	71	....	71	71½
" Inc. 10s	63	63	63	....	....	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	55½	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 18.

	Th.12.	F.13.	Sat.14.	M.16.	Tu.17.	W.18
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	....	113	113	....	112½
U. S. 5s, 10-40s, coup.	....	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	115½	116½	....	....	....	114½
U. S. 6s, 1881, reg.	....	....	....	...	116	116
U. S. 6s, 1881, coup.	122½	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	....	116½	116½	....	....	....
U. S. 6s, 5-20s, reg. '64.	....	....	116½	....	....	....
U. S. 6s, 5-20s, c. 1864.	116½	....	116½	...	....	....
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	....	116½	117½	....
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.	120	120½	. ..	119½	119½	....
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	116½	115½
U. S. 6s, 5-20s, c. 1867.	121½	121½	121½	....	121	....
U. S. 6s, 5-20s, reg. '68.	....	116	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	....	....	120½	120	120
U. S. 6s, Pac. R.R. issue.	114½	114½	114½	....	114½	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Catawissa preferred	42	42½	42	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	91	....	91½	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89 95	95	....	95	....	....	96
Elmira & Williamsport	27	....	....	....	....	....
" pref. 38½	....	....	....	....	....	....
" 7s	....	....	....	....	....	98½
Lehigh Navigation	41½	41½	41½	41½	41½	41
" 6s, 1884	....	....	....	....	91	91
" Gold L.	94½	94½	....	90½	90½	90⅞
" R. R. L.	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	61½	61½	61½	61½	61½	61½
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	96	....	....	....	....	....
Little Schuylkill R.R.	47	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52½	52½	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	125	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	100	....	....	....	....
" 7s	....	....	....	100	100	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	38	38	38	....	....	....
Oil Creek & Allcg. Riv.	31	....	....	30	30	30
" 7s	....	....	....	72	....	....
Pennsylvania R. R.	55	55	55	55	55	54½
" 1st M.	....	....	....	....	....	....
" 2d M.	99	99	....	....	....	....
" Gen. mort.	93½	94	94	94½	94½	....
" reg.	96½	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	105½	....	105½	....	....	....
" 6s, 3d series	....	....	108½	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	100½	100½	100½	100½	100½	100½
Philad., Germ. & Nor.	86½	86½	86½	....	....	86½
Phila. & Reading	58½	58½	58½	58½	58½	58½
Philadelphia and Erie	....	25	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	7	....	....	....	....
" pref.	....	14	13⅞	13⅞	....	....
" 6s, 1882	....	....	76½	76½	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	80
United Co. of N. Jersey.	122½	....	123	....	....	124½
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	57½	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 17.

	W.11.	Th.12.	F.13.	Sat.14.	M.16.	Tu.17
Baltimore City 6s, 1875	99½	99½	99½	....	....	99½
" 1886	....	....	....	....	....	....
" 1890	98	....	98½	98½	....	98½
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	175	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	99
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	101	101½	....	....	....	101½
" 2d M.	91	....	....	91	....	91½
" 3d M. 8s	....	85	....	....	....	84½
Northern Central	....	38	....	37½	....	37½
" bonds, 1885	....	....	....	....	....	....
" " 1900.	....	....	....	83½	....	....
Pittsb. & Connellsv. 7s	....	....	....	98½	....	99½
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	....	55½	....	....	....	55½
" Defer. Certif.	....	....	10½	....	....	....
City Passenger R. R.	....	....	....	18½	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 18.

	Th.12.	F 12.	Sat.14.	M.16.	Tu.17.	W.18
Boston and Albany ...	143	....	143	....	....	143½
Boston and Lowell	....	....	....	....	....	130½
Boston and Maine.....	118½	118½	....	118½	....	....
Boston and Providence.....	....	....	....	150½	....	150
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s, new	31½	32½	....	33½	....	32½
Cheshire, pref.....	....	....	....	....	....	....
Chi., Burl. & Quincy...	105½	....	....	105½	....	105½
Concord.....	....	....	....	....	....	80
Connecticut River.....	....	....	....	....	....	....
Eastern.....	104½	....	....	105	....	....
Fitchburg.....	....	....	131½	....	....	....
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central.....	95½	98½	98½	99	....	99
Northern, N. H.....	....	....	106	105½	....	....
Ogdens. & Lake Champ....	....	....	56	....	....	....
" pref.....	....	....	97	....	....	....
Old Colony.....	114	....	114	114½	....	114½
Ph., Wil. & Baltimore..	59	59	59	....	....	57
Portl'd, Saco & Ports...	130½	....	130	....	....	129½
Union Pacific	....	....	....	....	....	....
" 6s.....	....	....	....	....	....	83½
" Land Grant 7s....	....	....	....	....	....	....
" Income 10s.....	....	....	....	....	....	....
Vermont & Canada.....	....	....	....	....	....	68
Vermont & Mass.....	....	....	....	....	....	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	60	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	22	....	....	25½	....	23
Franklin	6½	....	....	....	....	....
National	....	....	....	....	....	....
Pewable	....	....	....	....	....	....
Quincy	45½	45½	44½	46	....	....

London Stock Exchange.

	—Closing Prices.— May 30.	June 6.
Atlantic & Gt. W. 1st mort., $1,000..	78 — 80	78 — 80
Do. 2d mort., $1,000.....	67 — 69	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	44 — 45	43½ — 44½
Do. Reorg. Scrip.....	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds....	92½ — 92½	92 — 93
Detroit & Milwaukee 1st mort. Bonds	70 — 72	70 — 72
Do. 2d do.	— —	— —
Erie shares 100 dol. all paid.....	49 — 49½	48 — 48½
Do. 6 per cent Convertible Bonds..	96 — 97	96 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	94 — 95	94 — 95
Illinois Central $100 shares all paid..	87 — 89	87 — 89
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	99 —101	98 —100
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.....	— —	— —
Panama General mort.....	91 — 93	91 — 93
Pennsylvania, 2d mort.....	98 —100	98 —100
Do. General mort.....	99 —100	99 —100
Do. 850 shares.....	42½ — 43½	42½ — 43½
Philadelphia and Erie 1st mort.....	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, June 21, 1873.

Stock Exchange and Money Market.

Money has been unusually plenty since our last. The city banks as well as the U. S. Sub-Treasury enlarged their reserves of specie and legal tender notes; and in the hands of private lenders there was a considerable augmentation of the available supply of funds awaiting chances of lucrative employment. There was much less inquiry for accommodation, with call loans quoted down to 4@6, and strictly choice to good mercantile credits at from 6@8 per cent per annum; the tendency at the close having been in favor of borrowers. The extreme dullness at the Stock Exchange was against an active demand for aid for speculative purposes. The banks were responding with promptness and liberality to the requirements of their regular customers in the commercial line. The city banks last week reported an increase of about 8⅝ millions in their deposit line, over one million in their legal tender, and nearly a million in their specie reserves. They enlarged their loan and discount averages over a quarter of a million, and contracted their circulation slightly.

The city banks continue to gain quite encouragingly on their obligatory reserve, the last statement showing that they had $11,971,150 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, enlarged its coin balance nearly ¾ths of a million; while adding moderately to its currency reserve. Its currency reserves at the close of the week were $23,782,443; and its coin hoard, $43,218,138.

The clearances of the banks averaged through the week 78¼ millions a day, and amounted in the aggregate, for the whole week, to $439 261,871, as against $560,623,858 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $307,149 and reduced its coin reserve $728,850 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $26,967,600, against $20,299,700 same time last year. The city bank deposits are now $218,171,100 against $228,995,800, week ending June 15, 1872. The legal tender reserve amounts to $46,397,000, against $55,424,500 same time last year. The circulation now stands at $27,402,700 against $27,519 300 same time last year. The loans are now $277,714,400 against $288,764,300 at this date last year.

The coin reserve of the city banks is now nearly 27 millions as against about 25¾ millions on the 20th of last July; the legal tender reserve is 46⅜ millions against about 55⅛ millions on the statement of June 15th, 1872; and the deposits are now about 218⅛ millions, against 247½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $4,097,088 of currency, and $5,447,774 of gold, the latter including $1,862,000 from customs; and disbursed $3,789,939 of currency and $4,719,924 of gold, the latter embracing $271,089 of coin interest.

Government revenues have been yielding moderate, since our last. The excises yielded within the week about 2¼ millions, and thus far in the current fiscal year beginning with July 1, 1872, 110¾ millions. The customs at the port of New York, for the week, were $1,796,548, and at the outports, about $585,000 more, in coin or coin certificates.

Gold has been much depressed and decidedly lower, the speculative demand having been far less confident. The more favorable foreign financial advices and the more liberal offerings of foreign exchange, as against the enlarged produce and bond shipments, have been against the operators for higher figures. The export drain as well as the customs call was moderate. The range of the price during the week has been from 115⅜@117¾, and the closing quotation on Wednesday was 116 against 117⅜ on Wednesday of the preceding week. The specie outflow last week, was $1,385,859. The Gold Exchange Bank clearances have averaged about 61 millions per day during the week.

The specie exports from San Francisco from Jan. 1, to June 5, were $10,561,015, against $11,050,621 same time in 1872.

The customs demand for Gold last week, averaged $310 334 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $10,650—and thus far in 1873, have been $1,814,187, against $727,187 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $127,410,874 against $150,179,958 during the same time in 1871-2.

The U. S. Treasury balances on Monday were: Currency, $7,700,000; and coin, $73,700,000, including $35,670,000 coin certificates.

Wednesday's specie exports were $650,000.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $71,932 471, against $76,201,623 during the same time in 1871-2.

The export drain of specie was $1 385,859 last week, against $2,183,680 same week preceding year. The shipments since July 1, 1872, have been $59,627,723 against $55,702,165 during the same portion of 1871.

Foreign Exchange has been in much better supply and quoted less firm, on a moderate demand. Bankers' sixty day bills on London closed on Wednesday at 109@109¼; sight bills on London, at 110@110¼. The week's exports of Domestic Produce have been to the currency value of $6,571,935.

Under the official programme of the Treasury Department for June, Government proposes to sell during the month Gold as follows: Thursday, June 26, $1,500,000.

Influenced, as to currency values, by the sharp decline in Gold, Government securities yielded a fraction, but met with a prompt sale as offered at the ruling figures, closing steady. The available supply of all issues was very moderate at the current quotations.

Government bought in on Wednesday $500,000 Five Twenties from 115 55@115 62 net, out of an aggregate offering of $991,500.

U. S. sixes of 1881 closed on Wednesday of this week at 122@122¼; U. S. Five-Twenties of 1862, 116⅛@116⅜; U.S. Five-Twenties of 1864 at 116⅛@116⅜; U. S. Five-Twenties of 1865 117⅛@117¾; U. S. Five-Twenties of 1865 consolidated 119⅜@119⅝; U. S. Five-Twenties of 1867, 121@121¼; U. S. Five-Twenties of 1868, 120⅛@120⅜; U. S. Ten-forties at 113¼@113¾; U. S. Fives of 1881 (Funding Loan) 114⅜@114¼; Six per cent. currency Sixes from 114¼@114⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 4.	June 11.	June 18.
Consols	92⅛	92⅞	92⅝
U. S. 5-20s, 1865....	91¾	92⅛	92⅝
" 1867	94⅜	94⅝	*92¼
" 10-40s	88⅝	88⅛	89
New Fives of 1881...	89⅜	89½	89⅛
Erie	48⅝	49¼	49¾

* Ex July coupon.

State bonds have been in less demand, and generally easier in price.

The Railway and Miscellaneous share speculation has been unusually tame and spiritless, as a rule, with a much reduced volume of dealings in all lines, especially in the speculative favorites. Prices have shown less firmness.

Railway Mortgage Bonds have been in fair investment demand at comparatively firm rates. Central Pacific Sixes have been in request at from 103⅛@103¼. Chesapeake and Ohio Sixes have been selling to a fair extent at 88½ and interest. Western Pacific Sixes have been in demand at 95. The Northern Pacific 7-30 Loan at par and interest.

General business has been less active. Dry Goods, Hardware, Earthenware, Groceries, Hides, Leather, Skins, Fruit, Hemp, Fish, and Spices have been quiet. There has been a generally slow movements in Metals. Copper market has been dull and weak, with sales reported of only 100,000 lbs. Lake, in lots, at 29⅛c.@29¼c. Iron has been unusually tame, with values favoring buyers; no important dealings transpired. We quote Glengarnock Pig at $45@$46; Eglinton do. $44@$45; No. 1 American Pig at $48@$49; No. 2 do. $46@$47; Wrought Scrap at $45@$48; English rails at $70, gold; American Rails at works, $80@$82 50; old Double-head and T Rails at $52. Pig Lead has been inactive and somewhat nominal at 6¾c., gold, for ordinary foreign. Spelter has been very quiet at 7⅝c.@7⅞c., gold. Pig-tin has been in very moderate request, with Straits quoted at 31c., with sales of 200 slabs, and English at 30c.; Banca, 36c.@36½c., gold. Tin Plates have been in rather better demand and steadier in price, with sales reported since our last of 1,000 boxes Charcoal, part at $11@$11 12½; 500 boxes Charcoal Terne, $10, and 250 boxes Coke Terne, on private terms. Charcoal Plates quoted here $11@$11 25; Charcoal Terne, $9 75@$10 25; Coke, $8 50@$9 50; Coke Terne, $7 75@$9 gold, per box. Zinc nominal.

In the leading kinds of domestic produce, a fairly active trade has been noted, with Breadstuffs quoted lower; Provisions, firmer; Wool, steady; Cotton, higher. Middling upland Cotton left off at 21c. per lb. The receipts at all the ports, since Sept. 1, have been 3,455,135 bales, against 2,645,227 bales same time in the preceding year; exports 2,469,575 bales against 1,892,827 bales in the previous year; stock at the ports at latest dates, 254,800 bales against 164,416 bales same date 1871.

Foreign goods have been in slack request as a rule, and weak as to values. The week's imports amounted to $6,218,013, including $1,215,938 of dry goods.

Ocean freights have been quoted stronger, and quite active, with Grain and Petroleum room in most demand.

At the Live Stock Markets, Beeves have been less active at from 9@13¾ cts. Veals in moderate demand at 4½@9½ cts.; Sheep at from 4¾@7 cts.; Spring Lambs, 8@13 cts.; Swine at 5⅛@5½ cts. per lb., all live weight. The week's receipts were 8,734 Beeves, 4,707 Veal Calves, 24,995 Sheep and Lambs, and 29,171 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 19⅞; Pacific R. R. of Mo., 50; do. 1st mort., 87; St. Louis and Iron Mt. R. R., 78⅛; do. 1st mort., 98; Rensselaer and Saratoga R. R., 106; Detroit, Monroe and Toledo 1st mort., 97⅛; Hannibal and Naples 1st mort., 85; Galena and Chicago 1st mort., 103; Toledo, Peoria and Warsaw 1st mort., W. D., 89½; do. Burlington div., 83; Buffalo and Erie 7s, new, 96; Clev., Paines. and Ash. 7s, new, 94; do. old, 99; Central of New Jersey 1st mort., new, 106¾; Burlington, Cedar Rapids and Minnesota 1st mort., 88¾; Mil. and St. Paul 7s, Iowa div., 84; do. LaC. div., 93¼; Ohio and Mississippi consol., S. F., 95½; Chicago and Northwestern interest bonds, 95; North Missouri 1st mort., 92⅛; Lafayette, Bloomington and Miss. 1st mort., 86¼; Canada Southern 1st mort., 98⅞; Clev. Col., Cin. and Ind. 1st mort., 102⅛; New Jersey Southern R. R., 30; do. 1st mort., 73; Michigan Central 7s, 99½; Albany and Susq. 2d mort., 97¼; Chicago and Milwaukee 1st mort., 96; Delaware, Lackawana and Western 7s, conv., 96; Boston, Hartford and Erie 1st mort., 33; Western Pacific bonds, 95¼; Illinois and Southern Iowa 1st mort., 88; Western Union Tel., 85⅜; do. 7s, 96¾; Quicksilver pref., 50½; Adams Exp., 94; U. S. Express, 70½; Am. Mer. Union Exp., 64¾; Wells Fargo Exp., 83; Consol. Coal of Md., 53; Am. Coal, 62; New Central Coal, 25; Maryland Coal, 24¼; South Carolina 6s, new, Apl. and Oct., 25⅛; do. Jan. and July, 16; Georgia 7s 92½; N. Y. State 7s, B. L., coupon, 108; Alabama 8s, 1893, 84¾; Brooklyn 6s, W. L., 95½.

Philadelphia.—Allegheny Valley 7 3 10s, 96¼; Lehigh Valley 7s, new, 104¾; Westchester and Philadelphia R. R. 7s, 101½; Warren and Franklin 1st mort, 7s, 95; Philadelphia and Reading 7s, new, conv., 106¾; do. Gen'l mort. 7s, reg., 102¼; do. coupon, 100⅜; do. deben. bonds, 80; Schuylkill Nav. Imp. Loan, 80; Lehigh Nav. conv. gold loan, 96; Wilmington and Reading 7s, 99¼; Pittsburg, Cincinnati and St. Louis 7s, 78½; Belvidere Delaware 1st mort., 92; do. 2d mort., 84; do. 3d mort., 81½; Susq. Canal 6s, 74⅞; Pennsylvania Canal 6s, 72⅛; West Jersey R. R. 7s, 102½; Pennsylvania and New York 7s, 99¼; Camden and Atlantic R. R., 33½; do. pref., 42; Philadelphia and Trenton R. R., 121¼; Nesquehoning R. R. 55; West Philadelphia R. R., 92; Catawissa new pref., 32¼; Huntingdon and Broad Top Mt. R. R., 10¾; Camden City 7s, 102. The latest quotations are: City 6s, 95½@96; do. free of tax, 100¼@100⅜; Pennsylvania State 6s, 1st series, 100½@--; do. 2d series, 105@105½; do. 3d series, 109@109¼; Philadelphia and Reading 58½@58½; do. Gen'l mort. 7s, coup., 100¼@100¼; do. reg., 102@102½; do. mort. 6s, 1880, 95@95; do. 7s, new, conv., 106¼@106¾; United New Jersey R. R. and Canal Co., 124@125; Camden and Amboy mort. 6s, 1889, 95@96; do. 1883, 90@92; do. 1889, 86@89; Pennsylvania R. R., 54¾@54⅞; do. allotment, 54⅜@54⅞; do. 1st mort., 102½@; 103½; do. 2d mort., 99@99¼; do. General mort. coupon, 94@94½; do. reg., 96@96½; Little Schuylkill R. R., 46½@47; Morris Canal, 49@50; do. pref., 125@127; do. 6s, 93@95½; Susquehanna Canal, 7@10; do. 6s, 74½@75; Schuylkill Nav., 6¾@7; do. pref., 13¼@14; do. 6s, 1882, 76@77; do. 1872, 80@81; Elmira and Williamsport pref., 38¾@40; do. 7s, 1873, 98¼@98½; 5s, do. 58@59; Lehigh Coal and Navigation 41@41¼; do. 6s, 1884, 90¾@91¼; do. R. R. Loan, 92@92; do. Gold Loan, 90½@91; North Pennsylvania, 49@50; do. 6s, 100@101; do., 7s, 99¼@100; do. Chattle 10s, 105@108; Philadelphia and Erie, 24@25; do. 6s, 88@90; Minehill, 52@52⅞; Catawissa, 20@21; do. pref. 41½@42½; do. new pref., 31½@32; do. 7s, 1900, 100½@102; Lehigh Valley, 61⅛@61¼; do. 6s, new coupon, 94½@95; do. reg., 94@96; do. 7s, 104⅝@105; Fifth and Sixth streets, (horse,) 53½@—; Second and Third, 58@—; Thirteenth and Fifteenth, 21@24; Spruce and Pine, 31@34; Green and Coates 50@50; Chestnut and Walnut, 58@65; Hestonville, 18¾@19⅛; Germantown, 80@—.

Boston.—Vermont Central 1st mort., 28; Chicago, Burlington and Quincy 7s, 93; Burlington and Missouri River R. R., 102; do. 8s, in Nebraska, 96½; Agricultural Branch R. R. 6s, 1884, 81¼; Cincinnati, Sandusky and Cleveland R. R., 14; do. 7s, 1887, 79¾; Boston and Albany 7s, 1892, 105; Eastern R. R. 6s, 1874, 98⅛; do. 7s, 1882, 101; Ogdensburg and Lake Champlain Equip. 8s, 96¾; Atchison, Topeka and Santa Fe 1st mort, 73¾; Illinois Grand Trunk R. R. 8s, 97½; Rutland pref., 58; do. scrip, No. 3, 93; do. 8s, 1st mort., 93; Eastern (N. H.) R. R., 100¾; Connecticut and Passumpsic Rivers R. R., 90; Boston and Lowell R. R. new, 111; Portsmouth, Gt. Falls and Conway R. R., 94; Union R. R., 110½; Somerville horse R. R., 41; South Boston horse R. R., 67¼; Norwich and Worcester R. R., 182; Cary Imp., 10⅛; Boston Water Power, 27; Boston Land, 6⅛; New Hampshire 6s, 1899, 98½; Maine 6s, 1889, 99½; Lynn 6s, 1891, 94¾; St. Louis 6s, 1883@1888, 89; do. 1879, 92¾; Bath 6s, 1898, 90; Lowell 6s, 1890, 95¼; Cambridge 6s, 1883, 96½; Bangor 6s, 1874, 97⅛; Providence 5s, 1900, gold, 93½; Cook Co., Ills., 7s, 1885, 98½; Boston 6s, 1880, currency, 99; Chicago 7s, 99; Calumet and Hecla, 158; Dana, 1¼; Hanover, 1; Petherick, 2¾; Shuniah Silver, 50c.; Washington, 1.

Baltimore.—Central Ohio R. R., 40½; do., 1st mort., 88; Orange, Alex. and Manasses 7s, 81; Wilmington, Columbia and Augusta bonds, 78¼; Northern Central 6s, 1900, gold, 94¼; Orange and Alexandria 1st mort., 96; do. 2d mort., 83½; do. 4th mort., 81½; Virginia and Tennessee 2d mort., 78⅞; do. 3d mort., 90; Western Maryland 3d mort., guar., 97; Atlantic coal, 2.80; George's Creek coal, 123½; Virginia consols, coupons, 78⅛; Richmond City 6s, 81½; Memphis City 6s, 58; Maryland Defense 6s, 102½. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78¼@79⅞; Pittsburg and Connellsville 7s, 1898, 96@97; Baltimore and Ohio, 176@180; do. 6s, 1875, 98½@—; do., 1880, 97½@98; do., 1885, 96½@97½; Parkersburg Branch, 11¼@11¼; Northern Central, 87@87¾; do. 6s, 1885, 93½@94; do., 1900, 83⅝@84½; do., 6s, 1900 gold, 94@94¼; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 101½@101¼; do., 2d mort., 7s, 91@91½; do., 3d mort., 8s, 84¾@85; Central Ohio, 40@—; do. pref., 38@40¾; do. 1st mort., 88@88¼; Western Md. 1st mort. 6s, 1890, 85@90; do. 1st mort. guar., 97@98; do. 2d mort. guar., 97@97¼; do. 3d mort., guar., 97@97⅜; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 86@87; Richmond and Danville 1st mort., 75@76½; Orange and Alexandria 1st mort. 6s, 95@99; do., 2d mort. 6s, 88@89½; do., 3d mort. 8s, 89½@95; do., 4th mort. 8s, 81@82; Orange Alex. and Manassas 7s, 80¾@81¼; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 78@79; do. 8s, 3d mort., 90@92½; Baltimore 6s, 1875, 99@99⅜; do., 1884, 99½@—; do. 1886, 100@101; do. 1890, 98½@98¾; do., 1893, 99½@100; do. 1898, exempt, 102@102; do., 1900, exempt, 99¼@99½; do. 1900, new, 99@99¼; do. 1902, 97@98; Memphis City 6s, 57½@58; Maryland Defense Loan, 1883, 102½@103¼; Virginia 6s, old, 38@—; do. coupon old, 39@40; do. consol. 6s, 55@55¼; do. reg. 51@54; do. coupons, 78⅛@78¼; West Vir-

ginia, 10@10⅜; City Passenger R. R., 18¼@18¾; George's Creek Coal, 123⅛@129.

Another Railroad in New Jersey.

The Philadelphia *Ledger* says that workmen are now engaged in making the necessary surveys of a railroad between Camden and Keyport, on the Raritan Bay. The road commences at Keyport, and will run thence to Freehold, a distance of 11 miles; thence to Manchester, 16 miles; thence to Medford, 28 miles; thence to Camden, 16 miles. The work of grading is now going on between Medford and Ellisburg, on the Camden end of this road, and also between Freehold and Keyport. The principal men engaged in this enterprise are Messrs. Brown and Company, of New York, and the road will be operated independently of the New Jersey Southern and also of the Pennsylvania Central. The Western terminus is to be at Kaighn's Point, in Camden. About two thousand men are to be put to work on it in a few days, who will push it with all possible speed to completion.

☞ The Lynchburg *Virginian* learns from Col. Ward, the engineer of the Lynchburg and Danville Railroad, that the grading of the road from Lynchburg to Danville has been completed, and is now ready for the rail, and that that part of the division will be finished from Danville to Banister river, about four miles south of Danville, some time next week, and the remainder through in thirty days. The work on the bridge over Banister river, the cost of which is estimated at $8,000, is rapidly progressing, and will be prepared to perform heavy duty by the 1st of July.

☞ Contracts for the construction of the Cincinnati and Gt. Western Railway are being made. The section from VanWert, Ohio, to Eaton, Ohio, has been awarded to the Improvement Company of Pennsylvania. J. T. Brady, Esq., of Pittsburg, Pa., is President of the company.

☞ The earnings of the Central Pacific Railroad in May, 1873, were $1,356,878, against $1,380,922 in May, 1872—a decrease of $24,544. For the first five months of 1873 the earnings were $5,010,638, against $4,370,343 for the corresponding period of 1872—an increase of $640,290.

☞ The Delaware and Hudson Canal Company will pay, July 1, a half yearly dividend of three and a-half per cent on the stock of the Albany and Susquehanna (leased) Road, and four per cent on the stock of the Rensselaer and Saratoga (leased) Road.

☞ The Master Car Builder's Convention have elected the following officers for the ensuing year: President, J. H. Van Houton, of Pittsburg; Vice President, V. D. Perry, of Hartford; Secretary, Leander Gary, of Morrisania, N. Y.; Treasurer, A. Steinback, of Reading, Pa.

☞ The exports of petroleum from Philadelphia to foreign ports during the week ending June 14 amounted to 2,138,002 gallons, making a total of 27,562,650 gallons since the first of January. A large number of vessels are now loading with oil along the the Schuylkill and Delaware.

☞ The New York, New Haven and Hartford Railroad Company have declared a half-yearly dividend of five per cent, payable July 1.

BANKING HOUSE OF FISK & HATCH, No. 5 NASSAU-ST., NEW YORK, June 20, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds, the following Securities of well-known character and established reputation, viz:

THE CHESAPEAKE AND OHIO SIX PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York city; Interest payable May 1 and Nov. 1; issued in denominations of $100, $500 and $1,000, either Coupon or Registered; price **88 1-2** and accrued interest.

Also, THE CHESAPEAKE AND OHIO SEVEN PER CENT. BONDS—Principal and Interest payable in Gold Coin in New York city; Interest payable January 1 and July 1. Bonds of $1,000 each, Coupon or Registered—price 90 and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD is completed and in operation from Richmond to the Ohio River, a distance of 420 miles, at a cost with the equipment of over $35,000,000, and is doing a large, profitable, and rapidly increasing business.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We also deal in GOVERNMENT BONDS, CENTRAL and WESTERN PACIFIC, and other first-class Securities; receive deposits, on which we allow four per cent interest, make collections, and do a general Banking business.

FISK & HATCH.

New Jersey Southern Railroad.

The Chestertown, Kent Co., Md., *Transcript*, of 14th inst., says:

On Wednesday last a consolidated mortgage from the New Jersey Southern Railroad Company, to John R. Garland and Walter B. Palmer, Trustees, for $7,000,000, was filed in the Clerk's Office for this country. The New Jersey Southern intends to consolidate with the Long Branch and Sea Shore Railroad, the New Egypt and Farmingdale Railroad, the Tom's River and Warrentown Railroad, the Pemberton and New York Railroad, the Vineland Railway, the Smyrna and Delaware Bay Railroad, the Kent County Railroad, the Maryland and Delaware, and such other roads as shall or may be requisite to make a continuous line to Baltimore and to Norfolk. The object of the mortgage is to secure bonds to the amount of seven millions of dollars, and conveys to the trustees above named the aforesaid Railroads.

☞ The Eastern and Maine Central Railroads are now run as one line under the general management of the Eastern Railroad. The division of interests in the business and profits are five-ninths for the Eastern and four-ninths for the Maine Central. This new arrangement will secure to the Eastern road superior advantages as regards through business. With its splendid equipment and general enterprise, the whole line between Boston and Bangor will be run all the more satisfactorily. It is also stated that ere long the European and North American Railroad will be included in the same arrangement, and all three be comprised into one through line to St. John.

☞ The Delaware, Lackawanna and Western Railroad Company will pay, July 1, the half yearly dividend of three and a half per cent on the stock of the Morris and Essex (leased) Road.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Lobdell Car Wheel Company.

The Lobdell Car Wheel Company, of Wilmington, Del., has two foundries, in one of which castings are made for cars, bridges, rolling mills, and steam engines, together with chilled rolls for rolling iron, brass, and for paper machinery, and also brass castings; it also has a machine shop and blacksmiths shops attached. The other foundry, which is exclusively for car wheels and tires, has a capacity of 300 car wheels a day. Contiguous to this foundry is a large machine shop, containing enough machinery to bore 200 wheels and fit 100 axles a day. It also contains machinery for turning and grinding chill rolls, &c. Besides being used very extensively in this country, large numbers of these wheels are sent to South America, England, Ireland, and the Continent. Many of the tram roads of England are supplied from this establishment.

☞ The land sales of the Burlington and Missouri River Railroad in Nebraska amounted in April to $97,730; and in May to $119,924. The total number of acres sold to June 1 has been 341,480, yielding $2,833,409. About half the entire bonded indebtedness being thus provided for by the sale of hardly one-seventh of the company lands.

☞ The transfer books of the Illinois Central Railroad Company closed June 14, to be reopened July 1, for the allotment of the new shares (one to every even five registered) upon which shares the first instalment of 50 per cent will be payable on or before July 1.

☞ The earnings of the Erie Railway Company for the week ending June 7, 1873, were $401,555, and since November 1, 1872, $10,956,958—an increase over the corresponding period of the previous year of $298,774.

☞ C. B. Squires, of Defiance, Ohio, has been awarded the contract to build fifteen miles of the second track to be laid on the Pittsburg, Fort Wayne and Chicago Railway, east of Crestline, Ohio.

Journal of Railroad Law.

RAILROAD COMPANIES NOT RESPONSIBLE FOR INJURIES TO PERSONS WHILE GETTING ON CARS IN MOTION.

The facts in the late case of Phillips *vs.* The Rensselaer and Saratoga Railroad Company, (49 N. Y. 177), are fully and clearly stated in the following opinion by—

GROVER, J.—The question arising upon the exception to the nonsuit, ordered by the judge upon trial, is whether the jury would have been warranted in finding from the evidence that the injury received by the plaintiff resulted from the negligence of the defendant or its servants, and that he was free from any negligence contributing thereto. The inquiry as to the plaintiff is whether it was negligence in him to attempt to get upon the train while in motion under the circumstances which the evidence showed, as no question can be made but that such attempt contributed to the injury.

The plaintiff testified in substance that he bought a ticket and that a train soon after came along, slowed up but did not stop, but passed along, some one on board hallooing that there was to be another train along. That the station where he bought the ticket was the west side of the track, but that there was no platform there, from which passengers could get upon the cars. That there was quite a crowd there, and upon the approach of the train in question, he and some others went over to the east side of the track, thinking they could more readily get upon the train from there. That the cars came and slowed down, and, as he started to get on, they had about stopped; others began to jump on; ahead of him a good many were jumping on. That the brakeman called out West Troy (name of the station). That they were getting on all along the cars. That he got on the step, two men got on ahead of him, and he could not get any further up. That the cars were then jerked ahead and jerked him off the step, but he did not let loose of the handle. That he recovered back, and when they were on pretty good speed they jerked very powerful. The handle was the iron rod. That he got on because he saw others getting on, so he recovered back upon the step but had no more than recovered back, before he was knocked off by the platform, and rolled in between the car and the platform. That the cars were going very slow when he got on, but the second time were going pretty good speed. That he did not see or know anything about the platform until he struck it. It was proved that this platform was a structure of the height of the floor of the cars, the front of which was 7 inches from the outside of a car upon the track, erected and used only for the purpose of loading and unloading freight. It was further proved that the distance from where the plaintiff first attempted to get upon the car to the platform, was about 60 feet. To attempt to get upon the car while in motion, the platform and steps of which was so crowded that he could not get upon the platform, if he succeeded in getting upon the lower step; to persist in such attempts, when, by the jerking of the cars, he was thrown from the step; to hold on the iron and run along, trying to get upon the car while its speed was increasing, without looking to see if there was danger of collision with some object near the track or other danger to be apprehended, was not only negligence, but exhibited great if not reckless disregard of his safety by the plaintiff. This was the conduct of the plaintiff as testified to by himself, and was such that, without explanation, a verdict finding him free from contributory negligence, would have been unauthorized. Unless evidence was given tending to prove facts explaining and justifying this conduct of the plaintiff the nonsuit was proper. The plaintiff proved that the name of the station was called on board of the train before he attempted to get on. This furnished no excuse for the plaintiff. This call was to notify those on board wishing to stop at that station, so that they could be in readiness to get off, but would not excuse them from the imputation of negligence in jumping off with a crowd, while they knew not only that the train was in motion, but jerking up and increasing its speed. The plaintiff knew all this, and still persisted in his attempt to get into the car. Whittaker *vs.* The Manchester R. R. Co. (Eng. Com. Pleas.) cited by counsel from the London Times, has no analogy to the present case. There the plaintiff was a passenger upon the train, on a dark night, and upon the name of the station where he wished to get off being called, opened the door and stepped upon what he believed to be the platform, but which in fact was the parapet of a bridge, and fell over. Held, that a verdict in his favor should be sustained. The fact that others were getting upon the train in a manner equally reckless as the attempt made by the plaintiff affords no justification for him. An excited crowd, eager to get on board, each ahead of the other, too impatient to wait until the train stops, make the attempt, each at his own risk, and no one is excused by the numbers making the attempt. Under such circumstances the cry of those on board the train that it will stop, and giving warning of the danger, will be unheard, as it was by the plaintiff in this case, or unheeded if heard. If people will encounter such risks, the law cannot relieve them from the consequences. The plaintiff further gave evidence tending to show, and notwithstanding the evidence to the contrary the court must assume as true, that on some previous occasions the defendant had slowed trains at this station and passengers had got off and others had got on, when the trains had not come to a full stop at all. This was recklessness on the part of the company, if sanctioned by the directors, and if not by those in charge of the train; and if, while so doing, any person should be killed it is clear that those responsible therefor might be convicted of manslaughter under the statute. But such reckless conduct of the company or of those managing its trains does not justify any person in rushing at the trains at that station while moving and attempting to get on, and, when thrown from the steps by the jerking of the cars, hanging on to the irons, and continuing ineffectual attempts to get on for rods, and until he is injured by a collision with some object outside of the cars. No prudent man would voluntarily encounter such risks. The counsel cites Shearman & Redfield on Negligence (§ 282) for the purpose of showing that a person is not chargeable with negligence in attempting to get upon a horse car in moderate motion when the driver refuses to stop; but should he make the attempt and fail, and then hang on, running outside of the car until he came in collision with a vehicle, the case would be different. The counsel is correct in the position that if the evidence offered by the plaintiff and improperly excluded, in connection with that given, would have authorized the jury to find a verdict in his favor, the order must be affirmed. The evidence so offered was that the plaintiff had before that, got off and on at this place when the cars stopped no more than at this time, and he had knowledge that they frequently did not stop any more than as they slowed down this time. This must be considered in connection with the fact, indisputably proved, that the train in question did in fact stop upon arriving at the proper place for that purpose, and that it was intended so to stop. So considered, the facts offered did not excuse the conduct of the plaintiff when he found himself thrown from the step by the jerking of the cars; that the speed was increasing. Ordinary prudence required him to abandon the attempt, instead of hanging on and continuing it until he came in collision with the platform. If the train did not stop so as to enable him safely to get on, he had his remedy against the defendant. The order appealed from must be reversed and the judgment given upon the nonsuit.

Order reversed and judgment accordingly.

Cost of a Trip to California.

The San Francisco *Bulletin* gives the following as a fair statement of the cost of a trip to California:

New York to San Francisco	$140
Sleeping-car, (full half "section")	20
Twenty meals en route, at 75 cents each	15
San Francisco to Yosemite and Mariposa, Big Tree Grove and return, ten days' trip, $85 to $100, but say	100
San Francisco to Napa Valley, Geysers, etc.	30
San Francisco to Santa Cruz, Pescadero, San Jose, etc., say one week's trip	50
Ten days in all in San Francisco, at $4 per day	40
Trips to the Cliff House, etc	25
San Francisco to New York	140
Sleeping-car, (same as above)	20
Meals, (same as above)	15
Breaking trip three days at Truckee to see Lake Tahoe and Donner Lake	15
Breaking trip at Ogden to see Salt Lake City, etc., four days, all expenses	25
Total	$685
Half of the above expenses in currency, for which deduct ten per cent. on $350, say	35
Total expenses of full Pacific Coast trips, as above, in gold coin	$600

☞ The Union Pacific Railroad Company sold during the month of May, 1873, 10,423.71 acres of land, at an average price of $5 15¼ per acre, amounting to $53,742 80. Sales averaged 76.08 acres to each purchaser. Total sales to June 1, 1873, 725,332.57 acres, at an average price of $4 30 per acre, amounting to $3,118,619 81.

☞ The directors of the Connecticut River Railroad have voted to extend the double track of that road northward to Northampton as soon as practicable. The second track between Chicopee and Holyoke will be ready for use within two months.

☞ The sectional by-law of the County of Simcoe, Ca., granting a bonus of $30,000 in aid of the Hamilton and Northwestern Railway has been carried by a majority of 1,561 votes.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending June 7, at 436,276 tons, and for the coal year at 7,357,593 tons, against 7,242,133 tons to corresponding time last year, being an increase of 115,480 tons. The bituminous tonnage for the week is 59,344 tons, and for the year 940,971 tons, giving a total of all kinds for the week of 495 590 tons and for the year of 8,298 564, tons, against 8,063,487 to same time last year being an increase of 235 077 tons.

☞ The Cincinnati, Eaton and Union Railroad Company has been incorporated to build a road from Union City, Drake county, Ohio, to Eaton, Preble county; capital $400,000. The corporators are Thomas J. Harsh, Charles Negley, M. T. McWhinney, George Bacon, James McCabe, Ira McClure and A. L. Northrop.

☞ Charles F. Hatch, General Manager of the Eastern Railroad, has been elected General Manager of the Maine Central Railroad. It is said that the headquarters of the company will be at once removed to Portland.

FOR SALE—150 to 200 tons new 30 lb. T Rail—in lots to suit purchasers. Apply to A. & P. ROBERTS & CO., 414 Walnut St., Phila.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, June 6, 1873.

THE TRANSFER BOOKS OF THIS COMPANY will be closed after the 14th inst. until the 1st day of July next for the allotment of the new shares, (one to every even five registered,) upon which shares the first installment of fifty per cent. will be payable on or before the latter date.

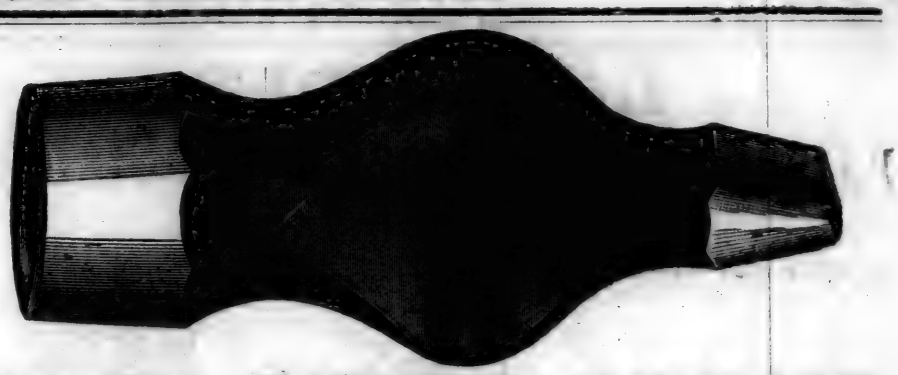
L. A. CATLIN, Secretary.

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CLIFF ST., between John and Fulton,
New York,
IMPORTERS AND DEALERS IN
Tin and Roofing Plates
OF ALL SIZES AND KINDS.
PIG TIN, RUSSIA SHEET IRON,
Charcoal and Common Sheet Iron,
LEAD, SHEET ZINC, COPPER,
SPELTER, SOLDER, ANTIMONY, &c.
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RAILROAD IRON.
THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.
M. K. JESUP & COMP'Y,
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RAILROAD IRON.
1,000 Tons TREDEGAR RAILS.
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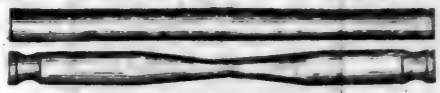
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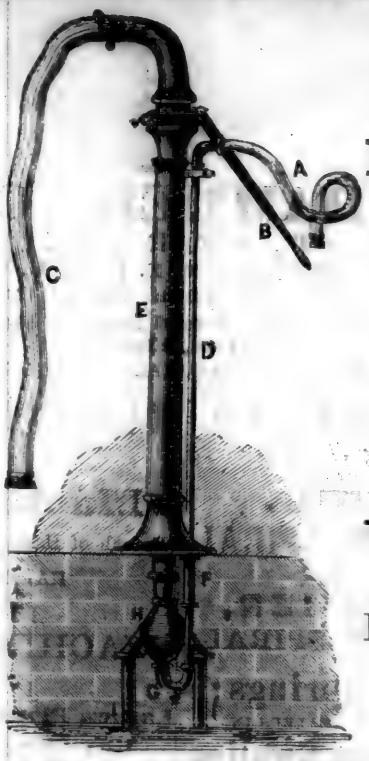
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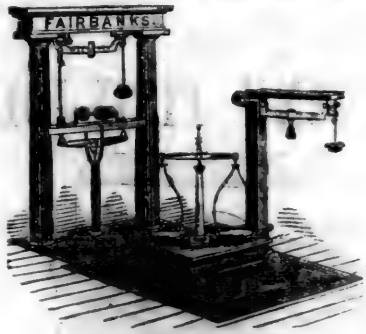


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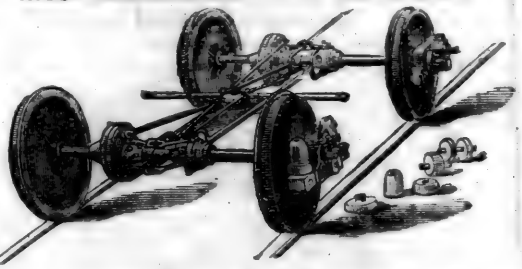
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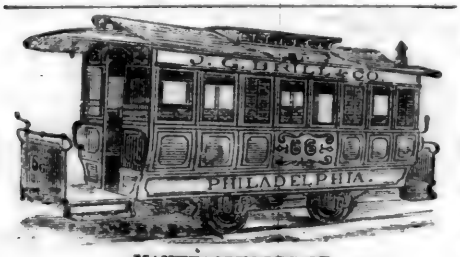
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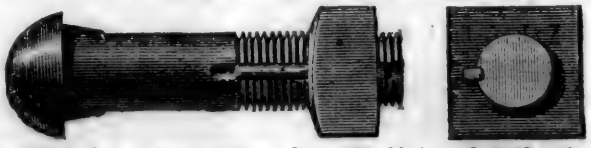
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PATENTED June 16, 1868.



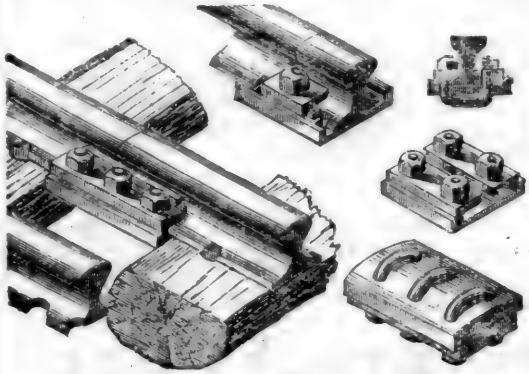
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DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

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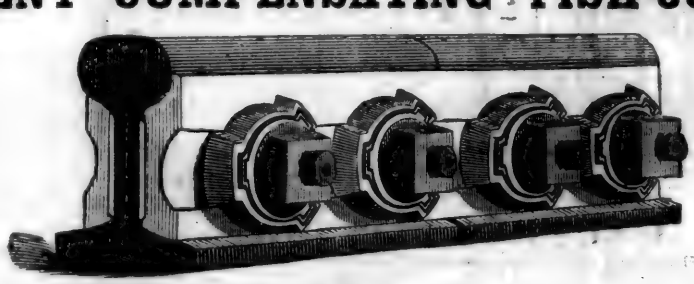
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The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



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No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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[Second Quarto Series, Vol. XXIX., No. 26.] SATURDAY, JUNE 28, 1873. [Whole No. 1,940 Vol. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the Journal.

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American Railroad Journal.

New York, Saturday, June 28, 1873.

Interest on Virginia Bonds.

Mr. Arlingstall, the commissioner from the council of Virginia bondholders in London, had a second interview with leading financiers in Richmond on the 20th of June, in which the gentlemen representing Virginia informally expressed entire confidence that the delay of Virginia to pay the full interest on her debt would be and could be only a matter of very few years. Some gentlemen insisted that the next session of the Legislature could provide for the additional amount necessary; others thought that a longer period would be required. Mr. Arlingstall, on the part of the English bondholders, reminded the meeting that France and Denmark had both suffered fearfully by subjugation, and were deprived of their territory, but had speedily recovered and had not abated one cent of their public debt. A desire was expressed that the bondholders would send two or three of their number to confer freely with the next Legislature of the State. Mr. Arlingstall exhibited a memorandum furnished him by authority of the council of bondholders for guidance, in which the funding bill of 1871 of the Virginia Legislature is recognized as a fair and honest intent, voluntarily initiated by most influential and respectable classes in Virginia, to settle her financial difficulties and rehabilitate the State in the eyes of European capitalists, by meeting the matter of her indebtedness to the extent of her surplus resources, but the bondholders, after making this important concession, considered that it would have been more satisfactory to obtain their concurrence before adopting the arbitrary and illegal measures of exacting that one-third of the consolidated debt should be represented by a certificate and transferred to West Virginia Nevertheless they were willing to make such concessions as they felt Virginia might claim fairly under her recent disasters, as her foremost position before the war for honor and integrity had not been forgotten. A committee was appointed to prepare an address to the council of bondholders.

TO INVESTORS.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE **7 3-10** LOAN IS NOW BEING DISPOSED OF through the usual agencies.

This affords a desirable opportunity to persons wishing to **reinvest July interest and dividends.**

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; the work of construction is progressing satisfactorily; the Company has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.
No. 20 Wall Street, New York.

☞ The Secretary of the Interior have decided, under the sixth section of the act of Congress granting lands to aid in the construction of the Northern Pacific Railroad, that the filing of the map of the general route protects the company from pre-emption settlements within the granted limits, which in the States are twenty miles on each side of the line.

JAY COOKE & CO.,

No. 20 Wall Street,
NEW YORK.

EXCHANGE
—ON—
LONDON,
PARIS,
BERLIN,
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BREMEN,
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CABLE TRANSFERS,
Circular Letters,
COMMERCIAL CREDITS,
—ON—
Jay Cooke, M'Culloch & Co.,
No. 41 Lombard St., London.
CABLE TRANSFERS UPON VIENNA DIRECT

Central Vermont Railroad.

Judge Royce, of Vermont, has obeyed the request of Governor Smith, and made the Central Vermont Railroad Company the receivers and managers of the property that is left of the old Vermont Central Railroad. In making this decision he said that as a general rule corporations ought not to be appointed to such a trust, and there are no precedents of such an appointment, but he considers this an exceptional case. The proceedings closed by the appointment of a special Master in Chancery to report on all claims against the present receivers, and under the order Governor Smith and his associates will retain the leases of the Sullivan, New London Northern, and Montreal and Vermont Junction Railroads.

☞ The Grand Trunk Railway Company has issued orders for a large amount of new rolling stock, all to be ready by October, when the equipment for the whole line west of Montreal will take place. To effect these changes almost every iron workshop and car company in Canada will be engaged. Orders have been given out for 150 locomotives of great power, 500 box

freight cars, 200 platform cars, 100 cattle cars, 20,000 trucks for freight cars, and 20 second-class passenger cars for business; all of the above rolling stock, including the locomotives, to be adapted to the new gauge of the road, which, as has been stated, is to conform to the general gauge in use in the United States.

Northern Pacific Railroad.

W. MILNOR ROBERTS, Esq., Chief Engineer of the Northern Pacific Railroad, in a letter to the Editor of the Philadelphia *Evening Bulletin*, dated Bismark, Dakota, June 4, 1873, says:

The opening of the Northern Pacific Railroad to the Missouri river, at Bismarck, latitude 46¾ degrees north, longitude 100¾ degrees west, nearly four hundred and fifty miles from the head of Lake Superior, and four hundred and forty miles from the head of the Mississippi navigation at St. Paul and Minneapolis, is an event of no ordinary moment. It is not only of great commercial consequence as the means of bringing into immediate railroad connection with the Eastern markets an immense and very valuable agricultural region, hitherto unimproved, but it is of vast importance as a powerful lever, the value of which is incalculable, to aid our government in controlling many thousands of Indians. Nothing can be more clearly established than the fact that with the advent of the railroad and the locomotive, and the consequent migration of great numbers of whites, attracted by these means to new fields of agriculture and commerce, Indian hostilities either cease entirely, or become too trifling for serious regard.

When it is considered that there are nine hundred miles of steamboat navigation below Bismarck to Sioux City, and about one thousand miles of steamboat navigation above Bismarck to Fort Benton, some idea may be formed of the magnitude of the interests directly to be affected by this new railroad junction with the Missouri river. It is an extension of the empire of civilization into and over a territory not less than five hundred miles square, or 250,000 square miles; an area equal to more than four times the area of the great State of Pennsylvania.

This immense region, by means of the Northern Pacific Railroad, with its main line tapping the navigation of the Missouri river and its Pembina branch accommodating the Red River Valley and the British Dominions, as far as Fort Garry to the north and the great Saskatchawan Valley to the west, will now be rapidly peopled. True, it is cold and dry during the winter, but it is equally true that it is charming in the summer, and that the land is fertile, yielding abundantly, especially in the crops of wheat, the most valuable of the cereals. There are thousands of Europeans whose habits and constitutions fit them for this very climate, and these are the people who have already begun to flow in this direction, and who will in a few years fill it with a hardy and thrifty population. A few years later, and all of the numerous and costly forts and Indian agencies, which have hitherto engrossed so much of the earnest attention of our Government and consumed millions upon millions of the hard earnings of our citizens, will, with the advance of this civilization, disappear forever.

If the Northern Pacific Railroad Company should accomplish no more than the construction of their railroad to the Missouri river thus insuring to our country in the way of permanent advantages an annual saving of national expenditures, its mission will have been worth more to the nation than the value of their entire land grant of fifty millions of acres, stretching across the continent. These millions of acres have no value whatever till it is created by the energy and perseverance of the company in securing the means and pushing their railroad through them, as they are doing.

This grand instalment of four hundred and fifty miles on this side, with the one hundred miles to be opened this season on the Pacific side, making five hundred and fifty miles, should be regarded by the world as ample assurance that this company, notwithstanding it has no money subsidy from the government, intends to render its land grant immediately available to mankind; and in doing this they create a value upon an equal quantity of government land, which is due wholly to the efforts of this company, and without which it would have remained for years valueless and unproductive.

Those who will hereafter pass, without fatigue, at comparatively trifling cost, and in a few days, from the eastern cities to the point now attained by railroad on the Missouri river, have generally but an inadequate conception of the great amount of preliminary labor, physical and mental, and of the large preliminary expenditures for surveys, &c., required before the projectors of such an herculean undertaking begin to realize practical results in the shape of completed lines.

The third expedition for the final survey and establishment of the route west of the Missouri, between Bismarck and the Rocky Mountains, will start the middle of this month. Gen. Thomas L. Rosser, Engineer of the Dakota Division, will be in charge of the company's engineering party. The escort will consist of cavalry, including the Seventh, one of the choice regiments of the army. They will be absent about four months.

The exact point of striking the Yellowstone is to be determined by this survey. It is known that the Yellowstone is navigable for steamers from its mouth as far up as any probable point of intersection below Powder river. By the sinuosities of the stream, Powder river is some two hundred and thirty miles above the mouth of the Yellowstone, so that the Government and the railroad company have the advantage of this favorable water route for the conveyance of supplies, &c., to that portion of the Yellowstone Valley.

Mobile and Ohio Railroad.

The following is a comparative statement of the earnings and expenses of the Mobile and Ohio Railroad for the fiscal years ending December 31, 1871 and 1872:

Earnings:	1871.	1872.
From freight.....	$1,954,217 76	$2,089,681 25
" passengers....	681,460 92	734,970 39
" express	54,750 00	67,150 00
" mail.....	49,020 00	60,705 95
	$2,739,448 68	$2,952,507 59
Expenses:		
Repairs of roadway..	$582,386 10	$574,768 35
Repairs of machinery.	512,779 48	522,211 84
Conducting transp...	799,002 28	792,076 92
Bureau expenses....	.....	41,162 57
	$1,894,167 86	$1,930,219 18
Net earnings.....	$845,280 82	$1,022,288 41

Compared with 1871 the gross earnings of 1872 show an increase of $213,058 91, with an increase in expenses of $36,051 32, making the increase in net earnings $177,007 59. The President in his report presented at the annual meeting of the stockholders held in Mobile on the 15th of April, 1873, says:

The present meeting completes the first quarter of a century in the history of your company, and marks a period that will be referred to by those who shall come after us, with no ordinary interest. The future student of your history will hear with wonder of the persevering efforts of a Baldwyn, as he traversed the streets of this city with pen-sketches of maps in his hat lining, invoking the attention of all passers by to a grand conception of his brain, which was to connect the waters of the Gulf with those of the Western Rivers and Lakes. He will learn that at that time no enterprise of its magnitude had been started on either Continent; that a road of 500 miles in length, crossing 7 degrees of latitude and passing through a comparative wilderness, was regarded as a Utopian scheme; that by degrees, the enterprise arrested the attention of intelligent men; and that after thirteen years of patient toil, the road was completed to its present terminus on the Mississippi River, 472 miles from Mobile. He will learn that if doubt and distrust were entertained at its conception, the demon of war presided over its birth, and for four long years, made it the sport of contending armies. He will learn that at the termination of the contest, the enterprise was a splendid wreck; that 65 per cent of its original cost had been lost, and that the company were entirely unable to furnish the means for its restoration. He will learn that by the indulgence of creditors and the persevering efforts of its friends, it rose phœnix like from the ruins, and in eight years presented to the stockholders the property in a prosperous condition, with a largely increased equipment, with extended and increased work shops, with new station houses, enlarged facilities for business, and a developed earning power that has surprised its friends.

Your directors, while congratulating you upon these results, must remind you that in their accomplishment, debts have been contracted, for which the honor of the company is pledged, and that continued effort and an economical administration of your affairs will be required to make that success complete.

The earnings for the past year were the largest in your history, amounting to..... $2,952.507 59
Expenses, including renewals of rails 1,930,219 18

Showing a net revenue of..... $1,022,288 41

The increase in earnings over last year was 7.77 per cent., while the increased expenses were but 0.19 per cent., showing that as the volume of business increases, the cost of doing it must decrease.

ROAD AND EQUIPMENT.

The past winter has been one of extreme severity, and rendered it impossible to keep the track in the condition we desired; but as the spring opened and the rains ceased, attention has been directed to it, and in a few weeks it will be placed in good order. Your equipment has been steadily increased, both in locomotives and cars, by purchase and building at the companies shops. The amount and value of your property is constantly being added to, and as your business increases it will require additional machinery.

OKTIBBEHA BRANCH.

The citizens of Oktibbeha have, by vote, determined to tax themselves to the extent of $150,000 to aid you in the construction of a branch from "Artesia" on your line westward. For this aid they are to receive an equal amount of your capital stock. Arrangements are in progress for its completion as far west as the town of Starkville, which is the most expensive portion of the road, and which we hope to accomplish at an early day.

VICKSBURG AND NASHVILLE ROAD.

Arrangements have been made with the Vicksburg and Nashville Road to aid them in the building of their road westward from Okolona on your line. This road, as well as the Oktibbeha Branch, are in the rich cotton region of Mississippi, and will greatly increase the area from which freights are to be drawn, and consequently add to your earnings.

CONNECTING ROADS.

The difficulties surrounding the Alabama and Chattanooga Road which existed at your last meeting, have not yet been removed; the road is now being run by receivers appointed by the Circuit Court of the United States, but with such an insufficiency of rolling stock as to prevent the realization on our part of the great value of that connection.

The Cairo and Vincennes Road has been completed, but has not yet been fully opened for business so as to give us the full benefit which may be expected.

The St. Louis and Cairo Road is progressing, and is expected to reach Cairo during the present year.

The Selma, Marion and Memphis Road, which

will connect with you at Columbus, Aberdeen and Okolona, has made but little progress the past year. We learn that efforts are being made to press it forward with greater energy.

Our relations with all connecting roads are entirely harmonious.

DONATED LANDS.

The sales of donated lands continue upon a restricted scale, but show a gradual increase, fully justifying the belief that as our people recover from the desolating effects of the war the demand will enlarge.

MANUFACTURING.

The statistics furnished by our local agents show that there is continued increase in manufacturing and mechanical establishments on and near the line of your road, and which are steadily enlarging the volume of business and adding to the general prosperity of the country from which your business is derived.

GENERAL PROSPECTS.

At no time since the late war have the affairs of your company been in better condition; and the prospects for the future are cheering.

The steady and uniform increase in the earnings from 1868, when they amounted to..$1,850,601 59
to 1872, when they reached.... .... 2,952,507 59

showing an increase of.... ....$1,101,906 00

in four years, equal to about 15 per cent per annum, proves that you are not mistaken in the inherent strength of the enterprise. This progression in receipts may safely be calculated upon for some years to come, and will, we trust, reach a point where rates may be reduced without injustice to those in interest.

Your attention is invited to the able report of the Chief Engineer and General Superintendent, Major L. J. Fleming.

This will be the last report from that able and efficient officer, who has served your company for 17 years, with an ability and integrity rarely equalled in railroad management. He has been relieved at his own request from severe labor, but will remain in the service; retaining, as he does, the position of Consulting Engineer, attached to the Executive Department, thereby securing to us the benefits of his matured experience.

From the early organization of your company, the earnings of the transportation department have gone into the improvement of the road and its equipment, instead of being charged up as a part of the legitimate cost of the road, and distributed either in cash or stock dividends. The same course has been pursued in the re-construction since the war, as reference to former reports will show, and the company is in this way possessed of property not represented either by creditors or stockholders. In other words, the value of your property, after deducting the amount of your debts, amounts to a larger sum than is represented by stock. Your Directors, after an elaborate examination of the subject, have, with mature deliberation and great unanimity, determined to recommend to you an increase of stock, giving one new share to the present stockholders for each share held by them—25 per cent to be paid, and the remaining 75 per cent to be as dividend, and represented by property acquired by the company.

The increase of stock is believed to be the only legitimate way of dividing that portion of earnings which have gone into the improvement and enlargement of your property, while the 25 per cent paid will enable the directors to discharge the floating debt, and thus be in a position to afford aid to Branches and Extensions—add to your machinery, and thereby increase your earnings within a reasonable time, to at least four millions of dollars, while the expense will not be increased in a corresponding ratio, thus enabling the stockholder the sooner to realize from the entire amount of his investment.

Those most competent to judge of the value of the property have estimated the largest at twenty-five millions, and the lowest at twenty-two millions five hundred thousand dollars.

Assuming the lowest figure, say...$22,500,000 00
Add 25 per cent to be paid on 4,466,476 84 stock.... .... 1,116,618 96

And we have.... ....$23,616,618 96

Less bonded debt...	$10,839,144 46	
Floating debt (less cash)....	1,176,938 03	
Present stock.....	4,446,475 84	
New stock	4,466,475 84	
		20,949,034 17

Still leaving a surplus of..... $2,667,584 79

The road is 472 miles in length, extending from Mobile, Ala., to Columbus, Ky., with branches from Artesia, Miss., to Columbus, Miss., 14½ miles, and from Muldon, Miss., to Aberdeen, Miss., 9 miles—making a total of 495½ miles, of which 63 are in Alabama, 293½ in Mississippi, 118½ in Tennessee, and 20½ in Kentucky. The company also operate under lease 21½ miles of the Mississippi, Gainesville and Tuscaloosa Railroad—making the total length of road operated 517 miles.

From the Report of the Chief Engineer and General Superintendent we learn that "there were 89 engines in the service in 1872, of which three were purchased during the year; and five others have been received from the Baldwyn Works since its close. In addition to these, there are 20 engines which were run down during or since the war, and have required more extensive repairs than the capacity of the repair shops could perform, and at the same time maintain those in use in good order. These locomotives can be repaired at less than two-thirds the present price of new ones, and would be sufficient, with those now in use, to meet the probable demands of the business for this and the next year."

The rolling stock consists of 40 passenger, 1 sleeping, 11 baggage and mail, 4 express, 747 box freight, 308 platform and 118 stock cars.

The service and performance of the locomotives that made mileage during the year is as follows: on passenger trains, 681,302; on freight trains, 638,218; on gravel trains, 203,856; switching trains, 98,285—total, 1,621,661—an increase over the previous year of 188,838.

The earnings per mile of road were: from passengers, $1,424; from freight, $4,049; from mail and express, $247—total, $5,720, against $5,006 in 1871. The earnings per train mile were $2.23, against $2.32 in 1871.

The number of passengers carried was 398,884; do. carried one mile, 16,312,518. Tons of freight carried, 374,531; do. carried one mile, 55,399,302. Increase in number of passenger, 13,584; and in mileage of do., 520,059. Increase in tons carried, 40,893; and in mileage of do., 8,392,315. Number of bales of cotton moved, 184,676, against 182,854 in 1871. The Superintendent, in his report, says:

There is a growing disposition in the National, as well as State Councils, to legislate upon and control the charges made by railways for the transportation of persons and freight. This is based upon the supposed injustice done by railways, by inqualities of charges between local points, where there is no competition, and through rates to and from points reached by other lines. The fact that the actual cost of transportation for certain articles for given distances exceeds the value of the article, and that freight can be carried for long, at a less pro rata charge than for short distances, are entirely ignored or not understood. Neither is it understood or appreciated, that while the through transportation is performed at a less margin of profit, that the railway company is enabled by that amount to perform its local business at a reduced rate. If, however, railways were forced to charge the same through and local rates for given distances, the effect would be to stop the former, and require increased charges on the latter. Then again, the effect of water transportation is felt more or less over the whole country, and if rates are to be fixed by legislation for railways, it would be proper to regulate the charges by steamers on the ocean or rivers, and sailing vessels between domestic ports. The legitimate effect of such legislation would be to bankrupt immediately every railway in the South, and ultimately to reduce the rates to such low figures, that the roads could not be operated.

A great deal of this feeling arises from the supposed antagonism between railways and the people, which uninterested and unprejudiced reflection would show to be incorrect. To the railways of this country the nation is indebted for its rapid advancement in population, the development of mines and the resulting manufactories, its agricultural wealth, and, indeed, for the pre-eminent position it occupies among nations of the world. Their benefits have been felt by all races and classes throughout the length and breadth of this country, and yet the capital which has been invested in their construction, has yielded a smaller return than from any other industrial pursuit.

Railways are in their infancy, yet their progress has been marked by a steady decrease in the charges, cost of transportation, and an increase in speed; and as the density of the population and the consequent accumulations of capital increase, so will this progress continue, unless checked by unwise legislation.

CONDENSED BALANCE SHEET, Dec. 31, 1872.

Construction and equipment	$17,599,284 62	
Supplies on hand....	374,316 91	
Interest on bonds....	848,800 69	
General interest account....	68,326 14	
Real estate....	74,273 98	
Cairo Extension	52,861 64	
Trustees of sinking fund....	110,800 39	
City of Aberdeen—account Aberdeen Branch	21,901 11	
U. S. Quartermaster's Department.	159,044 07	
Lownes Co., Miss., bonds....	9,000 00	
Individual balances....	42,441 28	
Uncurrent funds—Mississippi notes	13,121 00	
Cash	94,547 67	
		$19,463,769 50
Capital stock....	$4,466,475 84	
First mortgage bonds....	9,550,540 00	
Second mortgage bonds....	1,235,604 46	
Gainesville Branch bonds....	53,000 00	
Bills payable, maturing 1873 and 1874	862,490 04	
Auditor's warrants....	247,029 91	
" pay roll warrants....	161,965 75	
Sales of Donated Land (covered in part by $229,000 1st mort. sterling bonds, cancelled, balance in hands of Trustees of sinking fund)....	705,907 53	
Sales of station lots....	7,596 78	
Net earnings, 1872....	1,022,288 41	
Profit and loss....	1,550,870 83	
		$19,463,769 50

President.—ABRAHAM MURDOCK.

Vice President—CHARLES E. RUSHING.

2d Vice President.—JOHN J. WALKER.

Directors.—Wm. Butler Duncan, W. P. Halliday, Thomas Brown, W. D. Humphries, A. Murdock, James Crawford, W. D. Dunn, John Reid, Jr., Charles Walsh, John J. Walker, C. W. Butt, C. E. Rusning, Francis B. Clark.

Secretary & Treasurer.—ALONZO L. WILLOUGHBY.

Auditor.—OLIVER S. BEERS.

Resident and Consulting Eng.—L. J. FLEMING.

Chief Engineer and Gen'l Sup't.—A. L. RIVES.

Washington and Ohio Railroad.

A glance at the country through which it passes, between Washington, D. C., and the Ohio river, a distance of 325 miles. A pamphlet of 100 pages, printed in Philadelphia by Collins, 705 Jayne street. 1873.

President—Lewis McKenzie, Alexandria, Va. Clerk and Treasurer, Reuben Johnston, Alexandria, Va. Chief Engineer—Washington Blythe, Alexandria, Va. General Superintendent—R. H. Havener, Alexandria, Va.

Directors—Henry Lewis, Philadelphia, Pa.; J. Frailey Smith, Philadelphia, Pa.; H. S. McComb, Wilmington, Del.; John S. Kennedy, New York; Benjamin Morgan, Berryville, Va.; Cassius F. Lee, Alexandria, Va.

The Washington and Ohio Railroad Company, a corporation originally chartered by the General Assembly of Virginia under the title of "The Alexandria, Loudoun and Hampshire Railroad Company," was at first intended to extend only from the city of Alexandria, in the State of Virginia, to the coal fields of Hampshire, then in said State, now a county of West Virginia, a distance of about 180 miles. But the great importance of a through and direct connection across the States of Virginia and West Virginia between the Ohio river on the West, and the city of Washington, the National Capital, with its commodious road-stead at Alexandria, Va., on the east, induced this company to apply to the Legislature of the State of West Virginia for authority to extend its line through that State to the most suitable point within its limits on the Ohio.

The Legislature of West Virginia, on the 19th day of February, 1870, passed an act conferring upon this company the necessary authority to extend and construct their railroad from the line of the State of Virginia, westwardly, through the State of West Virginia, to the west bank of the Ohio river at any point between the Little Kanawha and the Big Sandy rivers, and to connect said railroad, by branches, with the Chesapeake and Ohio Railroad and with the Baltimore and Ohio Railroad, and to construct such other branches, not to exceed fifty miles in length in any one case, as might be deemed expedient.

Under this authority the Washington and Ohio Railroad Company caused the necessary surveys to be made, and, on the report of its engineers, decided upon Point Pleasant, in Mason county, as the most advantageous location for its terminus on the Ohio, a distance of 325 miles from tide-water on the Potomac at Washington and Alexandria.

The following list of places and distances is given on page 95: Distances on the Washington and Ohio Railroad from Alexandria. (From Washington by the present junction it is 4 miles further): To Falls Church, 10½ miles; Vienna, 15; Hunter's Mill, 18; Thornton, 21; Herndon, 23¼; Guilford, 27; Farmwell, 31; Leesburg, 37½; Clark's Gap, 41½; Hamilton, 44; Purcellville, 47¼; Round Hill, 50; Snickersville, 54¼; Berryville, 64; Winchester, 75; Rock Enon Spring, 90; Capon Springs, 95; Baker's Run, 114; Summit South Branch Mountain, 120¼; Moorefield, 131¼; Petersburgh, 142¼; Summit of the Allegheny, 166¼; Forks Red Creek (Coal Lands), 172¼; Buckhannon, 224¼; Western, 239¼; Glenville, 250; Little Kanawha River, 266¼; West Fork of Little Kanawha, 289¼; Sandyville, 315¼; Point Pleasant (on the Ohio), 325.

Mr. Williams then gives a descriptive sketch of the country from Alexandria to the Blue Ridge minerals, soils, adaptability to gardening and fruit culture, &c. He says:

As soon as we reach the first terrace or secondary banks of the Potomac, we are on rocks of the primordial series. These rocks are seen at Arlington Old Mills, and Carlin's Springs, and are a prolongation of the strata which cross the Potomac between the Little Falls and Georgetown.

Near the eighth mile post on the road we enter upon another series of rocks overlying those we have passed. These rocks are talcose slates and schists, which crumble down readily, forming a soil of peculiar characteristics. The direction of the strata has a general parallelism with the Blue Ridge, and an average breadth of fifteen miles. This belt, for convenience sake, will be called in this paper the talcose schist formation. It extends to Herndon, and has an average breadth of 15 miles.

The soil formed by the disintegrated schists has a loose texture; its unctuous to the touch; is light, in the usual meaning of the term; and warm. It varies in color in proportion to the iron contained in the rocks, and its different states of oxidation. It parts freely with water, and, where the surface drainage is good, which is seldom otherwise, there is the required "bottom heat," an object never out of view with professional horticulturists.

There are but few minerals occurring in this formation. Talc and soapstone are found in some parts of Fairfax county. Kaolin or porcelain clay is abundant. It is first seen in the ridge below Falls Church, near the eastern outcrop of this formation. East of Vienna there are several beds of more or less thickness, alternating with the layers of schists, and extending along the road for nearly the eight of a mile.

The next change in geological features takes place near Herndon. It is a trap ridge, and beyond yielding some basalts and minerals usual to such intrusions, possesses but little interest. It however appears to mark the eastern boundary of the next named formation.

The Triassic or Red Sandstone formation spreads out from the ridge just passed to the foot of Catoctin Mountain, a distance of about twenty miles. Here the rocks of the Blue Ridge system first appear, and, having a dip to the south, a synclinal valley is formed, along which the calcareous breccia, or "Potomac marble" of former days, is strewn in large masses. This material, once so popular for architectural purposes, is, by the discovery of other marbles, now only valuable for being converted into lime.

The Red Sandstone is one of the most durable building stones in the country. The Smithsonian Institution in Washington is built of it. On the line of the road it is often seen in layers of different thickness, easily separable, and should the demand in the city continue, the quarrying and sending it there will doubtless at no distant day be a profitable business.

The disintegration of this sandstone forms a dark or reddish-brown soil. It is open and porous, and like all soils in which silex preponderates, admits the free sinking of water. Having less capillary attraction than clayey soils, were deep tillage has been practised, droughts rarely injure growing crops.

In this formation few minerals have been discovered. Some years since there were a number of beds of the sulphate of baryta scattered through the counties of Fauquier and Prince William, but they have been exhausted. Traces of copper are found in some of the layers of this formation, but are not to be regarded as indications of any valuable deposit.

The next formation as we ascend the country west of Leesburg is composed of the various rocks peculiar to the Blue Ridge. These consist of gneiss, clayslate, hornblende, greenstone, quartz, mica, talcose schists, epidote and chorite. The rocks appear in great confusion, in consequence of the pitching and folding of the strata during the upheaval of the Blue Ridge and its outlines. As a consequence of such violent action and subsequent denudation and disintegration of the various rocks, the Piedmont region is eminently diversified by its minor ridges, numerous foot hills, gentle undulations and level plains.

A soil derived from the disintegration of so many kinds of rocks, rich in the elements of vegetable nutrition, would at once establish its claims to a high reputation for fertility. The undecomposed rocks yet on the surface or slightly imbedded, containing lime, potash, and the oxides of iron, constitute a reserve in the soil which annual crops will not exhaust for ages. The crumbling down of the gneissoidal rocks in this section leaves on the surface small whitish pebbles, forming what are locally called "hominy soils." These pebbles contain at least twelve per cent of potash. The potash is liberated slowly by atmospheric agencies, and, being washed down the sides of the hills, shows its effects in a luxurious vegetation. The small barren knolls, instead of being waste places on the farm, are really its supporters of fertility. The soil also contains lime, magnesia, and the oxides of iron, and is capable of growing a great variety of plants. The coarse particles of which the soil is composed prevent washing, which is eminently suggestive of deep tillage. Every farmer who plows deep one year is but bringing up matters to be pulverized and form fertilizing ingredients for his next year's crop.

The country rises from tidewater to the Blue Ridge, the summit of which by the railroad surveys has an altitude of one thousand and eighty-four feet. The surface is rolling; gentle declivities affording ample means for surface drainage. Small streams abound, and springs of purest water are on nearly every farm.

Between the Blue Ridge and the Catocin is the famed "Loudoun Valley."

The surface of the entire county is rolling, well drained, and without any swamps or miasmatic marshes, but stands drought well, as has been proved by the last three years.

The water courses are the Potomac and its tributaries. Goose Creek, Beaver Dam, the Catoctin and its forks, Little River, Tuscarora, Sycolin, Broad Run, Sugar Land, Horse Pen, etc., all bold streams, prevading the whole county.

Besides these main streams there are few if any farms in every field of which there is not a spring or running water of pure and wholesome quality.

The soil of course varies, but blue grass is indigenous to the whole county, while timothy, clover, and grasses are raised in luxuriance. All the cereals are produced in abundance, but corn is the largest and best paying crop.

Being eminently a grass country, grazing was, before the war, one of the largest and most profitable interests, and is now being revived more and more yearly, with the advantage of being little over a day's drive, or a few hours' run by rail, to the Alexandria, Georgetown, or Washington markets, with easy, certain and quick access to Baltimore, Philadelphia or New York.

About one-third of the county is in timber. Limestone underlies the greater part of it, and lime for fertilizing is easily accessible to every farmer, and acts most happily on the soil in conjunction with clover and plaster.

Iron, copper and barytes have been found and mined. The Potomac Furnace, opposite the Point of Rocks, was started half a century ago, and has been supplied with ore from the adjacent lands. The iron interest offers a large field for profitable investment.

On the western slope of the Catoctin Mountain is a deposit of white marble, extending north and south for over ten miles, with a breadth in some places, of 2,000 feet, cropping out at many points, and hundreds of feet in depth. The Virginia Marble Company is engaged in opening and developing a quarry; the lessee has expended $50,000 in the enterprise. The marble is white and fine, equal to the Vermont marble, while in places there is a solid vein of flesh colored. This is a very important interest.

The Washington and Ohio Railroad has five stations in Loudoun county, viz., Guilford, Farmwell, Leesburg, Clark's Gap and Hamilton; to these will shortly be added three others—Round Hill, Purcellville and Snickersville.

Hamilton Station, forty four miles from Alexandria and six and a half miles west of Leesburg, is the present western terminus of the Washington and Ohio Railroad, an important station, with a constantly growing trade; is situated in a rich and populous country, an intelligent and wealthy community, with fine and productive farms. This station is the business centre for the neighboring villages of Hillsboro, Purcellville, Wheatland, Union, Mountsville, Philomont, Pot House (New Lisbon), Snickersville, Lincoln,

Hughesville, Bloomfield, and Circleville, to which is added the large business of eight fine merchant mills.

For its area, Clarke probably contains more fine land than any county in the State. The surface is beautifully diversified; the soil is based on blue limestone, with a fine growth of timber, and is very productive.

When reached by the Washington and Ohio Railroad, the agricultural productions of this rich county, and its deposit of valuable iron ores, will materially contribute to the business of the road and the prosperity of the country. The Shenandoah river is lined with ores of a superior quality, which must reach tide-water at Alexandria, either in ore or pig metal, by means of the Washington and Ohio Railroad.

These deposits are on the line of the railroad, nineteen miles west of Hamilton Station and sixty-two miles from Alexandria, at which point the iron can be shipped to any point required. The Shannondale Furnace, in Jefferson county, is on these deposits, as is also the Shenandoah Iron Works, in Page county, which recently sold for $240,000.

From Clarke county the route of the Washington and Ohio Railroad is through Frederick, via Winchester, for about 25 miles. After leaving Winchester, the line passes through Petticoat Gap in the Little North Mountain, and reaches the summit of the Great North Mountain at Lockhardt's Gap with easy grades, thence by Capper's Spring (now called Rock Enon) and Capon Spring to Hampshire county, West Virginia.

Hampshire county, West Virginia, lies west of Frederick county, Virginia, and is drained by the north and south branches of the Potomac, the Potomac river, and the great Cacapon. Its surface is occupied by the valleys and ridges of the Allegheny chain of mountains. The valleys are wide, fertile and well improved. Hampshire is a fine grazing, grain farming, and wool growing county, and contains extensive beds of coal and iron ore.

A citizen of Reading, Pennsylvania, has recently purchased, on northern account, a body of land in this county, near Rock Enon Spring, six miles in length, containing a deposit of the best quality of iron ore. A vein of 16 feet has already been opened, and it is expected that several furnaces will shortly be in operation. Until the Washington and Ohio Railroad reaches these deposits the iron will have to be transported in wagons to Winchester, a distance of about 15 miles, and it will pay even at that.

Capon Springs are in the productive valley of the Cacapon river, on the west side of the North Mountain, 30 miles from Winchester, and one mile from the Washington and Ohio Railroad, a place of great resort during the summer months. The buildings are commodious, accommodating one thousand visitors, and the grounds extensive.

The Hanging Rocks, near Romney, are notable curiosities. Here the river has cut its way through a mountain of about 500 feet in height. The boldness of the rock and the wildness of the scene excite awe in the beholder.

Gaudy's Castle, a most stupendous work of nature, was so named from having been the retreat of an early settler when pursued by the Indians.

Hardy county adjoins Hampshire on the south, and is intesected by the south branch of the Potomac, which, in its passage through the county, receives two affluents called the North and South Forks; it is also drained by the Cacapon and Lost rivers. The surface is very mountainous, and abounds in mineral wealth; the soil of the valleys is very fertile. It is in many respects one of the most remarkable counties in the State of West Virginia.

At the Capon iron furnace, about four miles south of Wardensville, an article of the first quality is manufactured, which is sold in Philadelphia for boiler making. This article now incurs the expense of 16 miles wagon transportation to the railroad at Strasburg, but on the Washington and Ohio Railroad reaching the furnace this important item will be saved to the manufacturer. The ore used by this furnace is a continuation of the Pennsylvania Juniata iron ore beds; they have been long worked and are known to be good.

Leaving Capon Springs, in Hampshire county, and passing through the valley to a point one and a half miles beyond the town of Wardensville, in Hardy county, the line of the Washington and Ohio Railroad will pass through Sandy Ridge by one of the grandest and most picturesque gaps in the mountains of Virginia. Following the valley of Lost river and its tributary streams, the South Branch Mountain is reached, and descending the western slope we arrive at the town of Moorefield, the county seat of Hardy, in the great South Branch valley. From Moorefield the Baltimore and Ohio Railroad is distant on the north nearly 50 miles, and the Chesapeake and Ohio Railroad, the nearest on the south, more than 100 miles distant.

This road will place the South Branch Valley 71 miles nearer market, besides saving more than one-half the present wagon transportation. By a branch 30 miles long from Moorefield to Piedmont, it shortens the distance to tidewater for the Cumberland coal 31 miles.

The Washington and Ohio Railroad will enter Grant county from Hardy, and, passing through it, run into Tucker county, on the west. Grant county is expected to subscribe $100,000 to the capital stock of the Washington and Ohio Railroad Company.

There is a very fine body of iron ore about three miles east of Franklin; it occurs in quantity. The ore is a very good hematite, and is famous throughout this region as that from which a horseshoe was forged; this shoe was sent to Richmond and placed in the State Cabinet.

Leaving Grant county the line of the Washington and Ohio Railroad enters Tucker county on its southern border, and, passing through it westwardly, enters Randolph county.

Randolph is a heavily wooded county. It has large areas of wild cherry and black walnut, and in such abundance that farm fences are made of this valuable timber, and large quantities are burned in order to clear the land. It has an unusual proportion of rich valley and smooth upland, the Main Cheat and Shaver's mountains being the only rough ridges. The bottom land on Tygart's river is very valuable. It is also a fine stock-raising region. Live stock of every description is annually exported to the eastern markets. The farms are generally well improved, and new farms can be opened at very small cost.

In it there is very superior coal for making gas, at a distance of 102 miles nearer to navigation, via the Washington and Ohio Railroad, than the gas coal which is so extensively carried upon the Baltimore and Ohio Railroad. The distance by the Washington and Ohio Railroad to the Cumberland coal is thirty-six miles less than by the Baltimore and Ohio Railroad. This saving of distance, and consequently of time and cost of transportation (of such an article as coal), will, of itself, secure to the Washington and Ohio Railroad an unlimited and very profitable business.

The Washington and Ohio Railroad enters Upshur county from Barbour, and crosses the Buckhannon river at the town of Buckhannon, two hundred and twenty-four and three-fourths miles from Alexandria, into the county of Lewis.

Sutton, the county seat of Braxton, is accessible from Clarksburg, via Weston, Lewis county, sixty miles from the Baltimore and Ohio Railroad on the north, and ninety miles from the Chesapeake and Ohio Railroad on the south.

The Washington and Ohio Railroad, occupying a central position between these, will drain the country for many miles on either side of its line, and afford to Braxton county the means of increasing its productions and wealth.

Passing through Upshur, the Washington and Ohio Railroad enters Lewis, and runs through the county at or near Weston to Gilmer county.

Lewis county is expected to subscribe two hundred thousand dollars to the stock of the Washington and Ohio Railroad Company.

The Washington and Ohio Railroad runs near the southern line of Harrison county, and will open that part of the county which receives little, if any, advantage from the Baltimore and Ohio Railroad.

Leaving the western limit of Lewis county, the Washington and Ohio Railroad enters Gilmer, and, passing through it by Glenville, runs into Calhoun county.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

New York, Boston and Montreal Railroad.

The New York, Boston and Montreal Railroad, which was taken possession of by the Erie Railway Company some time since, under a lease for a long term of years, is being rapidly put in order for through passenger and freight traffic, and it is expected that a great trunk line from this city to Montreal and Boston will be in operation by the 1st of July, 1874. Money has been raised by James McHenry, in London, to complete the various branch lines, and they are now being rapidly constructed. Six thousand tons of iron have been contracted for to use on the New York and Boston division, fifty-eight miles in length, and a large force of men is at work grading the line, and track laying is in progress at both ends of the division. The first section to Tarrytown is expected to be open by the middle of July. On the Putnam and Dutchess division, twenty-three miles in length, 500 tons of rails have been delivered, and the laying of tracks has been commenced. The Dutchess and Columbia division is in operation throughout its entire length. On the Pine Plains division, thirty miles in length, grading will commence on the 1st of July. The Harlem extension, 119 miles long, is in full operation. The statement of the earnings of the different completed divisions for the past year is promised on the 1st of July, and it is expected to be favorable. The Central Vermont Railroad, which completes the trunk line to Montreal, came under the control of James McHenry at the recent election, and it is expected that he will visit this country before the Erie election on the 8th July next, to take measures for the more permanent consolidation of the different lines from Cincinnati and Cleveland in the West, by the way of New York to Montreal and Boston in the East.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending June 8, are: freight, $37,349 68; passengers, $39,122 56—total, $76,472 19.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,694	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,356,378	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387.269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408.999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	368,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409.254	419,196	488,352	559,882	497,201	540,756	451,815	352,104	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669.605	729,750	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,091	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	623,566	399,917	523,845	537,519	858,943	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,171
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	208,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	345,140	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	358,612	408,849	465,517	432,928	394,485	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,861,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525 243	1,643,484	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,448	536,165	444,443	518,800	572,551	626,249	549.714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,877	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,953
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575.393	559,871	648,954	659,363	609,843	783,255	744,782	881,693	696,475	698,033	8,026,754
1873	580,499	562,949	651,962	544,035	687,630	.....	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152,264	267,411	303,915	366.944	266,086	282,723	332,555	365,446	387,999	303.305	210,197	3,321 518
1372	189,606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,016	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,704,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,617	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	138,407	132,998	153,531	144 023	141.376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029.927
1873	170,023	162,585	180,467	190,562	185,683	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	489,980	470,703	480,847	427,096	422,015	529,860	628,660	582,802	547,434	507,050	5,940.102
1872	505,586	484,022	558,533	607,678	593,641	505,314	505,808	580,908	667,849	785,838	616,024	576,783	6,988,479
1873	476,897	542,003	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	588,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	681,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,366	658,017	481,113	506,557	815,346	841,150	644,825	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,343	565,729	811,961	950,945	702 858	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	805,799	.....	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,062
1869	479,236	525,490	755,433	904,834	499,463	630,080	1,232,903	1,464,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,193,695	1,322,847	1,127,031	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,847	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	158,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158 198	140,471	165,969	154,641	147,540	149,582	130,145	161,496	177,085	201,648	173,169	165,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	108,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422.369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,499	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,383	716,829	5,700,183
1870	528,529	500 139	589,235	706,603	802,586	746,450	643,058	644 051	728.521	719,698	570.168	505.053	7,654,094
1871	479,573	373,925	499,509	584,540	724,466	728,174	678,695	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	573,936	534,116	566,861	741,802	880,442	835,459	742,382	789,567	868,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,259	881,266	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	449	56	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,430	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	423,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	854	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	608,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Oct. 31, '71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	36	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	95	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,010	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10¼	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	0.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	325	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,788	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	397,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	80,051	898	—	100	100	....
Dec. 31, '71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.58	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,708	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Lease	d)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	25	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,015	168,100	65,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	....	Rochester and Brighton ....N.Y.	94,158	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,468	50,000	—	—	(Lease	d)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	530	85	2d and 3d street (Phila.).....Pa.	695,223	673,417	109,300	—	484,034	151,593	15.0	50	30	59
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	40½
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	67½
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	345	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,488	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ....N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	22
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingb.)	—	—	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,166	31,872	10	100	100	110½
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	16,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa	584,898	400,000	100,000	—	416,796	105,301	10	50	50	92
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush...N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa	38,025	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	8,600	8,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester ....Mass.	81,413	40,000	23,000	18,000	26,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.	Principal Payable.	Market Price.
	$	pc		
Albany: 1st Mortgage.....	40,000	7 J.& J.	1882	....
Avenue C: 1st Mortgage.....	681,000	7 M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7 J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7 J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7 J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7 J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7 J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7 M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6 J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7 F& A	1882	....
2d Mortgage.....	200,000	7 M.& N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7 J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7 J.& J.	1878	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7 M.& S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7 J.& J.	1881	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7 A.&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7 J.& J.	1877	....
2d Mortgage.....	51,500	7 M.&N	1891	....
Germantown: 1st Mortgage.....	250,000	7 J.& J.	1879	....
2d mortgage	100,000	7 A.&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	....	....
Green and Coates street: 1st Mortgage.....	100,000	7 J.& J.	1878	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	137,000	7 J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7 J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	1882	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7 J.& J.	1888	....
Marginal Freight: 1st Mortgage.....	500,000	7 A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6 A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6 J.&D.	1884	92½
2d Mortgage.....	25,000	7 J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7 J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6 J.& J.	'80'1	....
2d Mortgage.....	300,000	6 J.& J.	1888	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7 J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7 J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7 M.&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	.. J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7 J.&D.	1877	....
2d Mortgage.....	200,000	7 F.& A	1876	....
3d Mortgage.....	154,000	7 A.&O	1885	....
Conv. bonds.....	315,000	7 M.&N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7 J.& J.	1878	....
2d Mortgage.....	16,800	7 A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7 J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7 J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7 J.& J.	1890	....
Ren. estate.....	612,000	7 var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7 A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7 M.&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	6 J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6 J.& J.	1885	....
General Mortgage.....	100,000	7 J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7 J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7 A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7 J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7 A.&O.	1890	....
Worcester: 1st Mortgage.....		7	....	....
2d Mortgage.....		6	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " pref..100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Apl. '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '73 2
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence..100	3,960,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*..100	960,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5s
" " pref..100	1,485,900	M. & S.	Mar. '73 5s
Camden and Amboy*...100	5,847,800	J.A. J.O.	July '73 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod.....60	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville*.50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,162,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J & J	July '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	Jan. '73 2½
Central Ohio*.....50	2,425,000	J. & D.	June'73 3
" pref.....50	400,000	J. & D.	June '73 3
Chemung*.....100	380,000	J.A. J&O	July '73 1½
Cheshire, preferred.....100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M. & S.	Mar. '73 5
" " pref...100	2,426,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	May '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June'73 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Feb. '73 5
Concord.....50	1,500,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum.p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River.....100	1,850,000	J. & J.	July '73 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley.....50	1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk..50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*.....50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *.....50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	Jan. '73 3
Eastern (N. H.).....100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 3½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 5½
Erie Railway.....100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J & J.	Mar. '73 1½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	June'73 1½
Fitchburg.....100	4,000,000	J. & J.	July '73 4
Georgia.....100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.).....100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N.	May '73 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref.....100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	26,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Feb. '73 4
" " (guar.).100	533,500	F. & A.	Feb. '73 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley.....50	21,468,800	J.A. J.O.	July '73 1½
Little Miami.*.....50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*.....50	2,048,100	J. & J.	Jan. '73 3½
Long Island.....50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '73 3
Lykens Valley.....20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central.....100	17,989.548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '73 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex*..... 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Sept'72 3
New Jersey*.....100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Apl '73 2½
Nieg. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central..... 50	5,842,000	M. & N	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Jan. '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	Apl. '73 1½
Panama.....100	7,000,000	J.A. J.O.	July '73 3
Paterson and Hudson*.100	630,000	J & J.	Jan. '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June'73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,250,100	J.A. J.O.	July '73 5½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '73 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams...100	400,000	J. & J.	Jan. '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '73 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	Feb. '73 5s
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North..100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July.'73 3
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*...160	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua..75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	80,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl.'73 4
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.).....50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.).....50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan.'73 4-5
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 3
Ninth Avenue (N. Y.)....100	297,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov.'69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July'73 3
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	Jan. '73 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia.....50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	3,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000,000	F. & A	Feb. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '73 2½
Erie of Pennsylvania.....50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,026,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" (pref.) 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan.'65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	3,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 3
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities June 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	116¼
.. .. coupon	4,656,000	6	" "	1880	122½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,560,650	6	Jan. & July	1881	116½
.. .. coupon	63,760,700	6	" "	1881	122½
Loan of Feb. 25, 1862 (5-20s) ..... registered	30,634,800	6	May & Nov.	1882	117¼
.. .. .. (5-20s) ..... coupon	232,637,850	6	" "	1882	116½
Loan of March 3, 1863 ..... registered	53,552,450	6	Jan. & July.	1881	116½
.. .. coupon	21,447,550	6	" "	1881	122½
Loan of March 3, 1864 (5-20s) ..... registered	2,292,000	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s) ..... registered	32,434,850	6	May & Nov.	1884	116½
.. .. .. (5-20s) ..... coupon	34,303,300	6	" "	1884	116½
Loan of March 3, 1865 (5-20s) ..... registered	36,359,750	6	May & Nov.	1885	116½
.. .. .. (5-20s) ..... coupon	119,156,700	6	" "	1885	117½
.. .. 2d series (5-20s) ..... registered	58,758,500	6	Jan. & July.	1885	114½
.. .. .. (5-20s) ..... coupon	148,473,100	6	" "	1885	119½
.. .. 3d series (5-20s) ..... registered	90,906,000	6	Jan. & July.	1887	115
.. .. .. (5-20s) ..... coupon	224,568,550	6	" "	1887	120½
.. .. 4th series (5-20s) ..... registered	14,174,000	6	Jan. & July.	1888	115
.. .. .. (5-20s) ..... coupon	24,357,900	6	" "	1888	120½
Loan of March 3, 1864, (10-40s) ..... registered	140,198,450	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s) ..... coupon	54,368,850	5	" "	1904	113½
Consols of July 14, '70 & Jan. 20, '71 .registered	129,581,700	5	F. M. A. & N.	1881	116½
.. .. coupon	70,418,300	5	" "	1881	114½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	401,359,265	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), '866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,900,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'89-'00	39
.. Levee Bonds, 1871	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	80
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	92½
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1850	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):				1873	
.. State Bonds 1833 and '43	160,000	5	Mar. & Sept.	'71-'72	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.		....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.		....
Louisiana—($21,214,800):				'93-'95	
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,630,000	6	Various.	1893	50
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	'86-'88	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	1907	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1886	....
.. .. .. 1866	1,000,000	8	Various.	1875	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1910	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1899	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	10-'11	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	1906	....
.. Redemption (certificates) Bonds 1866...	256,000	6	" "	1889	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1898	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.		....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99½
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	95½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	103

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,000 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	95½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	99½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'98	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,105,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'75	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered....	20,675,000	7	Jan. & July.	1877	107½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	109
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	26
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	18
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	19½
.. Special Tax Bonds.....	11,407,000	6	" "	'93-'99	12½
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,369	6	" "	1881	105
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'87	....
.. Loan of Feb. 1867 (10-15s)	7,880,550	6	" "	'77-'87	....
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	105
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	25½
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	16
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	79½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,206):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1883	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	96½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850-'80	579,500	6	" "	"	1880	99
Loan of 1853-'55	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1890	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (Penn. R. R. Co.	492,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	81½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	666,000	7	March & Sept.	Boston.	1884	28
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. l.(sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	680,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	93½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	95
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	95½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	3,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	94
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	93½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	7	" "	"	'80-'89	103
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ll.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	81½
1st Mort. (W. to Minn. Line)	1,000,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	88½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	103
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds(int.by State)gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1899	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
2d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1878	90
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (In default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	580,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	93
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han)guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.)guar.	1,280,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	900,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	2,588,000	7	Feb. & Aug.	" "	1885	100½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.).	1,785,000	7	Feb. & Aug.	" "	1882	108
2d Mort. (Gal. & Chic. 248 m.).	948,000	7	May & Nov	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	91
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	95
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" " ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	96
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	108
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	488,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1876	98½
4th (now 3d) Mortgage guar.	1,098,000	6	Jan. & July	" "	1892	87
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	94
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	6	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1903	88½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1900	71½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	16
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	99
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	92½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	98½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	101½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	101
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1893	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	600,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston,	1899	....
2d Mortgage	600,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1890	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	85
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	"	1872	....
Five years' notes (277 m.)	139,300	8	Various.	"	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	"	1885	88
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	"	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	"	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	"	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	"	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	101
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	3,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100½
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	101½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (1nd & Mad.)guar.	897,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	97½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	65
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $800,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(D L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,000,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	100
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	94½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	90
3d Mort. Oct. 1, '61 "	1,000,000	7	April & Oct.	" "	1892	94
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1896	96
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Au.& Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	256,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galverton:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	90½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	5*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	94
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,800	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	85½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (R.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	99
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	94½
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	84
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $14,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	80
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	89½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanoogn:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	92
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	72
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B.& N. S'L(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1896	100½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	106
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,228,000	6	April & Oct.	"	1900	84
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	94½
Income Mortgage conv.	1,900,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	96½
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	67
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	95½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	82
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	95
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	95½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	96
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	88
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	31½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	81
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	88
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	78
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	103
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	99
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien for $17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	100½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	88½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	93½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,606	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	100½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,630	7	Jan. & July.	"	1893	106½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,000	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	77½
1st Mort. (Steab. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	96½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	107½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	103½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1899	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	92
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1890	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	78½
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	16,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	80
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	100½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	92½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.,	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	91
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	...
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie June.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	90
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	83½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	.. .

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	97½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	90½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	86½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	91½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	86½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,103,000	7	April & Oct.	" "	1889	70
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	59
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,008	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1875	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1880 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £360,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	"	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guarnnteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guarnnteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	95
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	313,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	95
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	102½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1898	84
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	78
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage coupon or regis	723,400	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1861	....
Currency Bonds	221,400	7	May & Nov.	"	1862	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,665,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	83½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,090,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	69
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered. — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	104½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	91
Mortgage Loan reg	2,0 0,000	6	F. M A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90½
Convertible Loan, gold	972,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1873	80
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94½
2d Mortgage	235,000	6	" "	"	1876	98
Boat Loan, sinking fund	236,965	7	" "	"	1885	80
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	72½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,967	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	78
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1898	....
Boat and Car Loan	628,100	7	" "	"	1880	80
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1886	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1895	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Miles in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$		$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	2	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,961,288	—	60.2	41,234	92,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,600,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000 000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	55.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	268,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	51.0	112.0	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	22	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	182.0	.....	578,084	1,008,798	1,781,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	.....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	6	10	2	25	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350 000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	550,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246.018	150,000	.....	—	23.0	(Leased to Cheshire.)				7,500	—	100	....
Dec. 31, 1871	185 0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	808,030	73.367	87,571	446,932	151,629	—	100	20
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	.....	.....	.....	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	.....	2,500	138,030	1,232,200	27,000	3,072	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.& N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road complete March 1, 1871.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	281	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638.161	162,800	.....	1,044,648	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Missis-ippi and Ohio...Virginia.	16,607,176	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	6*	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	32	35	18	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,560	*	.....	.....	15,600,000	9,196,560	.....	.....	328.2	.....	86.699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.5	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	.....	.....	.....	3,994.900	3,483,848	175.341	.....	—	(Leased by Grand Trunk.)					—	100	....
Dec. 31, 1871	53.0	—	5.8	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	733.700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)					—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	.....	.....	.....	219.250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,564	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	.....	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	356	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913 390	4,006,503	8	100	176
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	.....	.....	472,700	1,650,000	—	—	452,700	30.0	449,975	.....	.....	427,579	264.168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733.095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500.000	6,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	.....	.....	.....	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec. 31, 1871	21 2	1.0	3.4	—	5	2	—	56	Bellefonte and Snow Shoe...Pennsylvania.	442.059	*	coal &c.	.....	600.000	99.000	.....	.....	36.7	61,649	17,798	94,677	102.302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	5	925	Belvidere Delaware.....New Jersey.	3,784.387	*	.....	.....	995.800	2,244.500	1,212,625	.....	67.0	.....	.....	.....	337,537	229,524	14	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582.376	.....	.....	.....	250,000	48,000	.....	.....	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.....Mass. & N. York.	22,888,797	*	1,819,262	715.978	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,932,342	2,127,983	10	100	143½
Sept. 30, 1871	23.4	—	1 0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684.030	—	2,000	7,880	23.4	.....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass	1,221,520	537,420	241,981	83,219	872,600	916.000	252,991	43.049	65.9	296,019	293,103	235,297	447.802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	378	Boston, Concord and Montreal.....N. H	2,850,000	*	267,192	218.888	1,800.000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572.495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	18	375	Boston, Hart. and Erie ¶...Mass. & Conn.	28,770.068	*	21 873.900	.....	25,000,000	21,200,000	7,849,164	.....	1125.5	517,592	1,760.942	294.177	691,852	135,334	—	100	2½
Sept. 30, 1871	26.7	13 8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469.960	183,345	1,025.188	821,575	2,679,900	287,000	1,331,500	393,210	70.2	667 699	1,767,952	548,762	1,203.108	252,264	8	100	180½
Sept. 30, 1871	74.2	8.5	65.4	—	49	28	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	892,918	4,921,274	—	646,893	1,012,570	14 .7	1,093,188	3,873 587	486,444	1,994.689	571,117	8	100	117½
Sept. 30, 1871	44.0	14 5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	2,844.114	*	590.372	110,097	3,960,000	—	20,394	574.189	66.4	587,069	2,642,903	662,565	1,415,481	430,461	10	100	150½
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	.....	201,961	11,105	424.704	1,664,202	131,197	646,867	87.0	235,167	88.957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	.....	.....	.....	4,898,000	5,980.000	.....	.....	172 0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	2 0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869 500	.....	.....	.....	2,286,000	583.500	.....	.....	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	.....	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	.....	.....	.....	960.000	2,389,000	.....	.....	—	(Leased and oper. by Erie.)					—	100	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila..N.Y. & Penn.	983 932	150,612	270,080	.....	750.208	600.000	228,882	.....	....	59,997	87,623	44,241	87,625	23.885	7	500	....
Apr. 30, 1872	209.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	.....	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,784.526	10,118,290	734,145	433.681	349 6	1,609,941	249,386	320,574	2,406,840	1,111,881	10*	100	101
Jan'y 1, 1872	100 0	—	3.0	16.0	5	*	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	.....	.....	1,050.000	1,200,000	.....	.....	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	.....	—	(Building—to cost	$20,000,000.)				—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	—	(Building—to cost	$7,500,000.)				—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767.075	359,752	39,284	55,869	1,121,719	1,071,655	174,386	.....	60.0	.....	346.818	66,443	364,500	125.721	—	50	67
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715.362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,166	*	1,861	4.087	—	683,467	3,776	3.800	28 5	(94 m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	.....	.....	.....	350,000	200,000	.....	.....	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	.....	.....	.....	376.594	150,000	.....	.....	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	64 600	22,430	321,661	128,032	55.521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740.350	.....	.....	98.5	430,331	.....	487,452	654,328	202,575	—	50	41½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	.....	.....	.....	294,469	250,000	11,750	.....	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	.....	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	.....	.....	.....	7,620,000	3,614,000	.....	.....	—	(Leased to C. & N. W.)			1,379,540	493,449	24	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58 6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	605	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	103.0	—	10.2	—	22	8	—	264	Central of Iowa.....Iowa.	10,000,000	.....	.....	.....	6.000.000	4,000,000	.....	.....	180 0	.....	44.377	92 860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	—	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,659	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,706 373	3,944,103	990,591	6,841,379	3,035,235	10	100	106
Jun. 30, 1871	887.0	520.0	70.0	—	179	172	33	3,646	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235.133	5½	100	42
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911.920	*	206,804	65,182	2,578.000	2,100,000	250,000	.....	1,009.0	.....	.....	.....	5,932,554	5,021.251	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1 095.839	*	.....	.....	635,355	400,000	60,184	.....	194.6	.....	.....	.....	524,473	405,271	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	89	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,898,380	11,428,257	1,234,900	.....	22.8	(Leased to Pennsylvania.)					—	50	....
																		271.1	451 522	133,427	99,506	764,266	290,008	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. 'Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	370.0	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette* †.....Michigan.	4,306,898	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,467	311,240	232,189	674,985	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	.....	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	.....	10.0	22,180	52,586	18,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,971,000	.....	.....	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.6	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,500,000	—	.....	.....	1,000,000	2,300,000	.....	.....	—	(Oper. by Ft. Wayne and Jackson & Sag.)					—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,668	116,000	.....	158,364	492,840	477,500	100,707	.....	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	.....	99,267	.....	22.0	70,617	124,234	39,378	57,589	177,667	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	138	Galv., Harrisburg & San Antonio..Texas.	1,925,841	268,536	72,540	10,551	1,738,468	524,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,286	1,000,000	1,500,000	272,609	11 381	51.0	51,494	29,971	37,795	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658 533	232.0	971,060	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	101,394	226,500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.8	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	.....	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492,000	1,500,000	.....	.....	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	80	3,968	Grand Trunk †.....Canada.	95,565,830	*	6,421,238	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western †.....Canada.	26,528,943	*	2,323 035	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120, 86	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.6	—	2.0	161.0	3	2	—	180	Green Bay and Lake Pep.in....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	.....	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	275,893	—	.....	.....	130,000	130,000	—	—	14.0	17 528	15,714	7,415	26,898	11,961	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,173	152,000	61,600	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	.....	24.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	.....	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* †.....Missouri.	18,272,284	2,948,434	486.236	111,264	9,251,924	9,508,000	2,679,80	375,497	277.0	2,066,680	558,894	416,791	3,104,969	1,089,035	—	100	35½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	1 3 300	50,000	—	35,139	7 8	19.200	75,124	13 019	62,662	21.242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,170	—	12.2	41,982	31,903	84 714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,002	4,000,000	4,000,000	40,509	.....	116.0	154 414	109,915	64,454	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	.....	—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		In N. Y., N. Haven and Hartford R. R.)							—	.....	.....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill..Conn & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.4	518,637	1,149,889	263 447	939,344	191.062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7.000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	645,38	*	.....	.....	180,000	—	—	—	5.5	.....	.....	83,892	45,028	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.8	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450 003	—	.....	.....	200,000	200,000	50,000	.....	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	. .	320	Housatonic .....Connecticut.	2,105,558	—	261,643	306,847	2,000,000	891,000	67,899	.....	119.8	321,600	.....	.....	780,261	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	206.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	146.0	45	25	14	916	Houston and Texas Central †.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	.....	189.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	.....	62.5	197.972	52,246	453.182	378,689	87,686	—	50	21½
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,853	*Illinois Central*.....Illinois	33 610,185	*	.....	1 212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1,286,584	1,831,944	8 401,142	2,732,847	10	100	105
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Ill no's.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	.....	—	(Under construction, to cost 44,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western...Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	.....	212 5	.....	.....	.....	1,133,883	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,083	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,755,517	.....	217.0	.....	.....	.....	1,627,824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	257	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	.....	72 0	.....	.....	.....	671,557	288,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,500	*	16,078	46,841	1,402,000	3,150,000	32,717	.....	117.0	215,952	.....	.....	255,684	66,704	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased to Illinois Central.)			304,263	126,369	—	100	....
Dec. 31, 1871	73.0	—	2.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,66	47,000	15,300	37,705	130,000	30,000	10,681	204,977	13.0	.....	28 882	120,501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11.330	—	82,617	34,992	1,568	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		857,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	.....	.....	.....	....	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	166 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	606,342	2,000,000	4,905,000	395,884	114,643	224.0	919,288	515 204	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	4.6	—	9.7	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898.320	—	.....	.....	185,250	800,000	.....	.....	4.6	21.489	206,270	.....	127,843	43,894	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	68.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	.....	32 0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270.594	2,789.414	5,776,500	332,715	44,123	260 2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	.....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened — operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	.....	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	38,409,605	*	2,030,840	1,220,809	8,972,500	26,116,350	1,610,905	.....	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2 020.000	6.730	.....	.....		(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.6	—	24	8	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	.....	80 0	969,043	297,828	1,828,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.6	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,078	—	.....	.....	117,073	666,000	.....	.....	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	188.261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	5 0.0	538.9	358.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430.333	6,065,663	4,616,527	37,537,830	26,899,000	3,008,970	1,369,927	1,073.8	10,178,603	1,943,162	3 725.425	14,797,975	4,984,369	8	100	92
Aug. 31, 1872	92.0	—	5.1	—	10	.....	.....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	.....	.....	—		(Recently opened.)				—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi	Minn	7,091,959	*				5,125,000	7,700,000			211.0				429,225	10,233	—	100	
Dec. 31, 1871	17.4	—		—				—	Lawrence	Pennsylvania.	633,170				14,682	285,050	355,000		8,290	—	(Leased	to Pittsb.,	Ft.W.& C	hicago.)	58,618	7	50	
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn.	Kansas.	1,100,000					600,000	500,000			21.5	(Leased	to Pacific	of Mo.at 4	p.c.—m	$42,000)	—	100	
Dec. 31, 1871	143.	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,115,539	587,550	5,790,078	354,207		5,720,000	5,720,000	408,367		177.1	376,806	106,010	84,945	591,210	147,099	—	100	
Nov. 30, 1871	101.0	124.6	206.5	—	171	30	20	7,891	Lehigh Valley	Pennsylvania.	14,501,85	4,728,925				18,158,800	9,219,000	645,142		236.2	3	867,271	1,573,749	5,290,725	1,828,695	10	50	122½
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami	Ohio	5,671,900	*				4,107,900	1,564,000			198.0				1,777,722	617,919	8	100	
Dec. 31, 1871	90.0	—	8.0	148.0	10	4	2	150	Little Rock and Ft. Smith	Arkansas.		*				6,000,000	8,500,000					(Under	construction.)			—	100	
Dec. 31, 1871	28.3	3.0	19.3	—				—	Little Schuylkill	Pennsylvania.	1,416,188					2,646,100	771,500			28.8	(Lea	to Phila. &	Reading.)			7	50	94
Dec. 31, 1871	9.5	—	0.4	—				—	Littlestown	Pennsylvania.	116,616					24 850	40,000	686		9.5	ed	4,703	16,635	70,546	1,816	—	50	
Mar. 31 1872	92.0	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,000,000	*				1,500,000	1,500,000				(Recently	opened	—No return	s.)			—	100	
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley	Canada.	947,349	80,579	38,323	19,294		442,240	490,405	160,866		24.5	48,419	44,427	23,831	43,002	12,709	—	100	
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island	New York.	5,016,402	*				3,000,000	1,500,000	180,000		158.0				830,661	261,860	8	50	75
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River	Mo.	5,735,914					4,198,582	4,300,000					(Leased to	Chicago a	nd Alton.)			—	100	
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington.	Ky.	7,218,782	*	281,966	181,948		2,474 488	3,475,000	1,523,496	239,667	172.7	748,783	446,977	209,187	995,428	254,664	—	100	
Jun. 30, 1871	185.0	207.5	44.2	60.0	57	45	30	1,313	Louisville and Nashville	Ky.	13,964,388	*	5,424,969	298,979		8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	535,711	3,163 007	1,054,635	7	100	78
Dec. 31, 1871	268.0	—	10.0	—	86	16	10	367	Louisville, New Albany & Chicago.	Ind.						3,000,000				288.0		227,340	174,577	787.311	148,171	—	100	
Sept 30, 1871	12.4	—	2.8	—				—	Lowell and Lawrence	Massachusetts.	363,500	*			17,342	200,000	66,700	11,164	102,636	12.3		(Leased to	Boston and	Lowell.	29,685	6	100	97½
Dec. 31, 1871	10.0	—	1.0	106.0	2	1	—	2	Louisville New Albany & St. L.	Ind.& Ill.	1,057,495	*	115,500	64,593		1,168,183		68 732	703	10.0		(Under	construction.)			—	100	
Dec. 31, 1871	20.0	—	9.9	—				—	Lykens Valley	Pennsylvania.	600,000					600,000				20.8	(Leased	to Summit	Branch.)		62,500	11½	20	
Mar. 31, 1871	78.0	—	3.9	—				—	Macon and Augusta	Georgia.	2,401,900					1,631,900	770,000			78.0	(Operat	ed by Geo	rgia.)		67,382	Loss.	—	100	
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*				3,500.000	3,750,000			197.5		(Not repo	rted—Sma	ll.)		—	100	
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western	Georgia.	2,500,000	*				2,500,000	150,000			199.0						—	100	
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶	Maine.	11,445,534	*	299,905	224,362		4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,568,436	441,797	—	100	55
Mar. 31, 1871	22.4	3.6	3.2	—				—	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	34,736		1,000,000		15,297	91,663	22 4		(Operated	by Concor	d.)	101,392	10	100	136
ept. 30, 1871	23 0	—	1 5	—				—	Mansfield and Framingham	Mass.	715,192		14,889	444		290,000	300,000	190,916		23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati	Ohio.	23,835,215	*	1,222,738			13,980,080	8,844,447	2,233,426		283.8	2,042,700	369,758	528,895	1,690,968	210,055	—	50	
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg	Ohio.		*				1,235,000	1,500,000				(Will be	completed	100 miles	in 1872.)			—	
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶	Md. and Del.	1,500,000	*				500,000	1,000,000			54.0		(No return	s obtained	d.)		—	100	
Jun 30, 1872	31.4	2.0	2.3	—				—	Massawippi Valley	Canada.	800,000					400,000	400,000			33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	84½
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	80	Maysville and Lexington	Kentucky.		*					700,000			49.5	(Recently	opened	—No retu	rns.)			100	
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles.	Tenn., Miss. & Ala.	8,763,559	*	1,157,068			5,312,725	4,157,387	469,855		308.0	801,661	313,017		1,417,441	218,435	—	100	25
Jun. 30, 1871	82.6	—	3.0	—	11	4	—	115	Memphis, Clarksv. and Louisv. ¶	Tenn.		(Owned	and oper.	by Louis	ville and	Nashville	e.)			82.6	302,636			462,571	12,398	—	100	
Dec. 31, 1871	131.0	—	1.5	—	10	4	4	98	Memphis and Little Rock	Arkansas.		*					2,700,000			131.0	(No ret	urns—ope	ned April	12, 1871.)		—	100	
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶	Tennessee.	3,574,289	*				1,074,289	3,500,000			130.7	497,646	210,189		924,207	205,747	—	100	
Dec. 31, 1871	4.7	—	—	51.5	—	—	—	—	Mercer and Somerset	New Jersey.	506,445					265.625		55.000		4.7	(Leased	to United	Companie	s.)			100	
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	68	Merrimac and Conn. Rivers	New Hamp.	698,258	*				300,000	250,000	424,000		27.0				73,489	25,899	7	100	
Dec. 31, 1871	20.0	—	....	136.0	....	....	....	....	Michigan Air Line (E. D.)	Mich. & Ind.							225,000			20.0	(W.Div.	owned by	Michigan	Central.)			100	
May 31, 1872	284.8	—	68.0	—	145	90	30	3,062	Michigan Central	Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,147		17,987,048	6,200,293	460,863	899,889	714.8	3,302,478	774,349	1,258,313	6,313,074	1,593,725	10	100	97½
Dec. 31, 1871	67.0	—	3.3	—	4	4	2	19	Michigan Lake Shore	Michigan.	1,250,000	*				450,000	800,000			67 0	(Recently	opened	—No retu	rns.)			50	
Sept. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton	Mass.	114.921	30084	1,297	6,063		148,075		9,691	24,598	8.4	21,350	351.598	31,78	35,043	6,981	4	100	
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford	New York	159,618					121,420	68,500				(Leased	to N. Y.&	Oswego M	idland.)			100	
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	350,476					121,730	225,000	64,800		13 0	23,870	29,531	15,550	48,681	18,862	—	100	
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada	Canada.	2,380,476	244,400	143,595	46,654		835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871	144,182	—	100	
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific	Nebraska.	2,600,000	*				1,500,000	1,100,000			58.0	(Recently	opened	—No retu	rns.)			100	
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115					65,426	118,500			12.5		(Leased to	Pennsylva	nia.)			25	
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,000	Milwaukee and St. Paul	Wisconsin.	39,700,789	*	1,889,996	1,591,579		22,649.216	18,151,339	630,009	1,781,801	1,018.0	3,684,939	849,631	1,464,155	6,890,695	2,840,341	—	100	50½
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern	Wisconsin.	1,320,000	*				510,000	18,000p.m			45.0	(Recently	opened	—No retu	rns.)			100	
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn	3,814,957					3,850,450					(Leased	to Phila.&	Reading.)			8	50	106
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,620,000	*				1,200,000	320,000			41.0		(No return	s furnish	ed.)			100	
Mar. 31, 1872	38.5	—	—	16.(	—	—	—	—	Minnesota and North Western	Minn.	1,540,000					770,000	1,000,000			38.5	(Oper. b	y Milw. &	St. Paul.)				100	
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central	Miss. & Tenn.		*					4,557,980			237.0						—	100	
Sept. 30, 1871	190.0	—	6.2	—	11	10	4	183	Mississippi and Tennessee	Miss. & Tenn.	2,011,197	155,833				825,407	2,196,547	380,439		100.0	245,025			1,268,981	loss.	—	100	
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western	Mo.& Io.	1,600,000	*				800.000	800,000				(Recently	opened	—No retu	rns.)			100	
Mar. 31, 1872	62.0	—	1.5	238.0	4	2	2	110	Missouri, Iowa and Nebraska	Mo. & Io.	1,500,000	*				1,500,000				62.0	(Recently	opened	—No retu	rns.)			100	
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas	Mo. & Kan	24,636,000	*				12,045,000	12,491,000			463.0		(No infor	mation.)			—	100	36
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf.	Kansas.	12,900,000	*				5,950.000	6,950,000			161.0						—	100	
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk	Ala	838,000					250,000	584,398	3,606			(Operat	ed by Mob	ile and Oh	io.)			100	
May 31, 1871	87.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*	Alabama.	2,100,718	*	14,485	10,556		1,278,377	711,000	126,145		87.0	100,735	48,778		201,935	22,746	—	100	
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery	Alabama.	5,490,416	624,590	66.000	219,240		2,034,800	2,590.590	769,046		164.0				667,539	150,124	—	100	
Dec. 31, 1871	472.0	45.6	42.3	—	110	....	....	....	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky	17,156 146	*	913,874	371,341		4,428,036	10,760,674	1,432,116	1,770,536	517.6	1,432,828	385,300	333,638	2,739,448	845,280	—	100	
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack	Mass. & N. Hamp.	362,855	*				197,500	99.825				(Recently	comp et ed	—No returns.)				100	
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair	New Jersey.	3,000,000	*				700,000	2,300,000				(Leased	to N. Y.&	Oswego M	idland.)			100	
ept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York	288,931					150,315	177,000			10.3		(Leased to	Erie.)		25,000	7	100	
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala	Alabama.										80.0		(No infor	mation.)				100	
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis	New York.	1,054,956		53,329			418,500	650,000	39,786		23.8	15,207	22,200	11,329	26.807	11,244	—	100	
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex	New Jersey.	25,360,240					13,698,250	11,614,000			118.0				2,957,211	668,914	7	100	91½
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell	N. Hamp. & Mass.	741,875	113,406	135,759			800,000		64,325	126,715	43.2	299,980	704,297	246,554	644,618	102,416	10	100	137½
Jun. 30, 1871	151.0	22.0	11.0	—	58	25	10	718	Nashville and Chattanooga ¶	Tennessee.	5,196,266	*	1,100,241	226,166		1,896,934	1,964,000	2,662,228		173.0	902,859	202,709	276,781	1,446,133	396,442	—	100	58
Sept. 30, 1871	120.0	12.5	8.0	—	23	9	8	165	Nashville and Decatur ¶	Tenn. and Ala.	3,037,619	433,218	555,018	55.936		1,511,807	2,024,000	618,864	237,120	132.5	294,079	98,980	49,428	425,215	144,942	—	100	42
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern ¶	Tenn. & Ky.		(Sold to	Nashvill	e and G	hattanoo	ga.)				172.5	544,211		59,145	444,389	257 542	—	100	
Dec. 31, 1871	57.0	—	4.5	—	11	14	4	261	Naugatuck	Connecticut.	2,041,451	*	137,513	121,139		1,872,400	112,500	28,913	286,290	61.5	217,452	334,121	183.247	624,762	240,499	10	100	
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York	New Jersey.	2,367,285					977,150	600,000	789,735			(Leased	by New J	ersey Cen	Central.)		7	50	
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,500,000					700,000	800,000				(Leased	to Balt. &	Ohio at 30	p. c.)			100	
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton	Mass.	760,000	*	23,008	71,261		500,000	171,500	30,088	152,686	36.2	128,370	325,136	130,095	258,418	52,559	8	100	159
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada	N Brns.	2,500,000	*					972.000			126.0		28,905	97,443	144,439	57,128	—	100	
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan	Conn.	245,983					163,905	75,756	5,689									100	
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249					600,000	93,300	2,000		14.9	(Leased	to Pitts., F	t. Wayne	and Chicago.)		10	50	
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby	Conn.	949,000	*				424,000	525,000			13.3		(Opened	August 18	71.)			100	
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic	Conn.		(Unfini	shed.)			3,000.000	4,500,000			23.0			8,044				100	
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp.	Conn. & Mass.	3,011,206	553,984	172,557	263,632		2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,582	546,299	150,515	—	100	
Dec. 31, 1871	33.0	—	41.1	—				—	New Jersey	New Jersey.	9,458,328	*				7,295,200	400,000			33 0	(Include	d in Unite	d Companies.)			10	100	120
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midlan	New Jersey.	6,500,000	*				2,000.000	4,500,000			68.0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern	New Jersey.			1,106,000			4,000,000	2,870,000			115.5	25,021	334 921	87,313	403,227	165,005	—	100	27
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern	Conn. and Mass.	1,580,331	*	230,671	4,997		1,003,506	699,000		63,499	115.6	370,953	437,263	222,390	505,355	132 998	8	100	
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North. ¶	L. & M.						4,200,000	9,600,000	1,000,000		206.0				1,669,777	404,885	—	100	
Dec. 31, 1871	313.0	—	....	535.0	....	....	....	....	N. O. Mobile and Texas	Ala. & Nash.										200.0							100	
Sept 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River.	N.Y.	60,413,667	*				39,428,330	16,231,719	1,163		844.5	10,631 297			21,972,105	8,269,816	8	100	101½
Sept. 30, 1871	180.7	21.2	45.6	—	90	85	36	725	New York and Harlem	New York.	13,306,080	1,592,481	1,678,798			3,500,000	6,717,725			156.9	862,174	1,682,500	823,409	2,698,768	929,088	8	100	128½

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars.			Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Sept. 30, 1871	N. Y., Housatonic & North.	5.4	—	—	34.3	1	1	—	3	461,207	*	.....	.....	217,200	161,000	55,468		5.4	10,275	6,290	1,998	4,889	1,191	—	100	....
Sept. 30, 1871	New York and Mahopac	7 1	—	—	—	—	—	—	—	229,110	—	—	—	135,300	—	74,700		7.0	(Recently	opened—	No returns.)	—	—	—	100	....
Sept. 30, 1872	N. Y., N. H. & Hartford.	124 3	16.75	159.7	—	84	127	41	1,010	12,161,238	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	186.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	132½
Sept. 30, 1871	New York and Oswego Midland	262.0	*	26.2	104.0	33	21	19	486	10,209,729	1,058,027	.....	.....	5,326,772	6,063,500	265,733		262.0	408,282	476,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	N. Y., Providence and Boston	62.5	—	6.3	—	18	19	7	189	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,819	210,977	820,746	392,477	8	100	....
Sept. 30, 1871	Niagara Bridge and Canandaigua.	99.0	—	3.6	—	—	—	—	—	3,210,616	—	—	—	1,000,000	—	—		—	(Leased	to New Y.	Cent. & Har. R.)	60,000	6	100	....
Jun. 30, 1871	N. Y.	35.0	—	3.5	18.0	.....	.....	.....	.....	1,112,858	*	.....	.....	500,000	500,000	127,420		35 0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	Niles and New Lisbon	228.0	—	9.6	—	25	23	18	314	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	228.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	Ohio.	102.0	—	8.8	—	13	13	5	141	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,568	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	North Carolina †.	72.0	—	3.6	118.0	.....	.....	.....	.....	.....	*	.....	.....	.....	.....	.....		72.0						—	100	....
Oct. 31, 1871	North Louisiana and Texas	55.6	12.1	42 2	—	37	35	18	684	(No accounts obtainable.)																
Dec. 31, 1871	North Pennsylvania.	94.9	2.6	271.3	—	24	24	3	60	6,815,643	1,166,197	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	580,541	—	50	97½
Dec. 31, 1871	Northern, of Canada	138.0	4.0	128.5	—	131	68	38	4,268	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Mar. 21, 1872	Northern Central †.	69.2	13.4	16.5	—	26	15	6	536	11,484,745	3,049,049	301,144	486,981	5,801,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	73
Dec. 31, 1871	Northern New Hampshire.	21.3	—	4.6	—	6	10	6	32	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	106
Dec. 31, 1871	Northern Pacific.	278.0	—	....	1,700	0..	.....	.....	.....	627,451	*	875,000	.....	1,000,000	400,000	.....		278 0			(Leased to Erie Company.)			8	100	....
Sept. 30, 1871	Norwich and Worcester †.	59.4	7.0	12 5	—	20	14	5	642	(In progress.)				100,000,000	50,000 p.m.			278 0			(No accessible returns.)			—	100	....
Dec. 31, 1871	Nova Scotia.	113.0	32.0	14.6	—	22	26	12	366	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	131½
Sept. 30, 1871	Ogdensburg and Lake Champlain.	118.0	4.0	24.0	—	33	19	6	1,085	6,942,765	*	.....	.....	(Government bonds and cash.)				145.0	336,349	234,305	211,003	814,257	34,384	—	100	....
Dec. 31, 1871	Ohio and Mississippi.	10.0	2.0	1.0	—	2	—	—	98	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153 412	388,837	1,027,699	347,857	6	100	60
Jun. 30, 1871	Ohio, Ind. & Ill.	340.0	53 0	19.7	—	87	43	24	1,571	452,994	*	.....	34,259	450,000	.....	2,767	24,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Oct. 31, 1871	Ohio and Mississippi.	95.0	3.5	43.0	—	32	19	5	314	30,883,793	*	.....	.....	24,030,000	6,534 8 0	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	38½
Sept. 30, 1871	Oil Creek and Allegheny River.	130.5	15.8	48.4	—	40	76	20	274	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	52½
Dec. 31, 1871	Old Colony and Newport.	5.0	4.0	2.7	—	.....	.....	.....	.....	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671 478	599,236	6	100	111
Sept. 30, 1871	Orange and Newark.	260.6	10.0	9.0	—	27	19	11	346	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,840,258	195,356	37,874	—	100	....
Dec. 31, 1871	Orange, Alex. and Manassas Gap †.	25.0	—	1.2	16.0	—	—	—	—	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185,604	12? 911	939,680	359,677	—	100	....
Sept. 30, 1871	Osage Valley and Southern Kansas.	28.6	—	3.3	—	—	—	—	—	600,000	—	—	—	375,000	280,000	25,000		25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	....
Sept. 30, 1871	Oswego and Rome.	35.0	—	32.1	—	11	12	4	213	950,953	*	.....	.....	268,000	612,100	27		28.6	(Leased	to Rome,	Watertown & Ogdensburg.)			—	100	....
Dec. 31, 1871	Oswego and Syracuse.	21.0	—	1.5	64.0	2	1	1	15	1,269,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Feb. 29, 1872	Owensboro and Russellville.	283.5	—	45.0	—	97	50	25	1,221	(Under construction.)				1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1871.)			—	100	....
Dec. 31, 1871	*Pacific* of Missouri †.	63.5	—	6.3	101.5	6	5	2	43	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	43½
Feb. 28, 1872	Paducah and Gulf.	—	—	—	65.0	2	—	—	10	(Under construction.)				2,425,000	1,071,000	.....	.....	63 5		(No returns furnished.)				—	100	....
Dec. 31, 1871	Painesville and Youngstown.	47.5	—	7.4	—	20	4	—	417	250,000	*	.....	.....	250,000						(Under construction.)				—	100	....
Apl. 20, 1872	Panama.	34.0	—	1.7	41.0	—	—	—	—	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No returns.)				—	100	....
Dec. 31, 1871	Pares and Decatur.	14.5	—	14.5	—	—	—	—	—	1,000,00	—	800,000	—	600,000	1,200,000	.....		34.0		(Construction in progress.)			245,662	5	100	108½
Dec. 31, 1871	Paterson and Hudson.	12.0	—	2.6	—	—	—	—	—	330,000	—	—	—	330,000	—	—		14.5		(Leased to Erie.)			53,410	—	100	....
Dec. 31, 1871	Paterson and Newark.	15.1	—	15.1	—	—	—	—	—	1,000,000	—	—	—	500,000	500,000	.....		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Jan. 31, 1872	Paterson and Ramapo.	07 8	—	3.8	—	—	—	—	—	350,000	—	—	—	248,000	80,000	.....		15.1		(Leased to Erie.)			29,758	6	100	....
Dec. 31, 1871	Pekin, Lincoln and Decatur.	22.0	—	1.4	—	—	—	—	—	2,488,250	—	87,758	—	1,500,000	1,076,000	.....		67.3	(Leased	to Tol. Wab. and Western.)				—	100	....
Dec. 31, 1871	Pemberton and Hightstown.	18.0	—	1.0	—	—	—	—	—	538,682	—	—	—	342,150	160,000	36,542		22.0	(Leased	to United	Companies.)			6	100	....
Dec. 31, 1871	Pemberton and New York.	118.0	—	10.0	87.0	5	4	2	47	875,000	—	—	—	500,000	375,000	.....		18.0	(Leased	to New Jersey Southern.)				—	100	....
Dec. 31, 1871	Peninsular.	354.9	69.0	353.8	—	640	297	129	11988	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recently opened —No returns.)					—	100	....
Dec. 31, 1871	Pennsylvania.	47.0	15.9	57.0	—	23	8	—	2,435	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,866,505	1,263,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	107½
Dec. 31, 1871	Pennsylvania Coal.	—	—	—	21.0	—	—	—	—	2,000,000	*	2,947,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	240
Nov. 30, 1871	Pennsylvania and Delaware.	104.6	8.9	26.0	—	11	2	—	1,089	251,098	—	—	—	132,412	700,000	100,000		—		(To be completed in 1872.)				—	50	....
Dec. 31, 1871	Pennsylvania and N. York.	46.0	—	6.2	—	—	—	—	—	4,829,887	401,99	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187.119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	Peoria and Bureau Valley.	82.0	—	10.1	—	12	8	4	169	1,800,000	—	—	—	1,200,000	600,000			46.0	(Leased	to Chicago R. I. & Pacific.)		125,000	8	100	....
Dec. 31, 1871	Peoria, Pekin and Jacksonville.	91.0	—	8.0	—	7	8	—	180	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	2o1,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	Peoria and Rock Island.	6.5	—	1.0	—	—	—	—	—	3,500,000	*	.....	.....	1,200,000	2,200,000	.....		91.0		(Turned over to Co		Dec. 1, 1871.)		—	100	....
Dec. 31, 1871	Perth Amboy and Woodbridge.	61.0	21.3	6.8	—	11	8	8	106	214,581	—	—	—	57,200	100,000	57,381		6.5	(Oper. by Camden	and Amboy.)				—	100	....
Oct. 31, 1871	Petersburg †.	46.0	—	5.5	—	8	7	3	88	1,719,113	*	.....	63,763	1,342,200	558 500	50,305	31,860	82.	168,592	34,956	52,345	263,432	85,236	5	100	....
Dec. 31, 1871	Philadelphia and Erie †.	287.6	—	104.6	—	126	34	18	2,617	1,803,848	177,744	.....	.....	220,600	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	50
Dec. 31, 1871	Pennsylvania.	17.1	3.1	25.4	—	24	45	13	192	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	50
Nov. 30, 1871	Philadelphia and Reading.	98.4	179.7	442.7	—	343	457	—	11836	1,146,528	368,202	.....	.....	2,231,900	.....	.....		83.0	405,605	2,806,120	572,728	700,465	303,186	10	50	173
Dec. 31, 1871	Pennsylvania.	26.6	—	36.2	—	—	—	—	—	32,166,251	6,510,825	21,187,802	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,931	9,465,572	12,562,813	5,006,940	10	50	116
Oct. 31, 1871	Philadelphia and Trenton.	95.3	9.8	80.6	—	61	144	—	1,555	1,259,600	—	329,620	.....	1,259,100	.....	.....	286,850	30.8	.....	1,276,762	668,196	1,308,498	248,705	8	100	121½
Dec. 31, 1871	Philadelphia, Wilm. and Baltimore.	11.3	—	0.4	—	—	—	—	—	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,589	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	114
Dec. 31, 1871	Pickering Valley.	193.0	8.0	36.6	—	102	34	18	1,519	468,478	—	—	—	80,855	330,300	112,713		11.3	(Leased	to Phila. and Reading.)				—	50	....
Dec. 31, 1871	Pittsburg, Cin. & St. Louis.	149.0	1.0	24.6	—	80	24	9	180	18,030,444	*	3,637,30	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	Pittsburg and Connellsville †.	369.3	—	150.5	—	224	95	54	6,912	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8 699	.....	14.159	Loss.	—	50	....
Sept. 30, 1871	Pittsburg, Ft. W. and Chic.	18.6	—	1.5	—	—	—	—	—	7,330 816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717.299	964.989	178,099	—	50	76
Oct. 31, 1871	P., O., I. & I.	66.0	—	2.1	24.0	7	6	3	315	38,394,515	*	.....	.....	19,714,286	13,683,000	.....		369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Dec. 31, 1871	Pittsfield and North Adams.	60.0	—	3 0	50.0	5	13	3	92	443,678	—	—	—	450,000	—	—			(Leased to Boston and Albany.)					6	100	82
Dec. 31, 1871	Port Huron and Lake Michigan.	27.5	—	2.7	—	2	1	1	22	609,058	101,524	13,131	128,950	83,336	551,000	218,333		41.0	.....	41.988	55,029	142,580	92,102	—	100	....
Aug. 31, 1871	Portland and Ogdensburg.	52.5	—	2.6	—	5	10	4	89	1,807,847	*	.....	.....	1,007,847	800,000	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1871	Portland and Oxford Central.	51.3	—	6.7	—	19	—	7	167	550,000	*	.....	.....	250,000	218,500	.....		52.5	106,614	105.285	31,200	85.570	30.616	—	100	....
May 31, 1872	Portland and Rochester.	50.0	—	....	60.0	2	....	....	....	1,664,882	*	25,000	49,819	631,712	934,000	70,458		51.3	331,257	389,322	.....	628.430	180,561	10	100	130
Mar. 31, 1871	Portland, Saco and Portsmouth.	26.0	—	0.2	—	3	3	2	56	1,359,836	*	585.069	79,576	1,500,000	.....	.....				(Not in operation at date.)					100	....
Sept. 30, 1871	Port Royal.	50.8	—	1.5	25.4	3	5	—	25	1,200,600	*	4,300,000	.....	3,000,000	2,500,000	.....		26.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1871	Portsmouth, Gt. Falls and Conway.	13.6	—	3.1	—	4	6	3	11	370,000	*	.....	.....	170,000	200,000	.....		....	40.208	53,052	6.110	97,204	33,511	—	100	94
	Poughkeepsie and Eastern.									1,011,071	*	120,523	.....	524,464	380,300	226,830		13.6	43,413	257,332	13,020	85,908	29,509	—	100	....
	Providence, Warren and Bristol.									642,009	63,611	2,236	4,981	437,917	50,000	63,011										
	R. I. & M.																									

Sept. 30, 1871	43.4			33.1		23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	857,747	138,703	121,463	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,831	452,260	829,219	205,813	10	100	142½
May 31, 1871	97.0			4.8		12	11	4	94	Raleigh and Gaston ..... North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,005	54,977	184,715	97.0	164,049	23,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0		2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line.....N. Car.	1,137,500	*	.....	.....	537,600	.....	299,900	.....	44.0	69,127	.....	.....	48,000	8,000	—	50	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,289	1,000,000	1,038,742	.....	48.0	211,872	122,523	294,497	237,347	63,809	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	69	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,935	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	623,731	457,454	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ..... Virginia.	6,931,937	*	1,848,521	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,218	1e1,122	768,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ..Va.	2,214,989	*	454,301	160,946	1,509,829	735,554	114,075	504,775	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.8	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ..... Virginia.	1,225,504	*	76,985	21,089	847,100	319,000	42,248	.....	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	93	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	919,235	196,433	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No return	ns furnished.	)	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	16	698	Rome, Watertown and Ogdensburg. N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	215.2	605,168	497,714	309,906	1,239,515	394,811	8	100	78½
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	289,000	555,522	.....	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	15	1,011	Rutland .....Vermont.	8,822,745	659,417	126,570	1,817	6,646,500	1,000,000	2,964,056	.....	239.0	(Leased	to Vermo	nt Central	.)	.....	—	100	10
Apr. 30, 1872	192.0	—	.....	89.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	112.4	.....	(No return	ns furnished.	)	.....	—	100	....
Dec. 31, 1871	44.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute. Illinois	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	.....	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ..... Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,615	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	.....	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1 146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 2	1871—No	returns.)	.....	—	100	55
Dec. 31, 1872	308.0	80.0	30.0	62.0	46	27	11	1 101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	.....	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute.... Ill.	7,730,231	*	.....	99,562	2,377 329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	fan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.). Minnesota.	14,962,501	*	8,594,240	220,419	1,968'600	16,206,500	318,423	5,313,686	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	17.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	463,969	—	.....	2,295	243,305	226,000	1,063	.....	—	Leased	to Boston	and Lowe	ll.)	17,711	(1	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	5	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	.....	116.3	622,303	141,568	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	57	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	5	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,059	.....	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville.....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	.....	28.0	206 545	41,009	750,445	534,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,813	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	3	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,624,000	.....	.....	157.0	.....	(No report	furnished.	)	.....	—	100	....
Dec 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ..... South Carolina.	9,499,564	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	.....	243.0	808,409	197,382	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	5	14	South Shore .....Massachusetts.	501,59.	*	3,650	19,550	259'685	150,000	8,681	106,727	11.5	54,813	393,375	26,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	.....	66.0	338,420	611,784	67 077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,850	*	27 420	.....	1,714,732	1,640,000	10,529	.....	89.0	108,148	124,706	68,681	183,197	73,858	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	5	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	—	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,333	458,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	6	3	—	—	Southern Pacific.....Texas.	1,904,088	*	.....	.....	1,250,000	222,000	432,085	.....	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,0 '0	.....	.....	....	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	5	(	*	Staten Island .....New York.	381,709	*	558,291	.....	700.000	200,000	40,000	.....	13.0	59,930	244,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	51.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York. N.Y.	3,·67,050	*	.....	.....	1,670.180	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	10.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis.....Indiana.	2,601,226	*	1,285,248	235,095	1,988,180	800,000	196,510	1,135,939	96 5	671,729	161,457	686,146	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,125	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.0	184.2	66.5	—	152	62	33	3,400	Toledo, Wabash and Western. O. I. & Ill.	33,683,000	*	377,338	835,913	16,000,000	17,704,000	196,785	1,022,468	934.4	4,558,885	633,166	.....	5,786,666	1,959,838	—	100	67½
Sept. 30, 1871	34.9	—	9.1	—	13	5	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,593,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	129.4	—	12	19	40	1,32	United Companies of New Jersey. N. Jer.	29,520,094	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,456	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	125
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,935	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.8	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,81 ,681	*	.....	.....	2,558,600	.....	.....	.....	89.5	158.800	244,485	170,816	390,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermo	nt Central	)	.....	8	100	68
May 31, 1871	118.0	—	108.0	—	17(	12	5	1,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.8	10.5	9.2	—	15	21	5	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272.534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	217,069	244,819	150,376	582,238	162,372	2	100	75
Feb. 28, 1871	140 0	—	7.8	—	2(	8	6	160	Vicksburg and Meridian..... Miss.	3,036,644	*	.....	.....	357,40	3,225,000	.....	.....	140.0	252,988	88,41	57,559	539,986	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	—	50	Vineland..... .....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	.....	47.5	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren .....New Jersey.	3 031,400	*	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to Del., L	ackawa and	Western.)	.....	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio ..... Virginia.	1,664,500	95,700	126,092	14,904	1,467,670	100,000	252,707	.....	44.0	91,986	41,120	22,580	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	11	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	.....	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160 600	814,344	.....	160.0	27,671	113,980	.....	663,176	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	2	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgi a.)	.....	.....	306,085	.....	.....	138.0	166,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ..... Maryland.	3,355,000	*	.....	.....	680,000	2.675.00	.....	.....	54.5	167,402	131,071	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania..... Pennsylvania.	3,700,265	—	.....	.....	1,022,450	1,800,000	907,813	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	18	12	620	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190 000	234.867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	1,270,689	223,646	1,270,689	223,646	1,208,800	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,410	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford. N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42.937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta. N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading ..Pennsylvania.	2,489,837	247,628	82,892	.....	757.729	1,973,600	118,704	.....	63.8	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.6	—	21	25	5	294	Wilmington and Weldon ..... N. Carolina.	3,093.889	*	19,021	125,598	1,456,200	1,580,100	51,230	151,968	181.0	502,792	109,174	88,055	570,330	202,685	—	100	....
Aug. 31, 1871	140.0	3.(	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,638	.....	143.(	247,360	70,848	126,839	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	238,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	669,764	181,06	10	100	135
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	.....	12.5	.....	.....	.....	414,202	275,342	4	50	...
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,360	—	.....	.....	1,633,360	800,000	.....	39,087	60.(	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	.....	108.0	.....	.....	1,428,755	113,361	lo s.	10	100	118½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,500	.....	8,739,850	15,038,656	.....	.....	108.0	.....	.....	982,188	578,462	31,978	—	50	76½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal.....Penn.	1,132,452	—	.....	.....	1,003.800	110.000	8,179	.....	86.0	.....	.....	.....	175,120	89,387	9	50	....
Feb. 28, 1872	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,2 0,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	609,562	142,888	—	50	100
Dec. 31, 1871	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,781,750	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	.....	.....	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,454,048	8,617,000	86,004	.....	108.3	(Leased	to Phila. &	Reading.)	661,42	637,811	30(	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,310	270,506	.....	84.0	.....	.....	501,674	144,09	87,30	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	.....	.....	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	122.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,945,725	—	.....	.....	1,100,000	745,000	100,725	.....	128.0	(Leased	to Penns	lvania.)	.....	.....	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	—	@ 54 —
Gartsherrie		—	@ 53 —
Glengarnock		45	@ 46 —
Eglinton		—	@ 44 —
Pig, American, No. 1		47	@ 50 —
Pig, American, No. 2		44	@ 45 —
Pig, American, Forge		40	@ 40 —
Bar, Refined, English and American		—	@ — —
Bar, Swedes, assorted sizes	(gold)	—	@137 50
	STORE PRICES.		
Bar, Swedes, 1½ x¾ & 1¼ x ¾ to ⅝ & ¾ sq. 1¼ to 5x¾ to ¾ & ⅞ to 2sq. 6 to 12 x ¾ & ⅞		175	@185 —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		92 50	@ 95 —
Bar Refined, 1½ to 6 by ¾ & 5-16 in		97 50	@100 —
Bar Refined, 1 & 1¼ by ¾ & 5-16		100	@102 50
Large Rounds, 2¼@2½ to 3¾ @4 in		102 50	@117 50
Scroll		121 50	@145 —
Ovals and Half-round		120	@140 —
Rand, 1 to 6 in. by 3-16 to No. 12		110	@112 50
Horse Shoe		120	@122 50
Rods, ¼@1-16 inch		97 50	@140 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		120	@170 —
Nail Rod	per lb.	—	9¼@ — 9¾
Sheet Russia, as to assortment	(gold)	—	16½@ — 18
Sheet, Single, D. and T. Common		—	6¾@ — 7¼
Sheet, Doubles and Trebles, Charcoal		—	7¼@ — 8¼
Sheet Galvanized	List 10 per ct. disc.		
Rails, English	(gold) per ton.	67	— @ 70 —
Rails, American, at Works in Penna. c'y.		77	50 @ 80 —
Anvils (Eagle)	per lb. currency.	—	9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	—	18@ — 23
English Spring (2d and 1st quality)		—	9@ — 10¼
English Blister (2d and 1st quality)		—	14@ — 18½
English Machinery		—	- @ — 14½
English German (2d and 1st quality)		—	12½@ — 14½
American Blister		—	— @ — 11½
American, Cast, Tool		—	— @ — 17
American, Cast Spring		—	— @ — 11
American Machinery		—	11½@ — 12
American German Spring		—	9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 3 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 70	@ 5 —
8d. and 9d.	"	5 —	@ 5 —
6d. and 7d.	"	5 25	@ 5 25
4d. and 5d.	"	5 50	@ 5 50
3d.	"	6 25	@ 6 25
2d. and 3d. Fine		7 —	@ 7 —
Cut Spikes, all sizes		5 —	@ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	—	36@ — 37
Straits	(gold).	—	31@ — 32
English	(gold).	—	30½@ — 31

Plates—Fair to good brands.	—Gold.	—Currency.
I. C. Charcoal	per box. 11 25 @11 75	13 25 @ 13 75
I. C. Coke	9 25 @10 —	11 — @ 11 75
Coke Terne	8 75 @ 9 —	10 50 @ 10 75
Charcoal Terne	10 50 @10 75	12 25 @ 12 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		—	8 @ -- 8½
Crude 40@47 gravity (in shipping order)		—	13 @ — 13½
Refined, Standard White (in ship'g order)		—	18½@ — 19
Refined, S. W. (in jobbing lots)		—	19 @ — 19½
Refined, S. W. (in tin)		—	24 @ — 26
Naptha, Refined (65@73 gravity)		—	10 @ — 11
Residuum (in shipping order)	per gall.	—	10 @ — 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.		—	@— 38
Copper, Bolts		—	@— 40
Copper, Braziers' (over 16 oz.)		—	@— 40
Copper, Nails		—	@— 45
Copper, Old Sheathing, &c., mixed lots		27	@— 29
Copper, American Ingot		28½	@— 22½
Copper, English Pig		—	@— —
Yellow Metal, New Sheathing & Bronze		—	@— 27
Yellow Metal, Bolts		—	@— 32
Yellow Metal, Nails, Sheathing & Slating		27	@— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50	@ 6 62½
German Ordinary	(gold)	6 50	@ 6 62½
English	(gold)	6 75	@ 7 --
Bar		—	@ 9 25
Pipe		—	@10 50
Sheet		—	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. per lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		—	@16 —
Liverpool House Cannel		—	@22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 25	@ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending June 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25.
Boston, Hart. & Erie	3	2¼	2¼	2¼	2¼	2¼
Canton Co.	....	....	....	....	....	99
Central Pacific 6s	104	102¼	102¼	....	103	102
Central of N. Jersey	105¾	106	....	106	....	106
Chicago & Alton	....	109¼	109¼	109	109	108¼
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	....	105	104¼	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	72¼	....	72¼	72	71¾	70¾
" pref.	81¼	....	....	....	83¾	85
" 1st M.	....	....	....	....	....	....
" S. F.	99	....	....	....	....	....
" Consol.	91	....	....	....	....	....
Chic., Rock Isl. & Pac.	108¾	109	109¼	108¾	108¾	108¾
Chi., R. I. & Pa. 7s, 1896	106	106¼	....	....	....	106
Clev., Col., C. and Ind.	....	....	....	....	84¾	85
Clev. & Pittsburg guar.	87¼	87¼	....	87¼	87¼	87¼
" 2 M.	102	....	....	....	....	....
" 3 M.	....	....	....	....	....	98¼
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	27¼	27¾	28	28	27¾	28
" 1 M.	88¼	88¼	88¾	....	88¼	88¼
" 2 M.	....	....	....	....	....	....
Del. & Hudson Canal	118¼	119	118¾	118¾	....	....
Del. Lack. & Western	105¾	105¾	99¾	98	96¾	97¾
" 1 M. 7s	....	....	....	....	103¾	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	63¼	63¾	64	62¾	63¼	63
" pref.	....	....	73	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	97¼	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph.	34¾	35	34¼	34¼	35	....
" pref.	....	....	....	....	....	51
" 8s, conv.	89¼	....	89¼	89¼	88	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	109	108¼	....	105	....	....
" 7s	101	....	....	....	....	....
Lake Shore & Mich. S'th.	91¾	91¾	92¼	92¾	92¼	92
Lake Shore Div. bonds	....	....	....	94¾	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	98¼	....	98	97	97¾	97¾
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	103	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul.	50¾	51	51¾	51¼	50¾	50¾
" pref.	71¾	71¾	71¼	71¾	71¼	71¾
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	109	109	....	....
" 7 3-10s con.	....	....	....	98	....	....
" 7s, gold	....	....	92¼	....	....	....
Missouri 6s	95¾	....	....	....	....	....
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	91¼	91¼	91¼	91¼	....	....
" 1st mort.	105	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
N. Y. Con. & Hud. Riv.	101¾	101¾	101¾	101¾	101¾	101¾
" 7s, S. F. 1876.	102¼	....	....	....	....	....
" 6s. S. F. 1883	93	93	....	....	92¼	....
" 6s, S. F. 1887	91	....	....	....	91¼	....
N. York and Harlem	130¾	....	....	....	125	126¼
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	....	....	....	....	....	132¼
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	37¾	37¾	38¾	38	38¼	38¼
" pref.	....	....	....	....	....	....
" 2d M.	....	85	....	....	84¾	85
Pacific Mail S. S. Co.	38¾	37¾	38¼	37¾	37¾	39
Panama	111¾	....	108¾	108¼	....	108¼
Pitts., Ft. W. & Chi. gtd.	95	....	....	....	....	95¼
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	90	....	....	....	....	....
" Income bds.	79¾	....	....	80	....	....
Tennessee 6s, old	79¾	....	79¾	....	....	....
" new	79¾	79¾	....	....	79	....
Tol., Wab. & Western	67	67¼	68¾	67¾	68	67¾
" pref.	....	....	....	....	....	....
" 1 M.	....	....	97¼	....	....	97¼
" 2 M.	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	....	....	91¼
Union Pacific	23¾	23	24¼	24¼	24¼	24¾
" 1st mort.	86¾	86	86¾	86¾	86¾	86¾
" L. Gt. 7s	71	70	70¼	70¾	70	....
" Inc. 10s	60	57¼	57	57¼	57¼	59
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	55¼	55	54¼	55	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending June 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	113	....	113	112¾	....	....
U. S. 5s, 10-40s, coup.	113	....	112¾	113	....	113¾
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 1881, reg.	116¾	....	....	116¾	....	116¾
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	115¾	....	....	116¼	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	116¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	117¼	117¾	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	114¾	114¾	....	....
U. S. 6s, 5-20s, c. n '65	....	119¼	119¼	....	....	119¼
U. S. 6s, 5-20s, reg. '67	115¼	....	....	115	....	....
U. S. 6s, 5-20s, c. 1867	121	....	120¾	120¾	120¼	120¼
U. S. 6s, 5-20s, reg. '68	....	....	....	115	....	....
U. S. 6s, 5-20s, c. '68	....	120	120¾	....	....	....
U. S. 6s, Pac. RR issue	114¼	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 24.

	W. 18.	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.
Catawissa preferred	42	42	42	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	92	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	98¼	....	....	....	98¼
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	98¼	....	....	....	....
Lehigh Navigation	41	....	40	39¼	39	38¼
" 6s, 1884	....	....	....	....	....	....
" Gold L.	90¼	....	....	90¼	....	90¼
" R. R. L.	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	61¼	61¾	61¾	61¾	....	61¼
" 6s new coup.	94¾	....	....	....	....	....
" 6s new reg.	95	95	....	95¼	....	....
Little Schuylkill R. R.	....	47¼	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	53¼	53
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	100	100¼	100	....	....	100¼
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	36¾	....
Oil Creek & Alleg. Riv.	28	25	23¾	23¾	25	26¼
" 7s	....	71¼	....	....	....	....
Pennsylvania R. R.	54¾	54¾	54¼	54¼	54	53¾
" 1st M.	....	....	102¾	....	103	....
" 2d M.	....	....	....	....	....	....
" Gen. mort.	94¼	....	94¾	....	....	....
" " reg.	....	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	105	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	95¾	....	....	....	....	....
" new	100¾	100¼	100¼	100¾	101¼	100¼
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	58¾	58¼	58¾	58¾	57¾	58
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	88¼	....
" 7s	93¼	....	93¼	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	125	125	125	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	59	....	....	....	....	59
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	22

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 24.

	W. 18.	Th. 19.	F. 20	Sat. 21.	M. 23.	Tu. 24
Baltimore City 6s, 1875	99¼	....	....	....	....	99
" 1886	....	....	....	....	....	....
" 1890	98¾	98¾	98¾	98¾	98¾	98¾
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	176	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885. 97	97	96¼	....	97	97	97
Marietta & Cin. 1st M.	101¼	102¼	101¼	102¼	101¾	....
" 2d M.	....	91	....	91	91	91
" 3d M. 8s	85	85	85	....	....	85¼
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	84
" " 1900.	....	....	....	....	....	97¼
Pittsb. & Connellsv. 7s. 96¼	97	97	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	55¼	55	55	....	....	54¾
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	18¼	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending June 25.

	Th. 19.	F. 20.	Sat. 21.	M. 23.	Tu. 24.	W. 25
Boston and Albany	143½	....	143½	143½	143½	143
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	118	....	118	....	....	117¾
Boston and Providence	150½	....	....	....	150½	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	 32	....	....	....	30½	....
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	105½	105½	....	....	....	104¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	105½	....	....	105½	105½
Fitchburg	130a	130	130½	130	....	130
Manchester & Lawr'ce	....	....	....	....	126	....
Michigan Central	....	98½	98½	98	97½	97½
Northern, N. H.	106	103	106	....	106	....
Ogdens. & Lake Champ.	....	....	....	....	....	60
" pref.	....	....	....	....	....	....
Old Colony	114½	114½	....	110⅝x	111	111
Ph., Wil. & Baltimore	57	....	....	57	57	57
Portl'd, Saco & Ports.	....	....	130	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	....	55
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	....	....	....	75	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	....	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	....	....	....	....	21½	20
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewabic "	....	....	9	....	7½	....
Quincy "	.... 44½	....	44	....	....	40½

London Stock Exchange.

	Closing Prices. May 30.	June 6.
Atlantic & Gt. W. 1st mort., $1,000	78 — 80	78 — 80
Do. 2d mort., $1,000	67 — 69	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	44 — 45	43½ — 44½
Do. Reorg. Scrip	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds	92½ — 92½	92 — 93
Detroit & Milwaukee 1st mort. Bonds	70 — 72	70 — 72
Do. 2d do.	— —	— —
Erie shares 100 dol. all paid	49 — 49½	48 — 48½
Do. 6 per cent Convertible Bonds	96 — 97	96 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds	94 — 95	94 — 95
Illinois Central $100 shares all paid	87 — 89	87 — 89
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	99 —101	98 —100
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.	— —	— —
Panama General mort.	91 — 93	91 — 93
Pennsylvania, 2d mort.	98 —100	98 —100
Do. General mort.	99 —100	99 —100?
Do. $50 shares	42½ — 43½	42½ — 43½
Philadelphia and Erie 1st mort.	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, June 28, 1873.

Stock Exchange and Money Market.

The Money movement of the week has been, on the whole, quite easy and favorable to borrowers, on an accumulating supply of funds seeking temporary and lucrative employment. The demand for accommodation has been on a moderate scale, with call loans quoted down to 3@6, and strictly choice to good mercantile credits at from 6@8 chiefly at 7 per cent per annum. The comparatively tame speculation at the Stock Exchange was against anything like a pressure for aid for speculative purposes. The mercantile wants were readily supplied by the city banks and private lenders, the demand for the better grades of business paper having been quite active from both sources. During the closing days of the month loans will be changed to a considerable extent to prepare for the July interest disbursements, and the market may consequently be temporarily higher; but the impending disbursements of nearly sixty millions of interest and dividend money will soon restore the easy working of the loan and discount business. The prepayment without rebate of the July coin-interest on the public debt, which amounts to about $25,000,000, commenced on Wednesday on the conpon bonds. By far the larger part of this belongs to Europe. Owing to the delay in the preparation of the schedule, interest on the United States registered bonds will not be paid at the Sub-Treasury until Saturday, the 28th inst., without rebate. The city banks last week reported an increase of about 2¼ millions in their deposit line, nearly ⅜ths of a million in their legal tender, and nearly half a million in their specie reserves. They enlarged their loan and discount averages about 1⅛ million, and contracted their circulation slightly.

The city banks have again made a handsome gain on their obligatory reserve, the last statement showing that they had $12,166,375 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance about 1⅞ths million; while adding about 2¾ millions to its currency reserve. Its currency reserves at the close of the week were $26,081,978; and its coin hoard, $41,329,293.

The clearances of the banks averaged through the week 88¼ millions a day, and amounted in the aggregate, for the whole week, to $529,430,403, as against $139,261,871 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $2,299,534 and reduced its coin reserve $1,888,845 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $27,398,300, against $19,912,000 same time last year. The city bank deposits are now $220,392,500 against $228,931,000, week ending June 22, 1872. The legal tender reserve amounts to $46,704,200, against $53,929,400 same time last year. The circulation now stands at $27,352,000 against $27,528,100 same time last year. The loans are now $278,903,800 against $292,806,800 at this date last year.

The coin reserve of the city banks is now about 27⅜ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is 46¾ millions against about 34⅞ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 220⅜ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

The U. S. Sub-Treasury office last week received $5,105,839 of currency, and $6,458,124 of gold, the latter including $1,741,000 from customs; and disbursed $2,806,295 of currency and $8,346,969 of gold, the latter embracing $177,208 of coin interest.

Government revenues have been yielding rather less satisfactorily, since our last. The excises yielded within the week about 1¾ millions, and thus far in the current fiscal year beginning with July 1, 1872, 111½ millions. The customs at the port of New York, for the week, were $1,658,061, and at the outports, about $550,000 more, in coin or coin certificates.

Gold has been much depressed and lower early in the week, the speculative demand having been on a much restricted scale, and the customs and export drains light. The later dealings have been more extensive, and indicative of reviving confidence on the part of operators for higher figures, despite the impending liberal coin interest disbursements on Treasury account, and the free produce exports. The range of the price during the week has been from 115@116, and the closing quotation on Wednesday was 115⅜ against 116 on Wednesday of the preceding week. The specie outflow last week, was $1,067,891. The Gold Exchange Bank clearances have averaged about 65¼ millions per day during the week.

The U. S. Treasury balances on Tuesday were as follows: Currency, $8,700,000; and coin, $77,000,000. Of which the Certificates amounted to $36,000,000.

The customs demand for Gold last week, averaged $290 167 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873, have been $1,814,137, against $727,137 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $129,153,474 against $151,841,700 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $72,109,679, against $76,455,716 during the same time in 1871-2.

The export drain of specie was $1 067,891 last week, against $753,243 same week preceding year. The shipments since July 1, 1872, have been $60,619,622 against $56,239,548 during the same portion of 1871.

Foreign Exchange has been stiffening somewhat in price, though the demand has not been very active, and the liberal supply of bills made against our Domestic exports and continued moderate negotiations abroad, and the employment of United States Bonds as a medium of remittance, have all tended to keep Exchange on London within the gold-shipping points. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, at 110⅛@110¼. The week's exports of Domestic Produce have been to the currency value of $5,728,915.

The monthly sale of Scranton Coal on Wednesday resulted in the prompt disposal of 75,000 tons within the advanced range of $4 42½@$5 32½, as against $4 30@$5 22½, in May.

Government securities have been offered with reserve at the current rates, which have been influenced by the fluctuations in Gold. The demand has been fair for the favorite issues, chiefly on investment account.

U. S. sixes of 1881 closed on Wednesday of this week at 122⅛@122⅜; U. S. Five-Twenties of 1862, 116¼@116⅜; U.S. Five-Twenties of 1864 at 116¾@117; U. S. Five-Twenties of 1865 118@118⅛; U. S. Five-Twenties of 1865 consolidated 119⅞@120; U. S. Five-Twenties of 1867, 120¾@120⅞; U. S. Five-Twenties of 1868, 120¼@120¾; U. S. Ten-forties at 113¾@114; U. S. Fives of 1881 (Funding Loan) 114⅜@114½; Six per cent. currency Sixes from 114¼@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 11.	June 18.	June 25.
Consols	92⅞	92⅝	92½
U. S. 5-20s, 1865	92⅛	92⅝	92¾
" 1867	94⅝	*92¼	92⅜
" 10-40s	88⅛	89	89
New Fives of 1881	89½	89½	89¾
Erie	49¼	49¾	49½

* Ex July coupon.

The Railway and Miscellaneous share specula-

tion has been somewhat brisker, but without buoyancy as to values. The later dealings indicated a tame and barely steady movement.

State bonds have been in quite moderate demand, and unsettled as to price.

There has been some increase of demand for Railway Mortgage Bonds on investment account at firm rates. Central Pacific Sixes have been more sought after at from 102⅞@103. The Chesapeake and Ohio Seven per cent gold bonds have been selling quite freely at 90, and interest. Chesapeake and Ohio Sixes have been also in fair request at 88½ and interest. Western Pacific Sixes have been in demand at 95. The Northern Pacific 7-30 Loan has been more sought after at par and interest.

General business has been devoid of animation in the line of foreign goods, with values quoted more or less irregular. In the way of Metals, there has been a slow movement. Copper has been quoted heavy and lower, with sales reported of 100,000 lbs. Lake, at 28½c.@29c. Scotch Pig iron has been unsettled as to price, under pretty free offerings, and a comparatively limited demand; sales have been reported of 300 tons Eglinton, and 300 tons Glengarnock on private terms; outside lots of the former being quoted at $41, and of the latter at $43, and in the regular way, $44 and $45, respectively; 150 tons Eglinton, and 150 tons Cambroe at $42, 60 days, flat. Other kinds of stock dull and somewhat irregular as to price. We quote: No. 1 American Pig quoted nominally at $48@$49; No. 2 do. $44@$46; Wrought Scrap at $44 75@$46; English rails at $70, gold; American Rails at works, $80@$82 50; old Double Head and T Rails at $52. Pig Lead has been held firmly, but quiet, at 6¾c., gold, for ordinary foreign. Spelter has been inactive at 7⅝c.@7⅞c., gold. Pig-tin has been in more confident demand, with Straits quoted up to 31½c.,@ 32c., at the close, with sales of 1,500 slabs, and 15 tons English at 30c.; Banca, 36c.@36½c., gold. Tin Plates have been quiet but quoted firm; 500 boxes Coke on private terms. Charcoal Plates quoted here $11@$11 37½; Charcoal Terne, $9 75 @$10 25; Coke, $8 50@$9 50; Coke Terne, $7 75 @$9 gold, per box. Zinc continues nominal.

Domestic produce, has been moderately active, especially in the line of Breadstuffs, Pork, Lard, and Petroluem, which have been quoted cheaper; and of Tobacco, which has ruled steady. Cotton, has been dull for early delivery, and tamer for forward delivery than through the preceding week. Middling upland Cotton left off at 21c. per lb. The receipts at all the ports, since Sept. 1, have been 3,489,361 bales, against 2,652,733 bales same time in the preceding year; exports 2,509,710 bales against 1,907,503 bales in the previous year; stock at the ports at latest dates, 219,100 bales against 151,615 bales same date 1871.

Foreign merchandise has been quiet as a rule, with prices favoring buyers. The week's imports amounted to $5,790,952, including $870,305 of dry goods.

Ocean freights have been moderately active with Grain and Petroleum room in most demand. but with berth rates closing less firmly.

At the Live Stock Markets, Beeves have been in moderate demand at from 9@13½ cts. Veals at 4½@9½ cts.; Sheep at from 4@6½ cts.; Spring Lambs, 8@12 cts.; Swine at 5¼@5½ cts. per lb., all live weight. The week's receipts were 10,464 Beeves, 4,344 Veal Calves, 18,231 Sheep and Lambs, and 24,699 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Pacific of Mo., 43½; do. 1st mort., 86; Atlantic and Pacific pref., 22; New Jersey Southern R. R., 27; do. 1st mort., 73; Louisville and Nashville 7s, consol. 1898, 94; Galena and Chicago 2d mort., 98; Clev., Col, Cin. and Ind. 1st mort., 103; Chicago and Milwaukee 1st mort., 95; St. Louis and Iron Mt. R. R, 70; do. 1st mort., 100½; do. 2d mort., 88⅝; Toledo, Peoria and Warsaw 1st mort., E. D., 91; do. W. D., 90; do. consol., 85½; do. Burlington div., 83⅝; Boston, Hartford and Erie 1st mort., 28; Albany and Susq. 2d mort., 98; Mil. and St. Paul 1st mort. LaC. div., 94¼; Ohio and Mississippi consol., S. F., 95½; Toledo, Wabash and Western consol., 85½; East Tenn., Va. and Ga. 1st mort., 92¼; Cleveland and Pittsburg consol., 94; Central of New Jersey 1st mort., new, 107; Gt. Western 1st mort, 1888, 97½; Michigan Central 7s, 99; Cedar Falls and Minnesota 1st mort., 81½; Quincy and Toledo 1st mort., 92; Burlington, Cedar Rapids and Minnesota 1st mort., 88½; Delaware, Lackawana and Western 7s, conv., 99; Western Pacific bonds, 95; Lake Shore and Michigan Southern consol. coupon, 99; Western Union Tel., 84⅞; do. 7s, 96½; Am. Coal, 62; Consol. Coal of Md., 52; Pennsylvania Coal, 240; Maryland Coal, 23; Am. Mer. Union Exp., 63¼; Wells Fargo Exp., 82; U. S. Express, 70½; Adams Exp., 94; Am. Dock and Imp 7s, 97½; N. J. Cent. L. and Imp., 70; Mar. L. and M., 11½; Long Dock Bonds, 96¼; Chicago and Alton Scrip, 98; North Carolina 6s, special tax, 12¾; do. Fund Act 1868, 19⅛; South Carolina 6s, new, Jan. and July, 16; Brooklyn 6s, W. L., 95½.

Philadelphia.—Nesquehoning R. R. 54½; Catawissa new pref., 31¾; do. 7s, new, 100¾; Huntingdon and Broad Top Mt. 1st mort., 104; do. 2d mort., 90; consol., 61; Lehigh Valley 7s, new, 104½; Philadelphia and Reading Gen'l mort. 7s, coupon, 100½; do. reg., 102⅛; do. 7s, 1893, 104; do. 7s, new, conv., 106¼; do. deben. bonds, 82; Morris Canal 1st mort., 94½; Camden and Atlantic R. R., 33½; do. 2d mort., 94; Pennsylvania and New York 7s, 99; East Pennsylvania 7s, 101; Westchester and Philadelphia 7s, 102; Wilmington and Reading 7s, 99½; Ithaca and Athens 7s, 100¼; Harrisburg and Lancaster R. R. 6s, 94; Pittsburg, Cincinnati and St. Louis 7s, 78½. The latest quotations are: City 6s, 95½@96; do. free of tax, 100⅜@100½; Pennsylvania State 6s, 1st series, 101@—; do. 2d series, 105@105½; do. 3d series, 109@109; Philadelphia and Reading 58⅛ @58¼; do. Gen'l mort. 7s, coup., 100⅜@100¾; do. reg., 102@103; do. mort. 6s, 1880, 95@95; do. 7s, new, conv., 106@106; United New Jersey R. R. and Canal Co., 124¾@125; Camden and Amboy mort. 6s, 1889, 96@97; do. 1883, 91@92; do. 1889, 86@89; Pennsylvania R. R., 54¼@54⅜; do. allotment, 54@54⅜; do. 1st mort., 102¾@; 103¼; do. 2d mort., 99@99¼; do. General mort. coupon, 94@95; do. reg., 96@96½; Little Schuylkill R. R., 47⅝@48; Morris Canal, 49@50; do. pref., 125@128; do. 6s, 93@95; Susquehanna Canal, 7@10; do. 6s, 74½@76; Schuylkill Nav., 6¾@7; do. pref., 13¼@14; do. 6s, 1882, —@74; do. 1872, 79½@80½; Elmira and Williamsport pref., 37½@39; do. 7s, 1873, 98@99; 5s, do. 58@59; Lehigh Coal and Navigation 38¾ @39; do. 6s, 1884, 89@91; do. R. R. Loan, 92@ 92½; do. Gold Loan, 90¼@90¾; North Pennsylvania, 49@50; do. 6s 100@101; do., 7s, 100¼@ 101¼; do. Chattle 10s, 107@108; Philadelphia and Erie, 24@25; do. 6s, 88@90; Minehill, 53 @53; Catawissa, 19@21; do. pref. 41¾@42½; do. new pref., 31¾@32; do. 7s, 1900, 100@ 102½; Lehigh Valley, 61¼@61¼; do. 6s new coupon, 94@95; do. reg., 95¾@96¼; do. 7s, 104 @104½; Fifth and Sixth streets, (horse,) 54@ —; Second and Third, 58¾@59; Thirteenth and Fifteenth, 21@21⅞; Spruce and Pine, 31@ 34; Green and Coates 50@50; Chestnut and Walnut, 60@65; Hestonville, 18@19; Germantown, 39@—.

Boston.—Rutland pref., 58; do. scrip, No. 1, 99; do. No. 2, 96; do. No. 3, 93; Cincinnati, Sandusky and Cleveland R. R., 11¾; Burlington and Missouri River R. R., 101; do. in Nebraska, 55; do. 8s, in Nebraska, 95¾; Eastern R. R. 7s, 1882, 101; Boston and Albany 7s, 1892, 104¾; Ogdensburg and Lake Champlain Equip. 8s, 96½; Portsmouth, Gt. Falls and Conway R. R., 98⅜; Vermont Central 1st mort., 25; Atchison, Topeka and Santa Fe 7s, 73⅞; do. L. G. 7s, 72½; Grand River Valley 2d mort, 8s, 1879, 100; Quincy and Warsaw 8s, 97; Chicago, Burlington and Quincy 7s, 93; Norwich and Worcester R. R., 131¼; Somerville horse R. R, 40¾; Connecticut and Passumpsic Rivers R. R., 90; Cary Imp., 9⅛; Boston Land, 6; Boston and Roxbury Mill, 75; Maine 6s, 1889, 99⅜; New Hampshire 6s, 1874, 98⅜; Chicago 7s, 99¾; Boston 6s, 1880, currency, 98⅝; Charlestown 6s, 1874, 97¾; Cheshire 6s, 1877, 95½; Cambridge 6s, 96½; Portland 6s, 1887, 94¾; Lowell 6s, 1890, 95; St. Louis 6s, 1887, 89½; Boston 5s, 1886, gold, 97½; Allouez Mining Co., 7½; Calumet and Hecla, 156; Pontiac, 1; Rockland, 2½; Shuniah Silver, 85c.; Washington, 1.

Baltimore.—Orange and Alexandria 2d mort., 83; do. 4th mort., 81¼; Northern Central 6s, 190C, gold, 94¼; South Side R. R. 3d mort., 65; Central Ohio 1st mort., 88½; Orange, Alex. and Manasses 7s, 81; Western Maryland 3d mort., guar., 97½; Wilmington, Columbia and Augusta 7s, 78; Santa Clara Mining Co., 4; Atlantic coal, 2.75; Maryland Defense 6s, 103; Virginia consols, coupons, 78. The latest quotations are: Wilmington, Columbia and Augusta bonds, 77½@ 78½; Pittsburg and Connellsville 7s, 1898, 96@ 97; Baltimore and Ohio, 175@175⅞; do. 6s, 1875, 97@—; do., 1880, 97@98; do., 1885, 97@97½; Parkersburg Branch, 11@11¼; Northern Central, 36@37¾; do. 6s, 1885, 93½@94; do., 1900, 84½ @84½; do., 6s, 1900 gold, 94@94½; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 100¾@101¼; do., 2d mort., 7s, 91½@91¼; do., 3d mort., 8s, 85½@85¼; Central Ohio, 40@—; do. pref., 40@40¾; do. 1st mort., 88@88½; Western Md. 1st mort. 6s, 1890, 85@90; do. 1st mort. guar., 97½@98; do. 2d mort. guar., 97½@—; do. 3d mort., guar., 97½ @98; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 86@87; Richmond and Danville 1st mort., 75@76¼; Orange and Alexandria 1st mort. 6s, —@99; do., 2d mort, 6s, 88@

89½; do., 3d mort. 8s, 89⅝@90⅞; do., 4th mort. 8s, 81@82; Orange Alex. and Manassas 7s, 80½@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 89¾@—; Baltimore 6s, 1875, 99@99¼; do., 1884, 98¾@—; do. 1886, 100@101; do. 1890, 98½@98¾; do., 1893, 99¼@100; do. 1893, exempt, 102@102; do., 1900, exempt, —@98⅛; do. 1900, new, 99@99⅛; do. 1902, 97¾@98; Memphis City 6s, 57¼@58; Maryland Defense Loan, 1883, 103@104½; Virginia 6s, old, 38@—; do. coupon old, 39@40; do. consol. 6s, 54¾@55; do. reg. 51@54; do. coupons, 77@78; West Virginia, 10⅛@10½; City Passenger R. R., 18¾@21; George's Creek Coal, 123@129.

☞ The semi-annual interest on the Registered First Mortgage 7-30 Gold Bonds of the Northern Pacific Railroad Company, due July 1, 1873, will be paid, as hitherto, by mailing to the address of each bond-holder of record, at the closing of the books, a coin check for the amount of interest due. All bond-holders who have changed their address since January 1, 1873, are requested to send their present address to the office of the Company, 23 Fifth avenue, New York, immediately. The transfer books, which are now closed, will be opened on Tuesday, July 1, 1873.

☞ The first train on the Toronto, Grey and Bruce Railway ran through to Owen Sound on the 14th inst. The traffic on the line is steadily improving, as is shown by the following figures, representing the earnings for each month of the present year:—January, $14,214 94; February, $15,389 03; March, $12,874 37; April, $15,850 60; May, $19,776 03.

☞ Articles of association have been filed with the Secretary of State at Indianapolis, Ind., of the Dayton, North Vernon and Louisville Railroad Company, who design building a road by the most practicable route, from North Vernon, Jennings county, Indiana, to Dayton, Ohio.

☞ The coupons of the first mortgage bonds of the Central Pacific Railroad Company the Western Pacific Railroad Company, and the California and Oregon Railroad Company, due July 1, will be paid in gold at the office of Fisk & Hatch, 5 Nassau street.

☞ The Secretary of War has approved of the plans for the construction of the Milwaukee and Northern Railway Bridge across Fox River at Green Bay. Work on the structure will be commenced at an early day.

☞ The North River Railroad, which is to connect the Shenandoah Valley Railroad with the iron and coal regions of West Virginia, was inaugurated formally at Bridgewater Valley, Rockbridge Co., Va., on the 18th of June.

☞ The Illinois Central Railroad Company have declared their usual Half-yearly Dividend of Five per cent, payable Aug. 1, the transfers to close July 15.

☞ Hon. Anson P. Morrill has been elected President of the Maine Central Railroad Company, vice Judge R. D. Rice, resigned.

☞ The Granite Railway Company has declared a dividend of 4 per cent, payable July 15.

BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK.
June 24, 1873.

☞ We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government bonds.

The Chesapeake and Ohio Seven per Cent. Gold Bonds, principal and interest payable in gold in New York city; interest payable Jan. 1 and July 1; bonds of $1,000 each, coupon or registered. Price **90** and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD, **a great East and West Trunk Line,** 420 miles in length, extending from Atlantic tide-water at Richmond to Huntington, the most favorable point of railroad connection with the Ohio River, is completed, and doing a large and profitable business.

ITS TRAFFIC in the transportation of Agricultural Products and general merchandise between the West and the Eastern and South Atlantic States, and in the development of the IMMENSE IRON AND COAL RESOURCES OF THE ALLEGHANIES AND THE GREAT KANAWHA VALLEY, is growing as rapidly as it can be organized.

ITS PASSENGER TRAVEL between the East, and West, and South-west, and to the White Sulphur and other celebrated medicinal springs on its route, is large and rapidly increasing.

Its earnings during the current year will be much larger than has heretofore been anticipated, and will largely increase from year to year.

None of the other great East and West Trunk Lines and Coal and Iron thoroughfares, whose revenues are now so enormous, commenced their business with anything like the assurance of traffic which has greeted the opening of the Chesapeake and Ohio, and its growth promises to equal in magnitude and excel in rapidity that of the most successful of its predecessors.

These facts, together with the thorough construction and substantial character of the Road itself, and the great value of the Company's property and franchises, enable us to recommend their Securities with the utmost confidence.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We continue to deal in Government Securities, **Central Pacific, Western Pacific, and Chesapeake and Ohio Six per cent. Bonds,** buy and sell Stocks and Bonds at the Stock Exchange on commission, for cash, make Collections, receive Deposits, on which we allow interest at the rate of Four per cent., and do a general banking business.

FISK & HATCH.

☞ The earnings of the Erie Railway Company for the week ending June 15, 1873, were $414,418, and since November 1, 1872, $11,371,876—an increase over the corresponding period of the previous year of $319,973.

☞ The coupons and the registered interest of the seven per cent bonds of the Chesapeake and Ohio Railroad Company, due July 1, will be paid in gold on and after that date at the office of Messrs. Fisk & Hatch,

TWO MILLION OF BONDS.

NATIONAL CITY BANK
NEW YORK, June 20, 1873.

The undersigned, commissioners, offer for sale Two Millions of the Joint First Mortgage Bonds of "The Central Railroad and Banking Company," "The Macon and Western," and the "South-western" railroad companies of Georgia, bearing seven per cent. interest, coupons payable 1st January and July, and the bonds falling due the 1st of January, 1893, principal and interest payable at this bank.

These bonds are secured by a first lien on the combined properties of the above named roads, consisting of 707 miles of track, full equipments of rolling stock and appurtenances, together with valuable assets of real estate, stocks and bonds, amounting in the aggregate to at least $16,000,000.

The Central Railroad Company has paid annual cash dividends of not less than ten per cent. for more than twenty years, and occasionally extra dividends. Since the war alone, annual dividends of ten per cent. and over have been paid, amounting to sixty-two per cent. on the capital stock.

The Macon and Western, and the South-western Railroad Companies have paid regular annual dividends of eight to ten per cent. for about the same period of time.

The $2,000,000 are a part of a total of $5,000,000 authorized by the Legislature of the State of Georgia, and secured as stated by a joint 1st mortgage on the entire property of the three companies. They are now offered with a view to complete the connections of the roads by land and sea, to meet at their maturity in 1875 the $1,000,000 of 1st mortgage bonds issued for rebuilding a large portion of the Central Railroad, broken up by the operations of war, and to pay all bonds of the South-western and Macon and Western Roads (not secured by mortgage or other lien) maturing in 1875 and 1876.

The whole mortgage amounts to about $7,000 per mile of road, but no contingency is now anticipated which will ever require the whole amount of the $5,000,000 to be marketed.

For further and full information we refer to pamphlets to be had at the office of the Farmers' Loan and Trust Company, who are trustees for the bondholders under the mortgage, and at the National City Bank, New York.

The undersigned will receive sealed proposals directed to them, care of the National City Bank, New York, until the 16th day of July next, reserving to themselves the right to accept or reject any and all bids. Proposals must be for a price "flat"—*i. e.* accrued interest to go with the bond.

JAMES F. BOZEMAN,
J. F. GILMER,
W. B. JOHNSTON. } Commissioners.

☞ The Lehigh Valley Railroad Company has executed a mortgage to the Fidelity Insurance and Trust Company, as trustees, for $40,000,000, for the purpose of retiring the present outstanding debt and furnishing means for additional facilities demanded by the increased business of the company. The bonds are of the denomination of $1,000 each, bear 6 per cent interest, payable semi-annually in June and December, free of all tax, the bond to run fifty years, being redeemable in 1923.

Journal of Railroad Law.

COMMON CARRIERS MUST USE DILIGENCE TO FIND CONSIGNEE. AFTER REASONABLE NOTICE, GOODS ARE AT RISK OF OWNER.

The facts in the recent case of Zinn *vs.* The New Jersey Steamboat Company, (49 N. Y. 442), are fully and clearly stated in the following opinion by—

ALLEN, J.—Common carriers assume not only the safe carriage and delivery of property to the consignee, but also that merchandise and other property received by them for transportation shall be carried to the place of destination and delivery with reasonable dispatch; and for any unreasonable delay, either in the transportation, or its delivery after its arrival at the terminus of the route, they are responsible. (Hand *vs.* Baynes, 4 Whart., 204; Raphael *vs.* Pickford, 6 Scott, Ch. N. R. 478.) The liability of the carrier to answer for the non-delivery of goods, or the want of reasonable expedition in the delivery, after their arrival at the place of their destination, was not controverted upon the trial.

The defendant in this action was not bound to deliver the merchandise to the consignees at their place of business. A delivery or offer to deliver at the wharf would have discharged the carrier from all responsibility as such carrier. Carriers by water or railroad are not held to a delivery of goods to the consignees at any place other than at the wharf of the vessel or the railroad station, and a notice to the consignee of the arrival of the goods, and of a readiness to deliver, comes in place of a personal delivery, so far as to release the carrier from the extraordinary and stringent liability incident to that class of bailees. (Gibson *vs.* Culver, 19 W. R., 305.)

If the consignee is present the goods may be tendered or delivered to him personally, and he is bound to remove them within a reasonable time. If he is not present he is entitled to reasonable notice from the carrier of their arrival, and a fair opportunity to take care of and remove them. If the consignee is unknown to the carrier, the latter must use proper and reasonable diligence to find him; and if, after the exercise of such diligence, the consignee cannot be found, the goods may be stored in a proper place, and the carrier will have performed his whole duty, and will be discharged from liability as a carrier. But for want of diligence in finding the consignee and giving notice of the arrival of the goods, the carrier is liable for the damages resulting from a delay in the receipt of the goods by the consignee occasioned by such want of diligence. He can only relieve himself from liability by storing the goods, after, by the use of reasonable diligence, he is unable to find the consignee. (Whitbeck *vs.* Holland, 45 N. Y., 13.) A common carrier has not performed his contract as carrier until he has delivered or offered to deliver the goods to the owner, or done what the law esteems equivalent to a delivery. (Smith *vs.* Nashua and Lowell R. R. Co., 7 Foster R., 86; Price *vs.* Powell, 3 Comst., 322.) When the consignee is unknown to the carrier, a due effort to find him is a condition precedent to a right to warehouse the goods, and, as notice to the consignee takes the place of a personal delivery of the goods, and as a due and unsuccessful effort to find the consignee will alone excuse the want of such notice, it follows that if a reasonable and diligent effort is not made to find the consignee, the carrier is liable for the consequence of the neglect. What is a due, a reasonable effort, and what is proper and reasonable diligence, depends necessarily very much upon the circumstances of each case, and, in the nature of things, is a question of fact for the jury, and not of law for the court. What would be reasonably sufficient in one place might be entirely inadequate and insufficient in another, and the extent and character of the inquiries to be made, in the exercise of a reasonable diligence on the part of the carrier, cannot be regulated or prescribed by any fixed standard, as the standard must shift with the varying circumstances of each case. The law cannot and does not define the measure of duty, making it the same in all cases and under all circumstances, in cases like the present; and, therefore the question whether the defendant did use proper and reasonable diligence to find the consignee was properly submitted to the jury. (Whitbeck *vs.* Holland, *supra.*

The motion for a non suit at the close of the plaintiffs' case was properly denied. It had then been proved that the goods had been brought to New York by the defendant, as a common carrier, and been put in store; that the plaintiffs, the consignees, had had no notice or knowledge of their arrival or of their storage, and that between the time of their landing in New York and their receipt by the plaintiffs they had greatly depreciated in value. No attempt had been made to show notice of the arrival of the goods, or that the consignees were unknown or could not be found.

The doctrine of concurrent negligence has no application to the case. It was several weeks after the landing of the goods from the defendant's steamer on the wharf in New York that the plaintiffs learned or knew of their arrival, in any view of the evidence, and at that time the goods had become, in a measure, unsaleable and their market value was diminished. From the time the plaintiffs had notice of the arrival of the goods, and that they were subject to their orders, and a reasonable time had elapsed for their removal, they were at the risk of the plaintiffs, and no liability attached to the defendant for subsequent depreciation in value. The concurrent acts of the plaintiffs and defendant could not contribute to the same injury; their duties were not concurrent but in succession.

The defendant's duty was to give the plaintiffs notice or make due diligence to find them, and until that was done the goods were at its risk; and when the duty was fully performed and the goods put in store, the liability of the carrier ceased, and the risk of loss by depreciation in value was upon the plaintiffs. The duty and liability of the one grew out the performance of duty by the other.

The defendant gave evidence of all that was done to find the consignees, and the effort made was very slight, and would not have justified the court in ruling, as matter of law, that due and reasonable diligence had been used for that purpose.

The inquiries made were casual, and no serious attempt was made to find the consignees or to give them notice of the arrival of the goods. Indeed, on cross-examination, the freight agent of the defendant testified that it was not their custom to give notice to the people in the city, and doubtless the agents and servants of the company acted under a mistake as to the duty and legal liability of the carrier.

There was no question touching the extraordinary liability of carriers in the case. The claim was not against the defendant as an insurer of the safety of the property, but for want of ordinary and reasonable diligence in the performance of a duty resulting by implication from the contract of carriage. The judge, therefore, properly refused to instruct the jury upon the subject of the extraordinary liability of the defendant as a common carrier. As the goods had been shipped from Michigan by railroad, and the plaintiffs had no knowledge that they had been transferred to the defendant at Albany, and were not expecting them by steamboat, there was no occasion for them to be on the lookout for them on the defendant's wharf, or on the arrival of the boats of the company. There was nothing to justify the submission of any question to the jury on this branch of the case. There was no complaint, or reason for complaint, of the manner in which the cause was submitted to the jury, and the verdict is conclusive upon the questions of fact.

The judgment must be affirmed.

All concur except Peckham, J., not sitting, and Grover, J., not voting.

Judgment affirmed.

☞ The directors of the Canton Land Company, at a meeting held in this city on the 20th inst., chose the following Executive committee: Messrs. Charles J. Baker, President; George S. Brown, Vice President; S. L. M. Barlow, Wm. Butler Duncan and Jas. H. Banker. Authority was given to issue $5,000,000 six per cent gold sinking fund bonds, secured by land sales, a part of the proceeds to be devoted to securing the Western Maryland Railroad, and a part—about one quarter—for a cash dividend to the stockholders to reimburse them for money expended on the property for which they received nothing. The bonds are to be brought out in London.

☞ The Maysville (Ky.) *Eagle* says that the Maysville and Lexington Railroad is at present doing as much business as it has capacity for. Not only is every car belonging to the road kept in constant employ, but others from the Kentucky Central are called into use. The cars of the latter road are being brought down to the crossing at Licking, and there filled with staves for Covington. Large quantities of coal, salt and lumber are being taken to the interior. In fact, the prospect is quite encouraging, and if temporary difficulties can be 'tided over' the road will yet be a success.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending June 14, at 438,312 tons, and for the coal year at 7,807,400 tons, against 7,703,508 tons to corresponding time last year, being an increase of 103,892 tons. The bituminous tonnage for the week is 59,692 tons, and for the year 970,963 tons, giving a total of all kinds for the week of 498,004 tons, and for the year of 8,778,663, tons, against 8,580,203 to same time last year, being an increase of 197,860 tons.

BALTIMORE AND OHIO RAILROAD,
OFFICE OF CHIEF ENGINEER,
BALTIMORE, MD., June 18th, 1873.

NOTICE TO CONTRACTORS.

PROPOSALS FOR THE GRADUATION AND MASONRY OF THE VALLEY RAILROAD between Staunton and Salem, Virginia, will be received until the 4TH DAY OF JULY NEXT, at the office of the Company, in Staunton, Virginia, where profiles and speculations can be seen.

Fifty-nine (59) miles of this line are to be let a contract for the remainder, twenty eight (28) miles, (the locations of which are to be designated by the company) has been made.

Payments monthly, in cash, or part in first-class interest-paying County Bonds, as may be agreed upon, with reservation of twenty (20) per cent. until completion of contract.

The Company reserves the right to reject any or all bids.

JAMES L. RANDOLPH,
Chief Engineer Valley Railroad.

Second Hand Locomotive For Sale.

ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

FOR SALE—150 to 200 tons new 30 lb. T Rail—in lots to suit purchasers. Apply to A. & P. ROBERTS & CO., 414 Walnut St., Phila.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, June 23, 1873.

A DIVIDEND OF FIVE PER CENT. HAS BEEN declared by this Company, payable on the first day of August next to the holders of full-paid shares, registered at the close of the fifteenth day of July next, after which and until the fifth day of August, the transfer books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

PHELPS, DODGE & CO.,

CLIFF ST., between John and Fulton,
New York,
IMPORTERS AND DEALERS IN
Tin and Roofing Plates
OF ALL SIZES AND KINDS.
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Charcoal and Common Sheet Iron,
LEAD, SHEET ZINC, COPPER, SPELTER, SOLDER, ANTIMONY, &c.
MANUFACTURERS OF
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RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

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RAILROAD IRON.

1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,000 Tons STOCKTON RAILS.
Now in Yard and for sale by

WM. H. PETIT,
72 Wall-st., New York.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger-price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

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KEAP ST., NEAR KENT AVE.,
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OFFICE IN NEW YORK, 105 READE ST.,
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SEND FOR ILLUSTRATED CATALOGUE AND PRICE LIST.

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DINSMORE NEST SPIRAL,
AND OTHER
Railway Car Springs;
ALSO IMPORTERS OF AND DEALERS IN
General Railway Spplies,
No. 32 WARREN, cor. of Church Street,
NEW YORK.
52 Fifth Avenue, Chicago.
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DREDGING MACHINES AND SCOWS FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.
One, Almost New. Price $22 000.
Two Large Dumping Scows, $3,500 Each.
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A W. LADD,
5 and 7 Dey Street.

RAILROAD IRON.

2,000 tons best Welsh make 56 lbs.
,000 " Extra quality 56 lbs.
For sale by

DANA & CO.,
18 William street.

MORTON, REED & CO.,

No. 65 South Gay St., Baltimore, Md.,
MANUFACTURERS' AGENTS
FOR THE SALE OF
American & Foreign Rails,
STEEL OR IRON
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Railway & Machinists' Supplies
OF EVERY KIND.
Locomotive and Mining Engines, Narrow Gauge Cars, and Engines, Freight, Box & Passenger Cars, &c.

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Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)
HARRISBURG, PENN.,
MANUFACTURERS OF
MACHINISTS' TOOLS,
SUCH AS
Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.
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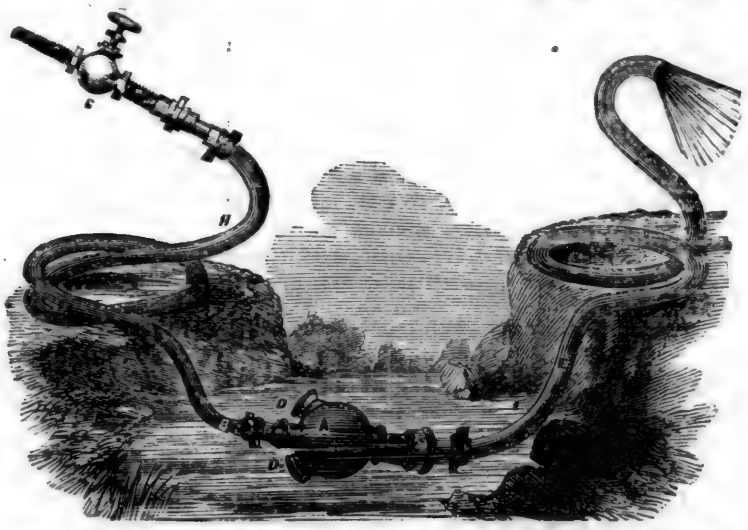
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Patent Portable Railway Syphon.



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Lansdell's Patent Steam Syphons, Double Suction, adopted by the United States Board of Supervisors, and approved by the Secretary of the Treasury for use on Steamboats.

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One of the company's splendid steamers will leave San Francisco, July 1, 1873 for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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Instrument Manufacturers,

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

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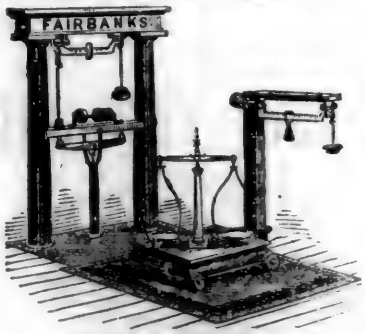


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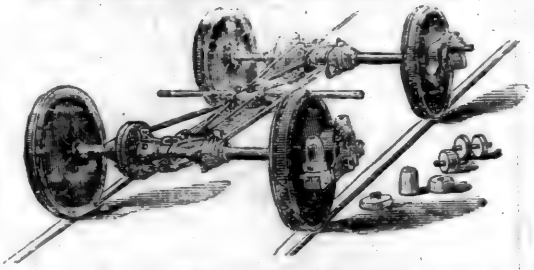
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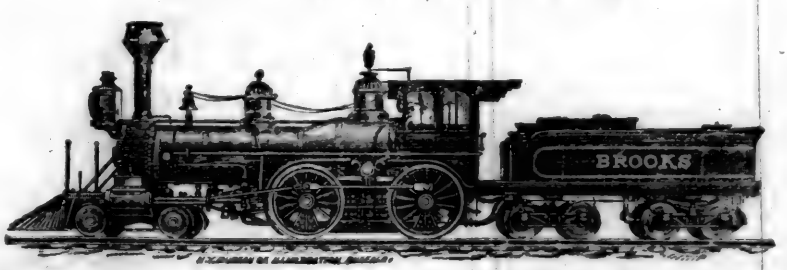
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Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

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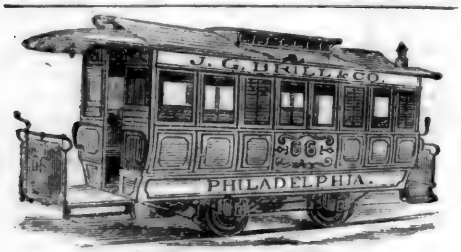
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having received their special attention, they are prepared to receive orders and to deliver promptly.

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Of every Size, Weight and Pattern,

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ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

☞ Special attention paid to the Purchase and Sale of Railroad and Scrap Iron.

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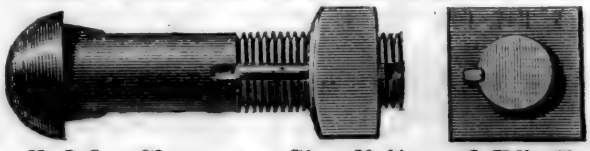
WM. COURTENAY, President. CHAS. F. COBB, Secretary.

THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



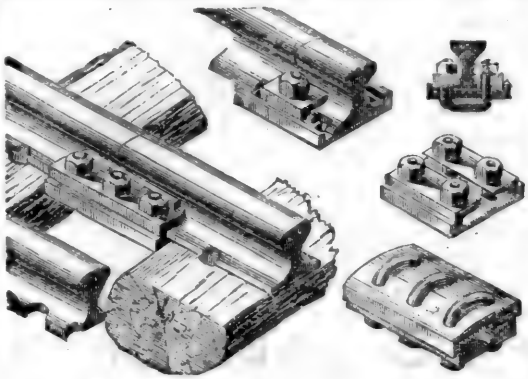
IMPROVED August 23, 1870.

Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

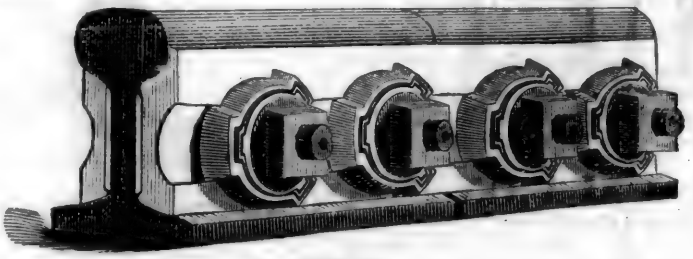
MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 27.] SATURDAY, JULY 5, 1873. [WHOLE No. 1,941, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, July 12, 1873.

Chesapeake and Ohio Railroad.

The completion of the Lewis Tunnel on the Chesapeake and Ohio Railroad (4,000 feet long, and which has cost upwards of a million dollars,) closes the last of the heavy rock excavations on that great line. Passenger trains commenced running through it on the 5th instant. The express trains now on the road are said to be running loaded with passengers. New equipment is continually being received to accommodate the freight, which is pressing on the line beyond their present supply of motive power and rolling stock. The coal, iron and timber traffic, in particular, promises to assume important dimensions in the way of coal freights, and of through freights there is little doubt this line will have all it can take or handle conveniently.

☞ At the annual election for directors of the Erie Railway Company, held on the 8th inst., the following gentlemen were chosen: Samuel L. M. Barlow, Adrian Iselin, John Taylor Johnston, W. Butler Duncan, Edwin D. Morgan, Hermann R. Baltzer, George H. Brown, Samuel D. Babcock, Giles Hotchkiss, William T. Hart, Henry L. Lansing, Courtlandt Parker, Homer Ramsdell, Lucius Robinson, Frederick Schuchardt, William W. Shippen, Peter H. Watson. Of these, seven are new members, viz: Messrs. Brown, Baltzer, Hotchkiss, Hart, Iselin, Parker and Robinson. The seven retiring members, whom the above gentlemen succeed, are: John A. Dix, John J. Cisco, John V. L. Pruyn, A. S. Diven, J. Talbot Olyphant, Charles Day and Wm. R. Travers.

TO INVESTORS.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE **7 3-10** LOAN IS NOW BEING DISPOSED OF through the usual agencies.

This affords a desirable opportunity to persons wishing to **reinvest July interest and dividends.**

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; the work of construction is progressing satisfactorily; the Company has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.
No. 20 Wall Street, New York.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending June 28, at 464,219 tons, and for the coal year 8,700,099 tons, against 8,582,952 tons to corresponding time last year, being an increase of 117,147 tons. The bituminous tonnage for the week is 59,540 tons, and for the year 1,117,150 tons, giving a total of all kinds for the week of 523,759 tons, and for the year of 10,817,249 tons, against 9,558,617 to same time last year, being an increase of 258,632 tons.

Peninsular Railroad of Michigan.

A meeting of the stockholders of this company will be held at Battle Creek, Mich., on the 30th inst., for the purpose of considering and deciding upon an agreement made by their Directors with the Directors of the Port Huron and Lake Michigan company for the consolidation of the two companies. To connect their two roads it will be necessary to construct a line from Lansing, Mich., east by north about fifty miles to Flint. With this and with the extension of the Peninsular in Indiana to Valparaiso, where it is to connect with the Pittsburgh, Fort Wayne and Chicago, and with running rights over that road into Chicago, which we believe have been agreed upon, the consolidated company would be able to run trains through between Chicago and Port Huron by a short route, and at the latter place make connection with the Grand Trunk and Great Western of Canada.

☞ The directors of the North and South New Jersey Railroad, recently elected, are: Samuel H. Robbins, of Allentown; Joseph D. Pancoast and Joseph R. Lippincott, of Salem; Randall E. Morgan, of Camden; Edwin A. Ford, of Bordentown; A. G. Ritchie, of Trenton; Edward Howe, of Princeton; William Bell, of Perth Amboy; and Benjamin F. Smith, of New York. This enterprise traverses the State in a new direction, and affords an accommodation much needed. Its path lies across that of nearly every railroad in the State and thus will draw upon them all for its travel and traffic, while its terminal connections will give it a business of great magnitude.

☞ Three dividend-paying railroads in Georgia have united in the issue of two million dollars of bonds to be a joint first lien on these corporations. The bonds will bear 7 per cent, payable at New York, and be due in 1893. The companies are the Central Railroad and Banking Co., the Macon and Western, and the Southwestern.

☞ On the 2d inst. a master's sale in chancery of the Vineland Railway took place in Vineland, N. J. Jay Gould bid $10,000, and there being no other bidders the road was knocked down to him. This sale wipes out all the stock and floating debt.

Boston, Concord and Montreal Railroad.

The earnings of this road for the years ending March 31, 1872 and 1873 were as follows:

	1872.	1873.
From passengers	$197,436 79	$231,534 00
" freight	419,088 86	417,596 35
" mails	9,865 81	10,256 01
" express	7,250 00	8,000 00
" miscellaneous	1,254 25	2,962 42
	$634,895 71	$670,348 78
Expenditures, viz:		
Maintenance of way	$197,929 44	$178,908 20
" motive power	120,083 97	148,171 20
Cost of working road	141,562 31	170,676 59
" management	13,032 26	15,568 28
Miscellaneous	28,035 50	25,309 68
	$500,643 48	$538,633 90
Net balance	$134,252 23	$131,714 88
Balance, March 31, 1872		179,297 62
Interest received during the year		10,286 16
Wood on hand less than last year		1,454 93
Total		$322,703 58
Appropriated as follows:		
Paid coupons, back coupons, interest on over-due bonds, etc		$57,954 94
Paid preferred stock dividends		46,830 00
In hands of superintendent over last year		1,129 27
Engineer's department, oil and stock on hand more than last year		17,066 93
Paid trustees of sinking fund		12,500 00
Paid sundry expenses		5,342 75
Bonds and cash on hand		181,879 69
Total, as above		$322,703 58

Compared with the previous year, the gross earnings show an increase of $35,453 07; with an increase in expenses of $37,990 42—making a decrease in the net earnings of $2,537 35. The report says:

The above shows an increase in passenger receipts, and a slight reduction in freight receipts. This is owing to the disarrangement in our business by the loss of the bridge at East Concord, last April, when our business was interrupted for nearly a month, and also to the severe weather and deep snows the past winter, which at times completely stopped our freight trains.

We have laid 78,196 sleepers, put in 1,375 tons of new 56 lb. iron and taken out 740 tons of light iron, and put into the extension beyond Lancaster.

We have rebuilt, at East Concord, permanent abutments and piers in the most approved manner, and have completed a bridge, except covering; all of which are of the most durable kind, and we believe will stand the test of time.

The expenses caused by the loss of the bridge, in carrying freight around, temporary bridge, cost of abutments, piers, and new bridge, have been large; but it is money well invested for the road, as the improvements are now of the most permanent kind.

As the expense of the above has been large, we have apportioned $10,000 to go into next year's accounts. We have also made large repairs to other bridges on the line of the road.

We have added to our equipment two first-class engines, two first-class monitor-top passenger cars, and one baggage car; have purchased twenty-five adjustable platform cars, and built in our shops seventy platform and box cars, and made full and ample repairs upon all engines, cars, etc.

We have built fifty miles of new fence, and shall continue to build until we get the whole line rebuilt.

The two dividends for the year, on the preferred stock, have been paid and charged in the accounts.

Agreeably to the authority given the directors at the annual meetings, they have made an agreement to have the branch road extended from Peirce's Bridge to the Twin Mountain House, and hope to have it done by July 1st. This extension will facilitate and help the mountain travel very much.

The road from Lancaster to Northumberland was so far completed last August, that we were able to run over it and carry passengers and freight, and the business so far has come up to our expectations.

We shall have to erect suitable buildings at Northumberland, to accommodate the business, such as engine and car houses, wood-sheds, etc.

The union of the White Mountains N. H. Railroad with this corporation, has been accomplished on the terms proposed in the vote of this corporation, at its last annual meeting, on that subject. The stockholders of that road concluded to take the bonds of this company in exchange for their stock, as authorized by the vote referred to, and the stock will be surrendered for cancellation accordingly.

The completion of that union is fortunate for this company. The road above North Haverhill has now become in full a part of its own road, and all the interests of the line from Concord to the White Mountains and Northumberland are united under its entire control and management.

Heretofore this company has been under the necessity, in a great degree, of acting through another corporation, in the protection of its interests and the extension of its enterprises and business in northern New Hampshire, but hereafter all the embarrassments and difficulties of such a position will be avoided, and the company can act directly and fully for itself.

In pursuance of the authority given by the company, by its vote at the annual meeting last year, the directors have determined to make a new issue of bonds to the amount authorized, and to secure the same by a mortgage of all the road, equipment, and franchises of the company.

The bonds will be ready for issue in a short time.

The main object of this issue is to consolidate all the various classes of bonds and other indebtedness now outstanding against the company, into one. That course will greatly simplify the accounts of the company, and place its financial affairs in a clearer and more settled condition, and the amount of the issue will be sufficient to provide for all the present indebtedness, of every form, of the company.

No action has been taken by the directors during the past year to carry into effect the consolidation of the different classes of stock of the company, as contemplated, further than to obtain subscriptions. This delay has been unavoidable, because the progress of the subscriptions to the agreement, by the stockholders, though great, yet has not been sufficient to warrant official action in the matter. The difficulty is not on account of objections by the stockholders to the plan, but in reaching the large number of them, for the purpose of obtaining their signatures.

It is desirable to have the signatures of all the stockholders, if possible, so as to have the change unanimous; and we hope to be able to complete the subscriptions early in the summer.

We shall have, from Concord to Northumberland, and the branch when completed to the Twin Mountain House, a road of 155 miles, and one we think very important for the interest of the State of New Hampshire, and one the securities of which we consider will be very desirable as an investment.

The cost to this time, of the extension, the branch and the Y at Woodsville, is about $900,000, and is not included in the accounts, but has been raised outside and will be paid from the sale of bonds, and proper accounts and vouchers will then be rendered.

The directors have had some surveys made for a road from Meredith Village to Centre Harbor and Ossipee, but they are not quite satisfactory. They will have further ones made, and if the proper aid be rendered will try to build the road.

The total number of passengers carried during the year was 171,511½—equal to 10,290,690 carried one mile. Total number of tons of freight, 92,186—equal to 5,531,160 tons carried one mile.

TRIAL BALANCE, March 31, 1873.

Construction		$2,850 000 00
Wood, oil, etc., on hand		25,916 25
Stock, etc., on hand for repairs		72,212 89
1870 bonds on hand		800 00
Trustees of sinking fund		201,500 00
Pemigewasset House		16,000 00
Joseph A. Dodge Supt		27,749 89
Cash on hand for coupons unpaid		19,247 00
" dividends unpaid		8,907 00
Bonds and cash on hand		173,725 69
		$3,396,058 72
Stock (old dividends, etc.)		$459,600 00
" preferred		800 000 00
" new		540,400 00
		$1,800,000 00
Bonds due in 1865	$76,000 00	
" 1870	350,000 00	
" 1889	624,000 00	
		1,050,000 00
Coupons due and unpaid		19,247 00
Dividends due and unpaid		1,448 89
Dividends due and unpaid, since May 20, 1867		8,907 00
Profit and loss		516,455 83
		$3,396,058 72

President.—JOHN E. LYON.

Directors.—John E. Lyon, Alexander H. Tilton, J. P. Pitman, Peter Butler, John L. Pix, John A. Parks, Joseph W. Lang.

Treasurer.—EDWARD D. HARLOW.

Superintendent.—J. A. DODGE.

Railroads of Connecticut.

By a recent law passed by the Legislature, the official railroad year is made to close September 30. Heretofore the year has closed December 31. The present report of the General Railroad Commissioners is the first under the new order of affairs.

In looking over the tabulations contained in the volume we find great improvements both in the forms and contents as compared with previous reports. In all important points the forms of the Massachusetts Commissioners, which are the most elaborate published, have been copied, and much new matter, not contained in the reports of the neighbor State, has been added by the General Commissioners. We may now look upon the Connecticut Reports indeed as among the most perfect issued; and return our thanks for the attention of the Hon. JOHN I. HUTCHINSON, one of the Commissioners, in complying with our request for a copy thereof.

Among the most important improvements noticed is the analysis of the railroad bonds, in which the date of maturity, rate, amount, &c., is set forth; the length of railroads (main and branch lines, second-tracks and sidings) owned, and the names and length of leased roads operated, is also given in detail; and a more perfect division of earnings and expenses is adopted. The disbursements from earnings for interest, dividends, &c., are also given. There might be some fault found for the placing of rents, and other correlative receipts among the gross earnings; and certainly leases, rents, taxes and insurance ought not to be placed among working expenses. They more properly belong to "Income Account," which if given in full in these reports would be of great advantage to the reader. Indeed we want a statement of earnings and ex-

penses separately; a separate income account, and a general balance sheet; all of which accounts ought to be demanded from the corporations reporting, and published annually by the Railroad Commissioners. But let us not grumble because we have not all we desire; let us be content with the improved statistical diet furnished to us on the present occasion.

Would it not be a wise thing to call a convention of all parties experienced in railroad statistical matters, whose duty it would be to elaborate a series of forms to be adopted by all railroad corporations and State reporters; and at once require uniform annual returns from all parts of the United States. Such uniformity is as much needed for this country as a uniform scale of weights, measures and monies for the whole commercial world. It is an impossibility to produce uniformity from the heterogeneous heaps of reports as now furnished by companies and States. Let us ask this as a boon to statistical science.

In the following we aggregate the principal parts of the information contained in the report of the Connecticut Commissioners, for the official year ended September 30, 1872.

Capital stock $44,344,550 ..... paid		$35 460,118
Funded and floating debts		43,273,493
Total capital stock and debts		$78,733,611
Cost of railroads and equipments		$74,074,037
Miles of railroad		6 262
Locomotive engines		277
Passenger cars	325	
Baggage cars	126	
Merchandise &c., cars	4,705	
		5,166
Men employed (not including construction hands)		6,506
Miles run by passenger trains	3,239,077	
Miles run by merchan. trains	1,974,598	
Miles run by other trains	465,381	
		5,679,056
Passengers carried		10,134,633
Passengers carried one mile		219,128,491
Merchandise (tons) carried		3,170,761
Merchandise (tons) carried one mile ..		109,061,974
Passenger earnings	$5,725,048	
Freight earnings	4,949,687	
U. S. Mails	125,932	
Expresses	335,339	
Other receipts	215,419	
		$11,368,425
Maintenance of way	$2,048,262	
" motive power and cars	2,169,042	
Cost of fuel	900,943	
Cost of oil and waste	104,009	
Insurance	43,777	
Taxes, state, county and town	400 903	
Miscellaneous expenses	3,209,051	
		7,489,521
Income above expenses		$3,878,904
Amount paid for interest		1,199,661
Amount paid in dividends		2,271,148
Surplus for the year		882,021

‖ Only ten companies paid dividends, in the aggregate averaging 7.9 per cent on the whole stock of said companies; and being 6.4 per cent on the whole stock in all the railroad companies reported.

☞ The earnings of the Central Pacific Railroad in June, 1873, were $1,813,790, against $1,138,272 in June, 1872—an increase of $175,518. For the first six months of 1873 the earnings were $6,320,787, against $5,508,616 for the corresponding period of 1872—an increase of $812,171.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of June, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool	$261,774	$686,062
" cotton ...	523,865	646,812
" silk	1,054,398	560,147
" flax	457,759	471,016
Miscellaneous dry goods ..	344,020	245,533
Total entered for consump.	$2,641,816	$2,609,570

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool	$375,052	$483,750
" cotton ...	279,014	418,841
" silk	178,604	303,061
" flax	262,735	292,234
Miscellaneous dry goods ..	81,805	88,627
Total withdrawn from warehouse	$1,177,210	$1,586,513
Add entered for consump.	2,641,816	2,609,570
Tot. thrown on the market.	$3,819,026	$4,196,083

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool	$1,402,850	$722,766
" cotton ...	556,953	321,577
" silk	465 362	206,381
" flax	448,668	205,924
Miscellaneous dry goods ..	205,992	65,023
Total entered for wareh'g.	$3,079,825	$1,521,671
Add entered for consump.	2,641,816	2,609,570
Total entered at the port.	$5,721,641	$4,131,241

The imports of foreign dry goods at New York for six months ending with June, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool ..	$12,197,220	$11,297,831
" cotton	12,546,557	11,434,591
" silk ..	14,425,038	10,048,029
" flax ..	7,055,047	6,214,398
Miscellane's dry goods.	5,472,371	3,877,163
Total entered for cons'p.	$51,696,233	$42,872,012

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$6,801,572	$7,041,331
" cotton ..	3,967,462	5,391,320
" silk	4,780,764	5,283,488
" flax	3,345,165	3,751,313
Miscellaneous dry goods.	999,903	1,101,625
Total withdrawn from warehouse	$19,894,866	$22,569,072
Add entered for consump.	51,696,233	42,872,012
Total thrown on the market	$71,591,099	$65,441,084

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool	$8,271,338	$6,617,651
" cotton ..	4,579,319	4,854,515
" silk	5,434,461	4,887,430
" flax	3,698,915	3,110,527
Miscellaneous dry goods.	1,539,237	1,132,446
Total entered warehouse.	$23,523,270	$20,602,569
Add entered for consump.	51,696,233	42,872,012
Total entered at the port.	$75,219,503	$63,474,581

Imports of foreign dry goods at New York for the fiscal year ending with June.

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufacturers of wool ..	$26,823,462	$21,902,678
" cotton..	20,426,166	18,228,830
" silk	27,075,382	19,820,663
" flax	12,984 178	11,174,791
Miscellaneous dry goods.	10,576,551	7,427,796
Tot. entered for consump.	$97,885,739	$78,554,758

WITHDRAWN FROM WAREHOUSE FOR CONSUMPTION.

	1872.	1873.
Manufacturers of wool ..	$13,573 523	$19,148,042
" cotton..	5,985,372	9,605,778
" silk	8,719.039	10,185,400
" flax	5,371 511	6,577,122
Miscellaneous dry goods.	1,637,943	2,114,751
Total withdrawn from warehouse	$35,287,388	$47,626,093
Add entered for consump.	97,885,739	78,554,758
Total thrown on market.	$113,173,127	$126,180,851

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufacturers of wool ..	$16.105.450	$18,338 582
" cotton .	7,107,879	9,280,094
" silk	9,896.340	10,349,898
" flax	6 588 469	6,481,988
Miscellaneous dry goods.	2,320 525	2,081,880
Total entered for warehousing	$42 018,163	$46,531,982
Add entered for consump.	97,885,739	78,554,758
Total entered at the port.	$139,903,902	$125,086,690

Imports of foreign dry goods at New York for the fiscal year.

	1871.	1872.	1873.
July	$6,990,722	$10 247.622	$10,657,923
August. ...	14,002,482	19,632,708	21,055,838
September.	11,076,597	12,194,996	11,519,654
October ...	9,865,558	8 611,975	7 152,365
November.	8 957.238	7,977,509	5,649 893
December .	7,934 235	6 019,589	5,576,486
January...	8,442.025	12 967,922	12,777,998
February .	14.548,882	17,559,528	16,882.878
March	18,129,012	17,917,463	14,936,595
April.	11 062,459	11.231,677	8 594,831
May	9,662,228	9,821,272	6,151,043
June	5,951,772	5,721,641	4,131,241
	$129,123,210	$139,903,902	$125,086,690

Imports of dry goods at New York for the year ending with June.

	1871-72.	1872-73.
Manufacturers of wool .	$42,928,912	$40.241,260
" cotton.	27,533,545	27,508,924
" silk ...	36,971.722	30,170,056
" flax ...	19,672,647	17.656,774
Miscellaneous dry goods	12,897,076	9,509,676
Total imports	$139,903,902	$125,086 690

The imports of foreign dry goods at New York for each fiscal year since 1850 have been as follows:

Year.	Value.
1850 1	$64,613,747
1851-2	57,221,062
1852-3	79,192,513
1853-4	92,389,627
1854-5	62,918 443
1855 6	85,898,690
1856 7	92,669,088
1857-8	67,317,736
1858-9	93.549,083
1859-60	107,843,205
1860-1	83,310,345
1861-2	38 156,720
1862-3	61,968,037
1863 4	83,234,966
1864 5	49,853,939
1865-6	137,055,834
1866-7	103,407,278
1867-8	77,254,182
1868-9	92,499,842
1869-70	96,414,276
1870-1	126,123,210
1871 2	139,903,902
1872 3	125,086,690

☞ The George Creek Coal and Iron Company, Baltimore, has declared a dividend of $6 per share for the past six months, payable on and after 10th instant, free of all taxes.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 30th ult., inclusive, during the years 1872 and 1873, was as follows:

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1872....	32,200	1,682,800	6,516,600	401,500
1873....	52,100	3,556,700	3,518,100	22,200
	Inc...19,900	Inc.1,873,900	*2,998,500	*379,300

* Decrease.

By reducing the wheat to flour the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency equal to 894,680 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of June, in the years indicated:

	1871.	1872.	1873.
Canal opened—	April 24.	May 13.	May 15.
Flour, bbls.	78,700	32,200	52,100
Wheat, bushels..	4,328,300	1,682,800	3,556,700
Corn, bushels ...	4,258,000	6,516,600	3,518,100
Barley, bushels..	40,100	401,500	22,200
Oats, bushels....	999,600	1,561,200	810,400
Rye, bushels.....	46,200	203,100	293,100
Malt, bushels....	265,000	254,700	222,200
Feed, lbs.....	1,679,500	2,160,700	2,080,600

The Trans-Andine Railroad.

A correspondent of the Panama *Star* writes to that journal an account of the progress making by the railroad crossing the Peruvian Andes, under construction by Henry Meiggs. We extract as follows:

Sailing forth to the scene of conquest from the station of Monserrate, an enclosure of about ten acres covered with workshops, engine-houses and all the most improved paraphernalia requisite for its purpose, the first object calling our attention was the celebrated stone bridge built in arches across the Rimac, and which constructed by the Spaniards in the middle of the sixteenth century has defied the attacks of time or of its even more powerful South American enemy, the shock of the earthquake. The masonry of this bridge is admitted by the most experienced in the art to be unsurpassed. Hardly had our little engine left behind this relic of colonial times when her smoke darkened the arches of the Balta Bridge, built entirely of iron after the model of that which spans the Thames at Twickenham, and only boasting of its few months of existence. The contrast between the sixteenth and nineteenth centuries was striking, but the ponderous edifice of the forefathers even eclipsed in grandeur the effort of their children. Here too was noticeable the breakwater erected by the contractor of the line, Mr. Henry Meiggs, a solid wall of stone of more than 350 metres in length along the side of the rushing river, effectullay defending the embankment from the encroaches of the torrent when the melted snows from the mountains add to its volume. We now emerge from the city limits, and we steam up on at a 2 per cent grade to the first station of importance on the line, whence the products of the extensive hacienda of Santa Clara, consisting of sugar and cotton, are sent to their market. The station at this point is excellent, far superior to those generally found on American railways, and serves as a depot for the neighboring estates. Then the Favarita passing rapidly through the rich valley of the Rimac, glowing in its agricultural wealth of maize, cotton, sugar cane, vegetable (possibly the most profitable of all the Lima market), lucerne grass or *alfalfa*; giving three crops a year, and supplying in one form to beasts of burden the otherwise three-fold necessities of barley, oats and hay, reaches the station of Chosica. This stopping place is twenty-six miles from Lima, and 2,000 feet above the level of the sea. Thanks to the liberality of Mr. Meiggs, the station building not only meets the requirements of the railroad, but moreover offers the advantages of a first-class hotel.

Cocachacra, the centre of another highly cultivated district a few miles on, is speeded by, and the Indian village of San Bartolome, now an important depot of the railway, 39 miles from Lima, and gay with the banners of the United States and Peru flung out to the invigorating breeze from the Cordilliera on this pleasant feastday, is quickly arrived at. Up to this point of San Bartolome the road, though peculiar and interesting from its object, presented no striking points as regards engineering triumph, but the change now becomes speedily apparent. Running along the valley of the tortuous Rimac for a mile or two our little engine turned on a V, so technically called, and rapidly rushing towards its natural enemies, the Andean chain, commenced the ascent. To say that the locomotive was like a fly scaling a plate of glass would not be an exaggeration. At many points the winding path of the railway is so marked that the voyager looking from the car window can perceive at the distance of a quarter of a mile beneath the line over which he passed five minutes before, but separated from him by a length of two or three miles of rail. This extraordinary, and well may it be called triumphal progress, continues until the height of 1,000 feet is attained from the valley and the starting point of San Bartolome; then a level, for a short spurt, is struck along the mountain side, but while the difficulties of the ascent are forgotten, the cuts and fillings call for even greater astonishment. Cuts of considerable length and height, blasted out from the solid granite, frown down on the engine as if in anger at their defeat; long fillings made up from the remnants of the volcanic rocks found or blasted on the spot; tunnels blown with powder from the reluctant mountain; one beautifully masonaried of 300 feet; another arched in by its mother rock, bringing to mind the Mammoth Cave, with the stalactytes dependant on every side; but through which grand engines of 40 tons weight pass daily four times, dragging huge construction trains behind them. All along this section the works of the unfortunate aborigines may be seen at every moment; the hills are terraced with the ridges where before the invasion of the cruel Spaniard, the maize and wheat necessary for their consumption or for the payment of their tithes were grown.

The Baltimore Bridge Company possesses the honor of having constructed the most perfect iron pier viaduct in the world. We passed over it. The central pier, 252 feet in height, rests on solid masonry over seventy feet square; from end to end the bridge measures 575 English feet, and the width is from twelve to fifteen feet. This is the famed Verrugas viaduct. The scene is more than impressive, it strikes the beholder with awe. Looking down through the open sleepers you see the dwellings of the laborers reduced to mere cardhouses; the figures of the workmen engaged in preserving the structure intact appear as dolls; the immense network of iron roads, girders and binders is like a spider's web, but how strange it seems that while weaving this marvellous web no fly perished in its dangerous intricacies; not one life was lost in its construction

The bridge is left, and safely gliding over an apparently perilous section of track along the mountain side, we arrive at the village of Surco, traveling up a 4 per cent grade, a prosperous village on the old highway from Lima to Janja, a "royal way" measuring three feet in width in its broadest portion. Here are corralled or stabled the mules employed in transporting the plant of the railroad to the higher points, nearly 1,000 in number and admirably managed. Following the rails we shortly reach the end of the laid track, at a gorge of the mountains through which the Rimac rolls noisily along. This point is distant some sixty miles from Callao, and here Mr. Meiggs, desirous of experimenting with all systems, proposes placing an iron bridge built in France, about one hundred and seventy feet long and supported by solid masonry, seventy feet above the torrent. The bridge is already joined together, and the final work will be as follows: The after end will be so weighted as to render it possible to launch the bow of the bridge, so to speak, across the river, the structure being secured and hauled into place by strong tackle; as the bow surges over the gorge the weight on the after end is proportionately increased, the rollers are struck away, and the fore-end lands on the opposite side. French engineers in charge of this delicate undertaking are confident of perfect success.

This is the Callao and Oroya railway over which we have so rapidly passed, and returned to our initial starting point after having traveled 100 miles and ascended to a height of 7,000 feet above the sea—all accomplished with many and long stoppages, some of an hour, within seven hours, going quietly around curves of a minimum radius of 200 metres, some indeed smaller, and climbing up grades of from two to four per cent.

The contract for the building of the road was signed between the government of Colonel Balta and Mr. Henry Meiggs, late in the year 1869, and the first earth was turned in Lima on the 1st of January, 1870, the venerable Archbishop of the capital calling down the blessing of Heaven on the undertaking. The price fixed was 27,600,000 soles (a sole being about 94 cents of an American gold dollar); payments were stipulated to be made as the work proceeded, and the road was to be delivered completed and equipped to the government within six years from the date of contract. This, Mr. Meiggs is confident, will be faithfully fulfilled.

It was at first estimated that there were 7,000,000 cubic yards of filling and excavation. There are many cuts of a difficult character made from the solid rock; four viaducts of iron, measuring in the aggregate 1,290 metres; 88 bridges over the river Rimac, and 42 tunnels through live rock covering a distance of nearly 20,000 metres. The work challenges the admiration of the world!

Illinois Central Railroad.

The statement of this Company for the month of June, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,157.14 for	$9,578 74
Acres Interest Fund Lands Sold	..... for	.....
Acres Free Lands Sold...	102.66 for	1,041 26
Total sales during the m'th of June, 1873	1,259.80 for	$10,620 00
To which add Town Lot Sales	..... for	65 00
Total of all	1,259.80 for	$10,685 00
Cash collected in June, 1873		$46,777 28

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$377,567 00	$82,889 00	$460,456 00
Passengers..	113,287 05	40,384 85	153,671 90
Mails, ...	6,375 00	3,059 33	9,434 33
Other sources	98,915 00	2,505 67	101,420 67
Tot'l June '73.	$596,144 05	$128,838 85	$724,982 90
Total actual earn'gs, June, 1872	$543,792 15	$115,570 82	$659,362 97

☞ The Directors of the Metropolitan (Boston) Railroad have voted to declare dividends semi-annually in October and April, as the legislative returns have to be made up to Sept. 30; consequently no dividends will be paid in July.

☞ The earnings of the Erie Railway Company for the week ending June 30, 1873, were $419,882, and since November 1, 1872, $12,272,996—an increase over the corresponding period of the previous year of $378,279.

Railroads of the State of Connecticut.

Tabular statement exhibiting their Length, Equipment, Cost, Traffic, Earnings, Dividends, &c., for the fiscal year ended September 30, 1872.

Compiled from the Twentieth Annual Report of the General Railroad Commissioners.

Railroads.	Date of completion.	Capital Account. Stock paid in.	Funded Debt.	Floating Debt.	Stock and Debt.	Length of Railroads. Main Line.	Br. Lines.	2d Tr'ks Sid'gs.	Total Track.	Steel Rails laid.	Engines and Cars. Loco-motives.	Stock of Cars. Pass.	Bag.	Frt.	Other.	Men employed.	Cost of Property. Railroad and appurtenances.	Engines, cars, shops, &c.	Total of all property.
		$	$	$	$	M.	M.	M.	M.	M.	No.	No.	No.	No.	No.	No.	$	$	$
New York, New Haven and Hartford	1848	15,500,000	1,641,500	.....	17,141,500	139.5	16.5	162.2	318.2	199.0	84	129	41	1,010	251	2 177	12,861,474	[1,840,972	14,702,446
Hartford, Providence and Fishkill	1842	2,037,940	2,055 500	100,000	4,193,440	122.4	0.8	18.7	141.9	1.4	26	36	16	290	71	625	4,201,486	598,875	4,800,361
New Haven and Northampton	1848	2,100,000	1,750 000	221,116	4,071,116	83.9	25.4	18.0	106.3	.....	20	17	7	439	40	480	2 552,368	874,689	3,427,057
Norwich and Worcester	1840	2,364,400	759,000	85,526	3,158,926	59 4	7.0	13.0	79.4	1.0	20	15	6	642	...	391	2,463,983	149,711	2 613,694
New London Northern	1849	1,418 800	376 500	45,000	1,840,300	100.0	....	10.3	110.3	.....	28	15	9	247	82	250	.....	.....	1,538 981
Housatonic	1842	2 000,000	400,000	335 213	2,735 213	74.0	....	7.0	81.0	.....	16	16	8	166	223	463	1,864,871	340 687	2,205,558
Naugatuck	1849	1,877,900	107,000	30,000	2,014,900	61.5	....	4.5	66.0	25.0	12	14	4	272	...	220	1,817,165	223,487	2,040,652
New York, Providence and Boston	1839	1.877 400	1,214.000	.....	3,091,400	62.5	....	25.5	88 0	.....	20	21	7	91	16	490	1,876,357	346,006	2,222.363
Shore Line*	1852	1,000,000	200,000	.....	1,200,000	50.0	....	4.8	54.8	5.2	..	...	..	....	...	239	1,200,000	.....	1,200,000
Boston, Hartford and Erie	1867	.....	.....	.....	.....	85.7	53.3	30.5	179.5	.....	28	36	16	282	125	625	.....	.....	.....
Connecticut Valley	1871	1,033.500	898.000	973,000	2,404.500	45.0	....	4.7	49.7	.....	6	12	5	100	40	142	2,403 587	246,175	2,649,764
Connecticut Western	1871	1,504 028	2,436,500	96,323	4,036.851	66.7	....	7.0	73.7	.....	8	10	2	40	135	170	3,797,665	295,321	4,092,986
Danbury and Norwalk	1852	600 000	407 500	86,053	1,093,553	23.8	10.0	4 5	38.3	.....	6	6	2	72	...	102	1,108,448	145 283	1,253,731
New Haven and Derby	1871	455 700	525,000	75,000	1,055,700	13.0	....	1.1	14.1	.....	3	3	2	7	20	40	1,055,700	74,760	1,130.460
New Haven, Middletown and Willimantic†	1870	677,500	2,770 000	1,459,118	4,906 618	22 0	....	0.3	22.3	.....	2	2	1	....	22	80	6,402,467	59,492	5,462,955
Shepaug Valley	1871	434.170	600,000	.....	1,034,170	32.3	....	2.0	34.3	.....	3	2	1	4	20	50	754,984	64.725	819,709
New Canaan	1868	164 050	86 972	3,847	2,154,869	8 2	....	0.3	8.5	.....	2	1	..	....	...	12	230,747	26,343	257.090
Watertown and Waterbury*	1870	118,200	17,000	.....	135.200	4.4	....	0.2	4.6	.....	..	...	..	....	...	....	135 000	.....	135,000
Rockville*	1863	97.750	36,000	.....	133,750	4.8	....	0.8	5.6	.....	..	...	..	....	...	....	144,248	28,858	173,106
South Manchester*	1869	40 000	.....	.....	40,000	2.3	....	0.3	2.6	.....	..	...	..	....	...	....	67,000	.....	67,000
New York, Housatonic and Northern (60 m.)	1868	261,000	183,500	156,475	600,975	5.4	....	.....	5.4	.....	1	...	..	....	...	....	603,627	12,737	616,364
Ridgefield and New York (23.29 m.)	..	191,150	.....	.....	191,150	....	....	.....	.....	.....	..	...	..	....	...	....	170,000	.....	170,000

* Leased to other companies. † Completed in May 1873; total length 52 miles.

TABULAR STATEMENT.—Continued.

Railroads.	Railroads, including leases.	Mileage of Engines. Passenger Trains.	Freight Trains.	Total inclusive.	Traffic Returns. Passenger. Passengers.	Mileage.	Freight. Tons.	Mileage.	Gross Earnings from Traffic. Passenger.	Freight.	Other.	Total.	Operating expenses, rents, &c.	Net earnings or profits.	Int. on bonds paid.	Dividends paid. Amount.	Rate.	Surplus for the year.
	M.	M.	M.	M.	No.	M.	No.	M.	$	$	$	$	$	$	$	$	p.c.	$
N. Y., N. H. and Hartford	156 0	988,147	481,768	1,700 891	3,925 765	124.919,288	892,579	38 662,529	2,803,145	1,445,952	234 457	4 483,554	2,615.000	1,868.554	98,745	1,182,000	7½	587,809
H., P. and Fishkill	129 9	322,842	159 536	541 442	1,207,711	16,918,265	266 912	7.483,216	500.766	453,040	50 234	1,004,040	810,977	193,063	145,992	.....	..	47.071
N. H. and Northampton	119 6	217,848	202 160	428.988	345 629	6,346,357	280,436	11,648,166	174,496	439.090	43,652	657,288	433,134	224,104	128,365	63 000	3	32,739
Norwich and Worcester	66 4	166,900	288,916	410 089	372 841	6,986 518	346,367	13.270 243	239,730	497,497	34,375	771,602	478,274	293,328	47,670	237,780	10	7,878
New London Northern	115.0	204.129	185,814	399 980	342,422	5,113.297	199 706	9,868,558	215,813	295,493	129,377	640,183	467,419	172,764	33.632	186,876	13	.....
Housatonic	162.2	126,028	131.391	274,960	282.741	4,071,534	242.218	2,632,805	148,982	360,852	18,781	528 115	410 585	117,530	32,679	106,200	8	.....
Naugatuck	66.0	106 814	123.188	249 002	329,882	5 480,933	193,300	4.574,092	200,460	352.921	21,259	574.640	346.049	228,591	7,448	187 540	10	33,603
N. Y., Providence and Boston	62.5	275.929	165 556	441.485	614,211	15 354 275	229.677	8,556,700	445.891	342,539	15,357	803,787	485,050	318,737	77,056	169.866	9	71,815
Shore Line	50.0	172 897	33 721	231,653	279.169	8,004,173	15,825	562.360	294,511	71 817	21,017	387,347	287,347	100.000	14,000	94,769	9¼	.....
Boston, Hartford and Erie	139.0	349 863	165,603	543,592	1,671,692	16,003 065	345,662	9,454,389	343,891	403,830	93,662	841,392	637.455	203,937	11.050	.....	..	192,887
Connecticut Valley	45.0	45 575	20 650	66 293	205.441	3 072,001	16,070	240.170	102.864	36,464	5 523	144,851	99,088	45,763	38 873	.....	..	7,090
Connecticut Western	68.3	72.287	38 687	146 880	151,638	2 414 879	60,467	1,098 647	82,862	136,015	4,688	223 565	157,954	65.611	172 130	.....	..	.....
Danbury and Norwalk	38 8	66,067	27,660	101 558	159,980	1,991,666	44,653	982 360	79,667	84,842	7,611	172,120	102 324	69,796	23,789	42,000	7	4,796
New Haven and Derby	13 0	39,287	.....	41,947	125,557	934 675	11,116	122,276	51,594	14,016	805	66,415	57 040	9,375	23,899	.....	..	.....
N. H., Middl. and Willimantic	22.0	55 932	.....	55 932	68,340	1,095,948	13 020	201.252	18,893	3,297	3,366	25,556	37,751	.....	320.000	.....	..	.....
Shepaug Valley	32.3	10,836	.....	19.714	10,692	183.754	6,523	144 163	7,849	6,194	278	14,311	19,201	.....	16,986	.....	..	.....
New Canaan	8.2	21,021	.....	21,021	37,733	220,552	5,423	40,723	11,422	6,477	592	18,491	15,218	3,273	6,188	.....	..	.....
Watertown and Waterbury	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..	.....
Rockville	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,767	1,963	3,804	1,657	1,112	1¼	1.036
South Manchester	...	.....	.....	.....	.....	.....	.....	4,825	2,623	2,840	.....	5,468	4,939	524	.....	.....	..	524
N. Y., Housatonic and Northern.	5.4	4,175	.....	4,175	3,289	17,361	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..	.....
Ridgefield and New York	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	..	.....

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	29[illegible],422	286,562	342,743	2,300,767
1869	212,604	218,982	391,306	485,048	568,270	556 980	532,657	511,854	609,788	579,642	535,[illegible]30	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485.490	614,447	720 929	692,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	675,768	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,356,378	1,313,790	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,166	336,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343.182	315,099	358,727	328,390	345,833	402.854	361,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	363,235	342,360	384,999	388,064	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	311,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,.04	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,005	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,005	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,083,237	1,448,942	1,541,057	1,211,530	879,900	11,032,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,007	1,107,084	1,001,987	13,384,471
1869	892,063	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,087,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,423	602,.82	774,924	787,641	1,094,101	952,899	851,846	1,099,037	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,123	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,264	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	351,113	373,619	341,104	326,268	401,252	417,328	439,581	399,830	358,743	4,492,625
1873	358,612	408,849	466,517	432,928	394,485	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,564,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548 813	1,775,324	1,483,931	1,550,023	1,525 243	1,643,424	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,418	696,677	8,823,492
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,878,958
1871	624 744	5[illegible]9,617	563,598	620,228	713,162	718.722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	537,436	531,627	575,393	559,871	643,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	680,499	562,949	651,962	544,035	687,630	724,983	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303.915	306 944	266,086	282,723	332,555	305,446	387,999	303 305	210,197	3,321 518
1872	189 006	191,738	300.783	322 875	341,843	322,559	329,828	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	.....	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,245.316	1,236,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,380	1,635,691	1,764,788	1,558,424	1,483,480	17,691,629
1873	1,412,368	1,549,286	1,735,736	1.694,543	1,680,963	1,555,368	.... ..	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,569	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	138,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119 650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1859	384.120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	320,128	384,431	412,030	408,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418,755	442.685	486,980	470.703	486 547	427,096	422.015	529,890	628,660	582,802	5[illegible]7,434	507,050	5,940.102
1872	505,586	484,022	558,533	607,678	593,611	505,314	505,808	580,908	667,849	785,338	616,024	576,783	6,988,479
1873	475,897	542,008	690,017	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,616
1869	454.590	330,400	420,951	460,288	630.844	678,923	686,531	525,547	724,732	1,040,102	801 195	496,593	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,388	658,017	491,113	506,557	816,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	805,799	925,210	.....	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	284,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,669	286,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,099	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	.....	... ...	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,003	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,183	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	999,463	630,080	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	993,966	617,058	869,697	1,[illegible]9,489	1,241,903	1,199,094	1,148,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,6.4
1872	657,318	645,099	823,683	1,044,251	1,116,387	1,167,008	1,071 407	1,142,241	1,190,695	1,522,847	1,127,03[illegible]	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158 193	140,471	165,969	154,641	147,540	149,833	130,145	161,496	177,085	201,648	17[illegible],169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	164,427	169,607	1,545,769
1872	173,707	156,292	181,055	175,686	187,825	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	288,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,198	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4[illegible].720	422,369	328,377	434,284	4,242,343
1870	257,864	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,000	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,686
1873	339,780	431,949	460,046	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	23,560	617,555	758,467	909,665	837,388	716,829	5,709,183
1870	528,529	500 139	539,288	706,608	802,596	748,456	643,058	644 [illegible]81	728,421	719,698	570 168	606.053	7,654,094
1871	479,578	373,925	499,509	584 540	724,466	728,174	673,698	681,866	800,402	777,362	708,142	469,932	7,521,682
1872	278,936	334,116	565,861	741,802	890,448	855,459	743,392	789,547	868,754	980,706	915,727	757,851	8,892,600
1873	593,975	481,782	708,259	881,296	1,007,[illegible]81	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	—
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa	31,452	192,750	—	—	10,501	2,985	—	100	100	....
Sept. 30,'71	11.53	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	56	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.6	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	295,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,085	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,628,175	1,068,400	626,000	83,746	590,245	13,1[illegible]3	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.85	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.85	221	21	Coney Island (Brooklyn)..N.Y.	647,383	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,582	—	—	9,757	2,655	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	18	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	365,586	88,100	19.5	50	30	25½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,530	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,223	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	58	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,659	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	8,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,283	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	10
Oct. 31, '71	12.87	145	26	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,913	100,000	10,000	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,815	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.86	62	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	585,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	69
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.).Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	49½
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	284,811	44,375	10	100	100	67½
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	20	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	28,910	25,000	25,000	—	16,407	6,486	7.5	100	100	....
Sept. 30,'71	2.80	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	22
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110½
Oct. 31, '71	30.00	692	116	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	328,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	78	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	92
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,418	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.	Interest	Principal Payable.	Market Price.
Albany:	$	pc			
1st Mortgage	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage	681,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn City:					
1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park:					
1st Mortgage	300,000	7	M.& N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River					
1st Mortgage	550,000	7	F.& A	1882	....
2d Mortgage	200,000	7	M.& N	1890	....
Citizens' (Phg):					
1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage	700,000	7	M.&S.	'74'6	....
Eighth Avenue (N. Y.):					
1st Mortgage	203,000	7	J.& J.	1881	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage	215,000	7	A.&O.	1873	....
Frankford and Southwark:					
1st Mortgage	175,500	7	J.& J.	1877	....
2d Mortgage	51,500	7	M.&N	1891	....
Germantown:					
1st Mortgage	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage	200,000	7	.....	.....	....
Green and Coates street:					
1st Mortgage	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage	62,500	7	.....	1885	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight:					
1st Mortgage	500,000	7	A.&O.	1871	....
Malden and Melrose:					
1st Mortgage	60,000	6	A.&O.	1880	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage	25,000	7	J.&J	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage	200,000	6	J.& J.	'80'1	....
2d Mortgage	300,000	6	J.& J.	1885	....
Park Avenue (Bkly):					
1st Mortgage	188,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage	57,000	7	M.& N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J	1880	....
Second Avenue (N. Y.):					
1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3d Mortgage	154,000	7	A.&O.	1885	....
Conv. bonds	315,000	7	M.&N	1888	....
Second and Third st. (Ph.):					
1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage	50,000	7	J.& J	1889	....
Third Avenue (N. Y.):					
1st Mortgage	900,000	7	J.& J.	1890	....
Rea. estate	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage	35,550	7	A.&O.	1890	....
Troy and Lansingburg:					
1st Mortgage	75,000	7	M.&N	1888	....
Union (Boston):					
1st Mortgage (R. E.)	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage	300,000	6	J.& J	1885	....
General Mortgage	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.:					
1st Mortgage	200,000	7	J.& J.	1889	....
Watervliet:					
1st Mortgage	130,000	7	A.&O.	1887	....
West Philadelphia:					
1st Mortgage	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage	125,000	7	A.&O.	1890	....
Worcester:					
1st Mortgage		7	.....	....	....
2d Mortgage		8	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	July '73 3½
Allegheny Valley 50	2 2: 6 350	— & —	.....
Atlanta and West Point.100	1 232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,4*4,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May 73 5
Washington Br.....100	1,650,0*0	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	July '73 1½
Bloesburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633 2*0	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref 0 0	803,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,9**	J. & J.	July '73 4
Boston and Maine.....10	6,816,807	M & N	M y '73 4
Boston and Providence..100	8,950,000	M & N.	May 73 5
Buffalo, N. Y. and Erie*.100	50,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5*
" " pref.100	1 485,900	M & S.	Mar. '73 5*
Camden and Amboy* ...100	5,847,800	J A J.O.	July '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 100	1,020,330	J & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	428,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,1*,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref.100	799,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,866,800	J & J	July '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	June '73 3
" pref..... 50	400,000	J. & D.	June '73 3
Chemung*..... 100	380,000	J.A.J&O	July '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton..... 100	8 929,900	M & S.	Mar. '73 5
" " pref...10*	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18 652,910	M. & S.	Mar. '73 5*
Chicago, Iowa & Nebras*100	3,9*8 300	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,04**	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb. '73 3*
Cleveland & Mahoning*. 5*	2,047,5**	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11 236,150	F.M.A N	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	June '73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Feb. '73 3
Concord 50	1,000,000	M. & N.	May '73 5
Concord and Ports.*.....10*	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Feb. '73 3
Connecticut River..... 00	1,85*,000	J. & J.	July '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk... 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,1*0	— & —	.....
" " pref. 50	2,065,*00	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,*09,200	J. & J.	July '73 3
East Mahanoy *..... 5*	392,950	J. & J.	July '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July ' 2 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	600,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 10*	78,000,00	March.	Mar. '73 1½
" pref..... 10 0	8,536,910	J & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg 10*	4,000,000	J. & J.	July '73 4
Georgia 10*	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)... 100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph..10*	4,151,700	F. & A.	Aug. '70 3½
" " pref.10*	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	26,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 10*	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*10*	500,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..10*	49,466,500	F. & A.	Aug. '73 4½
" " (guar.).10*	538,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	July '73 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 2½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,030,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A & O	Apl. '73 3
Lykens Valley 20	600,000	F.M. AN	Feb '73 2½
Macon and Western.....100	2.500.000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	3,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989 548	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323 3 5	J. & J.	Jan. '73 5
Milwaukee and St. Paul..100	11,822,876	J & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. 73 3½
M. Hill & Schuyl. Hav.* 50	3,856,45*	J. & J.	July '73 2½
Morris and Essex*..... 50	14,008,100	J. & J.	J ly '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May 73 5
Naugatuck 100	1,377 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,*00	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.-	Aug '69 12s
N Haven & Northamp...100	605,000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*100	1,118,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500 000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	July '73 2½
Nig. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*..... 100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5.842,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2 821,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	July '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi.....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3½
Old Colony & Newport..100	6,297,900	J. & J.	July '73 5½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,756	— & —	Apl. '73 1½
Panama.....100	7,000,000	J.A. J.O.	July '73 5
Paterson and Hudson*.100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	245,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J. S.D.	June '73 3
Philadelphia & Reading 50	32,084,375	J. & J.	July '73 5
" " pref.. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J. A. J.O.	Apl. '73 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '73 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces..100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,600,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Feb. '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*..... 100	995,300	J. & J.	Jan. '72 5½
South Branch (N. J.)*... 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	July '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,130	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,7*7,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 5½
Troy and Greenbush*...160	374,400	J. & D.	Dec. '71 5½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,556	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy.(NY)100	900,00	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N.Y.)100	2,100,00*	J & D.	Jan. '70
Brooklyn City 100	1,500.000	F.M.A.N	May 73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 10*	— & —	.....
Bushwick (Brooklyn)....100	300,000	J. & J.	July '71 3½
ambridge..... 100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,00	M. & S.	Nov. '71 7
Coney Island & Brookl..10 0	500,000	— & —	.....
D. Dock. R. B'dw. & Bat.. 00	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,00 000	J. & J.	July '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170.000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105 00	A. & O.	Oct. '71 6
Lynn and Boston..... 10	200 000	— & —	.....
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,0*0	J. & J.	July '73 4
Philadelphia and Darby 20	200.000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '73 2
Second & Third St. (Ph.) 50	9*2,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75.000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	July '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	Jan. '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1.633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000 000	F. & A	Feb. '73 5
Delaware and Raritan*.100	5,847,400	J A. J.O.	July '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739.800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,903,207	F. & A.	Feb' 73 30c
" " (pref.). 50	2,898,977	F. & A.	Feb' 73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal..... 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities June 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112½
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	118
.. .. coupon	4,656,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 .... registered	125,560,650	6	Jan. & July	1881	118
.. .. coupon	63,780,700	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s) ..... registered	30,634,800	6	May & Nov.	1882	116½
.. .. .. (5-20s) ..... coupon	232,637,850	6	" "	1882	117½
Loan of March 3, 1863 ..... registered	53,552,450	6	Jan. & July.	1881	118
.. .. coupon	21,447,550	6	" "	1881	119½
Loan of March 3, 1864 (5-20s) ..... registered	2,292,000	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s) .... registered	32,434,850	6	May & Nov.	1884	116½
.. .. .. (5-20s) ..... coupon	34,503,300	6	" "	1884	117½
Loan of March 3, 1865 (5-20s) ..... registered	36,359,750	6	May & Nov.	1885	116½
.. .. .. (5-20s) ..... coupon	119,156,700	6	" "	1885	118½
.. .. 2d series (5-20s) .... registered	58,758,500	6	Jan. & July.	1885	115½
.. .. .. (5-20s) ..... coupon	148,473,100	6	" "	1885	117½
.. .. 3d series (5-20s) ..... registered	90,936,000	6	Jan. & July.	1887	115½
.. .. .. (5-20s) ..... coupon	224,568,550	6	" "	1887	118½
.. .. 4th series (5-20s) ..... registered	14,174,000	6	Jan. & July.	1888	115
.. .. .. (5-20s) ..... coupon	24,357,900	6	" "	1888	118½
Loan of March 3, 1864, (10-40s) .... registered	140,198,450	5	Mar. & Sept.	1904	114
.. .. .. (10-40s) ..... coupon	54,368,850	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71. registered	129,581,700	5	F. M. A. & N.	1881	116½
.. .. coupon	70,418,300	5	" "	1881	115
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	401,359,265	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	39
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500) .					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($.,7.8,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.		89
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1886	92½
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1890	84
Illinois—($2,183,634):				'90-'95	....
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.		....
.. Refunded Stock Bonds, 1859	348,000	6	" "	1878	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			J	1881	....
.. State Bonds (various) 1863 to 1864.....	110.675	6	an. & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'83-'84	....
Kentucky—($2,750,510):				'78-'89	....
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.		....
Louisiana—($21,214,800):				'93-'95	50
.. State Bonds, to R. R. Co's, 1849 to 1866.	1,830,000	6	Various.	1893	....
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	'86-'88	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	1907	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1886	....
.. .. .. 1866	1,000,000	8	Various.	1875	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1910	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1899	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	10-'11	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	1906	....
.. Redemption (certificates) Bonds 1866....	259,000	6	" "	1889	....
.. Int. (Miss. & Mex. G. S. Co.) Bonds 1869	489,000	7.3	Mar. & Sept.	1898	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.		....
Maine—($7,227,900):				'73-'78	....
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'83-'89	99½
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	1889	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.		
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863...	451,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1-58.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	88½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,159,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	860,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	105
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	105
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	26
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	15½
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	18
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	13
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg fd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg fd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg fd.....	1,495,369	6	" "	1881	105
.. Loan of 1856 Bonds, skg fd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	102½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	" "	'82-'92	106
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	22
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	15½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($48,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,886,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	96½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	20,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850-'80	579,500	6	" "	"	1880	99
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855-'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1886	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60?,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage } A. Co. and	492,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1880	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	32
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. I. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	880,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage coin or stg sk'g f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	94½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1876	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	95½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	...
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	94
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	90
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	81½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	78½
Cedar Rapids & Mo.Riv.(C&N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	107½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	5*	" "	San Francisco	1890	....
1st Mort.(San Josquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,185,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	.. .
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	81½
2d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	300,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage.....	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default).....	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage.....	2,408,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872.....	6,9:3,225	7	Jan. & July.	Boston.	1896	95½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.)guar.	1,200,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m....	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	99
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	94
Equipm't(Eng & Cars,$2,750,0 0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	95
2d Mort. (Mil. & Chi.R. R) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CP&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	103
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1898	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1906	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,600,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July	" "	1892	85
Consol. sinking fund guar.....	$28,000	7	May & Nov	" "	1900	94
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1906	88½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	71½
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	16
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD& E $200,000each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87½
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept	New York.	1889	....
Cowaneseque Valley:						
1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1906	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv..Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	700,000	7	April & Oct.	" "	1888	....
Toledo Del ot bonds guar.....	169,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,620,000	8	" "	" "	1866	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79¼
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D. & M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150.867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. curr'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1885	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	92½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	101½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	97½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	95½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,059,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	600,000	8	Jan. & July.	"	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	691,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu'e £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	89
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5,000,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89
1st Mort. (Q. & Palm.R.R. 15 m.)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N.Y.& O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104
2d Mortgage	867,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $2,5 0 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100½
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	6	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1888	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,080,000	7	April & Oct.	New York.	1906	.. ..
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	101
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1867	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ev.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	589,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1908	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 2,000,000m)	8,455,000	7*	May & Nov.	N.Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N.Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N.Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N.Y. & St. Lo.	1895	89
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1868.	237,000	7	June & Dec.	" "	1895	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	600,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempelean & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Most. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870.	4,132,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870.	1,000,000	7	Jan. & July.	" "	1890	99
Bonds of Oct. 1, 1872	236,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	95
Sunbury July 1, 1854	600,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	90
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	95
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1856 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1886	103
2d Mort. Oct 31, 1857 "	2,608,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1892	95
Mort. Sept. 1, 1866 "	800,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	926,000	7	Feb. & Aug.	" "	1876	100
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch & Tb R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ail. & Gr. R.)	940,000	8	" "	" "	1868	95
1st Mort. July 1, 1863 (J. & Frank.)	600,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	65
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,646,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	600,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	(176,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	776,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,500,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	2,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	189,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	68,000	7	" "	" "	'80-'85	....
Consol.M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	94
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,000,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,000,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	90½
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1900	61½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	104½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar..	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	80½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	103
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	92
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400.000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,600,000	7	" "	" "	1881	73
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	78½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,938,628	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1858	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,058,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'78-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1900	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1896	101
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	84
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1907	90½
Income Mortgage conv.	1,200,000	7	April & Oct.	"	1889	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	96
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O.C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	82
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	96
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	856
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1892	79½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	77
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,865,350	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,500,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (")2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,600	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (" ")	2,594,000	6	April & Oct.	"	1875	99
3d Mortgage (" ")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $27,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	300,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(I. W.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C.B. & Q.):						
1st Mortgage, trustee guarantee.	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin & Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Peoria conv., and tax free	1,000,000	7	" "	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	88½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1887	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent:						
1st Mortgage (Penn, Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible	25,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1862	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1890	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871: Dollar coupon	7,696,900	7	June & Dec.	Philadelphia.	1911	100½
Consolidated Mortgage June 1, 1871: Dollar registered	3,414,000	7	" "	"	1911	102
Consolidated Mortgage June 1, 1871: Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871: Gold or stg reg.	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871: Dollar coupon	876,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,680	7	Jan. & July.	"	1893	106½
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible	845,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1860	400,000	6	April & Oct.	"	1876	96
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Pitt. & New'k 33m)conv	770,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	93½
2d Mort. (Balt. Loan) of 1866	1,000,000	8	" "	"	1886	....
1st Mort. (Turtle Cr., Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106½
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	880,000	7	Jan. & July.	" "	1912	103½
2d Mortgage (Series H)	880,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	880,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	880,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	880,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	880,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	93
Bridge (O. & P. R. R.) bonds	258,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,500,000	.....	7*	May & Nov.	New York.	1889	85
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,500,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Loud.	1889	....
1st Mortgage gold, — Co.	1,000,000	7*	" "	"	1889	....
1st Mort. gold, guar. by Ga. Co.						
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage sold	850,000	7*	May & Nov.	Philadelphia.	1893	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1862	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)	400,000	7	March & Sept.	New York.	1866	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	78½
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund	324,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk'g f'd.	1,100,000	7	Jan. & July.	New York.	1894	102
1st Mortgage (Series B) sk'g f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	79½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	100
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar.	843,500	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	89
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold sk'g fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold sk'g f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,800,000	7	May & Nov.	" "	1898	....
3d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk'g f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,000,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1890	....
Land Stock on 400,000 acres	2,400,000	6	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand. Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,625,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1846	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	600,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1896	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1892	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,600,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1896	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk'g fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,000,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, sk'g fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, sk'g fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	59
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W)						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk'g fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1907	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,800,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	90
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	75
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1920	89½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage sk'g fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1897	....
2d Mortgage	800,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug	New York.	1890	99
1st M.(L.Erie, W.& St.L. 107 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct	" "	1868	....
1st M. (Gt. W.Rwy of '59, 151m)	2,500,000	7	Feb. & Aug	" "	1888	97½
1st Mort. (Quincy & Tol 34 m).	500,000	7	May & Nov	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	86½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	91½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	82½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	71½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	59½
Omaha Bridge B'ds, stg.£250,000	2,500,000	6*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	90
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	98½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,00	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. I.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1890	102½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1878	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	75
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,585,000	7	May & Nov.	" "	1840	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	91
Mortgage Loan reg	2,0 0,000	6	F. M A. & N.	"	1897	90½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,498,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94½
2d Mortgage	285,000	6	" "	"	1870	93
Boat Loan, sinking fund	236,966	7	" "	"	1886	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	76½
1st Mortgage (Wy. Val. Can.)	300,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,857	6	March & Sept.	Philadelphia.	'82-'97	70
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1886	74
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1888	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. M. in Line.	Branch Line.	Sidings.	2d Track and	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,108,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Foreclosed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg †.....Va.	.....	.....	.....	.....	.....	960,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †.....Arkansas.	350,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	—	23.0	(Leased to Cheshire.)				7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	—	808,030	72,367	87,571	446,933	151,629	—	100	18½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	—	—	—	480,700	22,000	.....	—	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	.....	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,716	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	11,700,000	*	.....	.....	.....	7,500,000	4,200,000	.....	.....	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	38	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	*	.....	.....	.....	30,000,000	59,000,000	.....	.....	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	381	Atlantic and Gulf †.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	622,319	85,064	347.0	638,161	192,800	.....	1,044,668	358,983	—	100	....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* †.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	—	3,994,900	3,483,848	175,341	—	—	(Leased by Grand Trunk.)					4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	*	.....	.....	732,700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)				73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,082	41,790	4,501	31,470	4,864	—	50	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	336	167	41	6,467	Baltimore and Ohio †.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,284	.....	.....	9,913,390	4,006,503	8	100	175
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	204,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened to Washington May 1, 1872.)					—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	150,000	1,000	—	33.5	(Leased to Maine Central.)				36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe...Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,642	17,796	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	—	—	250,000	48,000	—	—	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,408	3,022,705	268.3	4,095,313	4,744,904	2,209,322	7,962,342	2,127,998	10	100	144
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	—	29,207	20,394	684,030	—	2,000	7,880	23.4	.....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.8	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	61.0	25.2	72 0	22	30	13	376	Boston, Hart. and Erie †...Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,862	135,334	—	100	2½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,762	1,203,108	252,264	8	100	127
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,918	4,921,274	—	646,593	1,012,570	147.7	1,093,138	3,873,587	486,444	2,994,689	571,117	8	100	117½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	582,565	1,415,481	430,461	10	100	151
Jun. 30, 1871	76.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	—	—	—	4,898,000	5,980,000	.....	—	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,889,500	—	—	—	2,286,000	583,500	—	—	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	39,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,896,088	—	—	—	950,000	2,389,000	—	—	—	(Leased and oper. by Erie.)					7	100	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	983.932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23.885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,464	143,164	2,754,526	10,118,290	734,145	483.681	340.6	1,602,941	249,396	320,574	2,403,840	1,111,881	10a	100	99½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	—	—	1,050,000	1,200,000	.....	—	100.0	(Traffic guaranteed 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	—	—	(Building—to cost $20,000.00.)					—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Building—to cost $7,500,00 0.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	—	—	—	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,121,719	1,071,655	174,386	—	60.0	.....	386,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,862	—	—	.....	332,925	338,000	44,437	—	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central.....Canada.	685,166	*	1,861	4,087	—	683,467	3,776	3,800	28 5	94 m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod.....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,764	265,934	59,248	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneestown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,087	—	—	—	376,594	150,000	—	—	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	—	—	24.0	64 609	22,430	321,661	128,092	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,291	.....	487,452	654,828	202,575	—	50	41½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	*	.....	.....	294,469	250,000	11,750	—	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Leased to Illinois Central.)				113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	780,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	208.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	189.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,589	873,477	330,620	271.7	3,708,373	3,944,103	990,591	6,841,379	3,036,235	10	100	102
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	—	137.1	1,200,687	.....	.....	974,994	236,133	5½	100	40½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California*†..California.	130,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	—	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,811,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	—	—	—	635,355	400,000	60,484	—	22.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,293,380	11,428,257	1,284,906	.....	273.1	451 522	133,427	90,596	709,265	290,098	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Miles Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.8	—	20.3	51.4	23	22	8	868	*Flint and Pere Marquette*.....Michigan.	4,306,393	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side.....New York.	989.941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461.409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,189	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,971,000	.....	—	100.0	260,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	....
Dec. 31, 1871	28.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,611	*	.....	.....	288,745	—	99,267	—	22.0	70,617	124 254	39,375	57.588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,548	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17.900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387.800	83,286	11,285	1,000.000	1,500,000	272,609	11.381	51.0	51,494	29,971	37,790	214.674	107.289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658.533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226.500	19,000	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	230.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	—	—	—	—	2,500,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492 000	1,500,000	—	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,966	Grand Trunk †.....Canada.	95,565,830	*	6,421,233	2,061,502	17,442,945	66,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western †.....Canada.	26,528,943	*	2,823 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5‡	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.6	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17.528	15,714	7,415	26,898	11.361	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	—	—	—	—	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*			99.700	62,000			5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859.660	—	—	—	560,000	319,600	—	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* †.....Missouri.	18,272,284	2,948,434	436,236	111,264	9,254,924	9,508,000	2,679,506	375,497	277.0	2,066,880	358,894	416,791	3,104.969	1,089,035	—	100	40
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	1:3 300	50,000	—	38,159	7.8	19,200	75,124	13.019	62.662	21.242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,963	84.714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*		1,009	4,000.000	4,000,000	40,509	—	116.0	154 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	562,000	(Consolidated	—	in N. Y., N. Haven and Hartford R. R.)							—	....	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill.Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263 447	939,344	191.667	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,038	*	.....	.....	150.000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	—	—	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	—	—	200,000	200,000	50.000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,284	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central †.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	433,182	378,689	87,886	—	50	21‡
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,388	*Illinois Central*.....Illinois	33 610,185	*	.....	1.212 539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,854	1.286,584	1.831,944	8,401,142	2,732,847	10	100	110‡
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31 1871	—	—	151.5	—	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133.863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,073	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827.824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589.143	222,168	600.000	3,338,000	702.486	—	72.0	.....	.....	.....	671,557	286.415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	162	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4.625,000	2,960,000	....	—	183.7	(Leased to Illinois Central.)			804,369	126,389	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	—	—	1,314.000	1 314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15.300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28.882	120,501	92.878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400.000	100,000	.....	.....	11.0	11.380	———	82,617	34 292	1,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263.767	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2.095,700	2,300,000	—	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155 0	0.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905.000	395,884	114,643	226.0	919,283	515 294	388,278	1,290,950	455,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800.000	—	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.7	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400.000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840.000	—	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	590,000	—	—	—	250,000	640,000	—	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448.077	—	100	....
Feb. 28, 1872	35.0	—	.....	515.5	3	3	—	40	Kansas City (3 feet gauge).....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,140,000	—	—	—	720,000	720.000	—	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,082	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,926	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2 020,000	6,730	—	....		(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg.....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969.043	297,828	1.628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000.000	1,300,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	5 0.0	588.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37.537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,601	1,943.162	3,725,425	14,797,975	4,884,369	8	100	96‡
Aug. 31, 1872	92.0	—	5.1	—	10	....	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	—	—	—	(Recently opened.)					—	100	....

Aug. 31, 1871 156.0 — | 2.0 — | 20 13

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,903	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	—	—	—	135,300	—	74,700	—	7.0	—	(Recently	opened—	No returns.)	—	—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,676,553	3,228,675	15,500,000	1,641,500	377,341	1,277,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	124½
Sept. 30, 1871	262.0	*	26.2	104.0	38	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	285,738	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Sept. 30, 1871	90.0	—	3.6	—	—	—	—	—	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niagara Bridge and Canandaigua.	N.York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	.....	(Leased	to New Y	ork Cent. & H	ar. R.)	60,000	6	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274.628	154,259	73,121	—	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North Carolina †	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North-Eastern †	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Oct. 31, 1871	66.0	12.1	42.2	—	37	36	15	684	North Louisiana and Texas	La.		(No a	ccounts o	btainabl	e.)				72.0		(No accounts.)					100	....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	580,541	—	50	98½
Dec. 31, 1871	188.0	4.0	128.5	—	131	68	38	4,268	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern Central †	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	996,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	77
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	107
Dec. 31, 1871	278.0	—	.....	1,700	0.	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000p.m	.....	.....	278 0	.....	(Leased to	Erie Com	pany.)	.....	8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester †	Conn. & Mass.	2,846,180	*	.....	.....	.....	.....	.....	.....	.....	.....	(No acc	essible ret	urns.)	.....	.....	100	....
Dec. 31, 1871	118.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	126½
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	224,305	211,003	314,257	34,384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	34,259	5,077,000	1,100,000	.....	.....	122.0	634,939	163,412	388,837	1,027,699	347,857	6	100	62
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	450,000	.....	2,767	34,477	12.0	.....	.....	58,979	46,986	29,048	6	100	....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,886	1,008,331	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	584,514	664,676	3,197,153	798,212	—	100	39½
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	.....	.....	4,259,450	3,180,000	.....	.....	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	64
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	110½
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap †	Va.	8,500,000	690,800	1,699,731	12,564	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000	—	292.6	555,236	185.604	121.911	939,680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	*	.....	.....	268,000	612,100	27	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)	—	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....	—	28.6	(Leased	to Rome,	Watertow	n & Ogdensburg.)	...	—	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)	—	1,500,000	1,500,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific* of Missouri †	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	—	21.0		(Opened	April 17, 1	871.)	—	—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	48	Paducah and Gulf	Kentucky.	(Under	construc	tion.)	—	2,425,000	1,071,000	.....	—	471.3	.....	669,200	.....	2,597,299	947,801	—	100	40
Feb. 28, 1872	—	—	—	66.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	.....	.....	—	63.5		(No return	s furnishe	d.)	—	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—			(Under	construct	ion.)	.....	—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	.....	—	47.5		(No | returns.)		—	—	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	.....	—	34.0		(Construc	tion in pro	gress.)	245.662	5	100	110½
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	.....	—	14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	.....	—	12.0	(Leased	to Erie at	35 p. c.)		—	—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	.....	—	15.1		(Leased t | o Erie.)		29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N Jersey.	538,692	—	—	—	342,150	160,000	36,542	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)	—	—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	.....	—	22.0	(Leased	to United	Companie	s.)	6	—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	18.0	(Leased	to New J	ersey Sout	hern.)	—	—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,462,616	16,009,353	41,339,475	34,418,205	13,660,565	1,253,887	118.0	(Recentl	y opened	—No retu	rns.)	—	—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	542,500	425,000	—	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	108
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098	—	—	—	132,412	700,000	100,000	—	47.0	.....	.....	941,863	.....	.....	20	50	240
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	.....	.....	.....	—			(To be co	mpleted in	1872.)		—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,200,000	600,000	.....	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	281,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	—	—	1,200,000	2,300,000	.....	—	91.0		(Turned o	ver to Co	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg †	Virginia	1,719,113	*	.....	63,753	57,200	100,000	57,381	—	6.5	(Oper. b	y Camden	and Amb	oy.)	—	—	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	1,342,200	858,500	50,305	31,860	82.	168,592	34.953	52,345	263,432	55,236	5	100	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,617	Philadelphia and Erie †	Pennsylvania.	20,799,479	*	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	15	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	....
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	2,231,900	.....	.....	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	172
Dec. 31, 1871	28.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	*	329,620	.....	1,259,100	.....	.....	—	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	111
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,516	10,997,900	1,745,000	284,988	496,889	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	121½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	*	.....	.....	80,855	330,300	112,713	—	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	110½
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va.	Ohio.	18,030,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738	—	11.3	(Leased	to Phila. a	nd Reading	g.)	—	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	201.0	2,747,565	540,576	1,236,503	3,316,973	942,895	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville †	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	7.0	9,000	8 639	.....	14,159	Loss.	—	50	....
Dec. 31, 1871	389.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	120.0	932,848	700,423	717.299	964,959	178,099	—	50	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	.....	—	369.3	6,508,725	1,985.732	2,047,114	3,393,974	4,040,644	7	100	93½
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,181	128,950	83,330	551,000	218,333	—		(Lease	d to Bost	on and Al	bany.)		6	100	82
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	.....	(Not in r	unning ord	er.)			—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	681,712	934,000	70,458	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,800,000	.....	3,000,000	2,500,000	.....	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	125½
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170 000	200,000	.....	—	26.0	.....	(Not in op	eration at	date.)		—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	.....	.....	.....	97,204	33,511	—	100	92
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.0	43,413	257,352	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	32.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,898,891	452,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	.....	48,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,570	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,986	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	623,731	457,484	1,576,494	441,122	7	100	103
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,521	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,216	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,219,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,289	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	2,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	—	—	20.0	.....	(No returns furnished.)					100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	5,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,811	8	100	78½
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	289,000	555,522	—	....	65,501	113,763	24,552	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central.)					100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	.....	(No returns furnished.)					100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	176.0	36.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	—	—	2,623,850	2,725,000	—	—	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	226.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	371.0	(Sold	August 26,	1871—No	returns.)			100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	48	27	11	1,101	St. Louis & S.Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Completed in	January 1	1872.)				100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,780,231	*	.....	99,562	2,377,329	5,298,000	186,238	28,126	158.0	.....	.....	.....	1,079,989	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	12.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowell.)			17,711	14	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	287.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	—	—	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	534,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,629,000	.....	—	157.0	.....	(No report furnished.)					100	....
Dec. 31, 1871	187.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,499	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	26,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,850	*	27,480	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	.....	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recently	opened	—No returns.)				100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,866	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York. N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	184,468	—	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	84.0	216,232	100,042	845,385	455,949	39,500	—	55	....
Dec. 31, 1871	227.0	19.0	26.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,848	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,336	835,913	16,000,000	17,704,000	196,785	1,022,461	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	70½
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....A..New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	—	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,725,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,465	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	121½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,955	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	—	69.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermont Central.)				8	100	67
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	4	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	284,674	26,446	2,860,000	750,000	213,767	96,128	88.1	247,089	244,819	150,376	582,238	162,372	2	100	74
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recently	opened	—No returns.)				100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,001,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., Lacka. and Western.)				7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	—	—	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,600	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	18.8	—	64	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	—	—	306,088	.....	—	138.0	966,389	.....	384,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	—	—	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)					100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,330	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,089	284,867	842,169	203,796	—	100	...
Dec. 31, 1871	59.7	—	14.5	—	18	63	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	—	168.0	143,269	18,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	286	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	68.0	—	8.1	—	11	6	5	66	Wilmington and Reading...Pennsylvania.	2,439,847	240,628	82,892	.....	767,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	61,230	159,968	181.0	502,792	109,174	89,055	570,530	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	4,000,000	4,315,000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,936	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																						
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,081,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	...
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	—	—	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,360	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	120
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	758,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,456,000	—	19,323,506	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	27½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	5,179	—	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	6,891,214	—	—	110,570	2,200,000	1,021,965	197,815	82,306	103.0	—	—	—	609,552	142,888	—	50	100
Dec. 31, 1871	178.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,463,048	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	661,420	637,811	60c	50	12
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,108	—	.....	.....	2,092,710	2,686,310	270,505	—	84.0	—	—	601,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,723	—	.....	.....	1,100,000	748,000	100,723	—	123.0	(Leased	to Pennsylvania.)					50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	52 — @	53 —
Gartsherrie		— — @	— —
Glengarnock		43 — @	44 —
Eglinton		43 — @	44 —
Pig, American, No. 1		45 — @	48 —
Pig, American, No. 2		41 — @	44 —
Pig, American, Forge		— — @	35 —
Bar, Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold).	— — @	137 50
	—STORE PRICES.—		
Bar, Swedes, 1½ x¾ & ¾ 1¼ x ¾ to ¾ & ¾ sq. 1¼ to 5x¾ to ¾ & ¾ to 2sq. 6 to 12 x ¾ & ¾		175 —	@185 —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		92 50 @	95 —
Bar Refined, 1½ to 6 by ¾ & 5-16 in		97 50 @	100 —
Bar Refined, 1 & 1½ by ¾ & 5-16		100 —	@102 50
Large Rounds, 2¼@2½ to 3¾ @4 in		102 50	@117 50
Scroll		112 50	@145 —
Ovals and Half-round		120 —	@140 —
Band, 1 to 6 in. by 3-16 to No. 12		110 —	@112 50
Horse Shoe		120 —	@122 50
Rods, ¾@1-16 inch		97 50	@140 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		120 —	@170 —
Nail Rod	per lb.	— 9¼ @	9¾
Sheet Russia, as to assortment	(gold)	— 16 @	18
Sheet, Single, D. and T. Common		— 6¼ @	7¼
Sheet, Doubles and Trebles, Charcoal		— 7¼ @	8¼
Sheet Galvanized		List 10 per ct. disc.	
Rails, English	(gold) per ton.	— — @	67 50
Rails, American, at Works in Penna.	c'y.	77 50 @	— —
Anvils (Eagle)	per lb. currency.	— 9 @	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb. — 18½ @	— 23
English Spring (2d and 1st quality)	— 9¼ @	— 10½
English Blister (2d and 1st quality)	— 14 @	— 18½
English Machinery	— - @	— 14½
English German (2d and 1st quality)	— 12½ @	— 14½
American Blister	— — @	— 11½
American, Cast, Tool	— — @	— 17
American, Cast Spring	— — @	— 11
American Machinery	— 11½ @	— 12
American German Spring	— 9 @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	— — @	4 75
8d. and 9d.	"	— — @	5 —
6d. and 7d.	"	— — @	5 25
4d. and 5d.	"	— — @	5 50
3d.	"	— — @	6 25
2d. and 3d. Fine		— — @	7 —
Cut Spikes, all sizes		— — @	5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca	(gold). per lb.	— — @	— 36
Straits	(gold).	— — @	— 31½
English	(gold).	— 30 @	— 30½
Plates—For to good brands.	—Gold.—	—Currency.—	
I. C. Charcoal	per box. 11 25 @11 50	13 25 @	13 75
I. C. Coke	9 — @10 50	10 75 @	11 25
Coke Terne	8 — @ 9 —	9 50 @	10 50
Charcoal Terne	10 — @10 50	11 75 @	12 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@43 gravity (in bulk)	— 7½ @	— 8
Crude 40@47 gravity (in shipping order)	— 12½ @	— 13
Refined, Standard White (in ship'g order)	— 17½ @	— 18
Refined, S. W. (in jobbing lots)	— 18½ @	— 18½
Refined, S W. (in tin)	— 23 @	— 25
Naptha, Refined (65@73 gravity)	— 10 @	— 10½
Residuum....(in shipping order) per gall.	— 10 @	— 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 38
Copper, Bolts	— — @	— 40
Copper, Braziers' (over 16 oz.)	— — @	— 40
Copper, Nails	— — @	— 45
Copper, Old Sheathing, &c., mixed lots	— 26 @	— 27
Copper, American Ingot	— 28 @	— 28½
Copper, English Pig	— — @	— 28
Yellow Metal, New Sheathing & Bronze	— — @	— 27
Yellow Metal, Bolts	— — @	— 32
Yellow Metal, Nails, Sheathing & Slating	— 27 @	— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb. 6 50 @	6 75
German Ordinary	(gold) 6 50 @	6 75
English	(gold) 6 62½ @	7 —
Bar	— — @	9 25
Pipe	— — @	10 50
Sheet	— — @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.
Tatham's improved Tin-Lined Lead Pipe....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	— — @	16 — @18 —
Liverpool House Cannel	— — @	22 —
Anthracite (by cargo)	per ton of 2,000 lb. 5 25 @	6 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 9.

	Th 3.	F 4.	Sat 5.	M 7.	Tu 8.	W 9.
Boston, Hart. & Erie	....	....	2¾	2¾	2¾	
Canton Co	....	....	....	....	....	
Central Pacific 6s	....	....	....	100¼	100¼	
Central of N. Jersey	105¼	....	....	105¼	101¼x	102
Chicago & Alton	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1 M	....	....	....	....	....	....
.. S. F	....	....	....	....	....	....
.. Ins. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	....	....	....
.. 8s, 1883	....	....	....	....	110x	....
Chic. & Northwestern	71	....	....	71	69¾	69
.. pref	....	....	....	81¾	81¼	81¼
.. 1st M	101	....	....	....	101	....
.. S. F	....	....	....	....	....	....
.. Consol	....	....	....	....	94	....
Chic., Rock Isl. & Pac.	109¼	....	....	110¼	110¼	110¼
Chi., R. I. & Pa. 7s, 1906	....	....	....	103	103	103
Clev., Col., C. and Ind.	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	....	87¼	87¼	87¼
.. 2 M	....	....	....	....	....	102¼
.. 3 M	....	....	....	....	....	....
.. 4 M	....	....	....	....	85	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	28¼	....	....	29¼	29¼	29¼
.. 1 M	88¼	....	....	88¼	88¼	88¾
.. 2 M	....	....	....	....	71¼	71¼
Del. & Hudson Canal	....	....	....	....	119	120
Del. Lack. & Western	97¼	....	....	98	98¼	98¼
.. 1 M. 7s	103¼	....	....	....	....	....
.. 2 M 7s	....	....	....	....	....	....
Erie Railway	62¼	....	....	62¼	61¼	61¼
.. pref	....	....	....	....	71¼	73
.. 1 M. 7s, 1897	....	....	....	103	....	....
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	....	....	....	....	....	101¼
.. 4 M. 7s, 1880	....	....	....	....	....	....
.. 5 M. 7s, 1888	....	....	....	....	....	95½
.. 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph.	37¼	....	....	39	40¼	40
.. pref	....	....	....	....	55	....
.. 8s, conv	....	....	....	....	89	89
Hudson River	....	....	....	....	....	....
.. 2 M. S. F	....	....	....	104	....	....
.. 3 M. 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	109	....	110¼
.. 7s	....	....	....	....	103	....
Lake Shore & Mich. S'th.	95¼	....	....	96¼	96	96¼
Lake Shore Div. bonds	....	....	....	....	....	95
Marietta & Cin. 1st pref	....	....	....	....	22	....
.. 2d pref	....	....	....	....	....	....
Michigan Central	....	....	....	92¼	91	....
.. S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	103	....	....	....	....	....
.. 2 M	....	....	....	....	....	93¼
Mariposa Mining Co	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
Milw. and St. Paul	51¼	....	....	51¼	52¼	52¼
.. pref	72¾	....	....	73	73	73
.. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 8s	....	....	....	....	....	....
.. 7 3-10s con	....	....	....	....	....	98
.. 7s, gold	....	....	....	....	....	....
Missouri 6s	95¼	....	....	92¾	92¼	93
.. H. & St. J. 1s	....	....	....	....	....	....
Morris and Essex	....	....	....	91	91¼	91¼
.. 1st mort	....	....	....	105	....	....
.. 2d mort	....	....	....	....	103	....
N. Y. Cen. & Hud. Riv.	102¾	....	....	103¾	103¼	104
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 6s. S.F. 1883	....	....	....	95	....	....
.. 6s, S.F. 1887	....	....	....	91¼	....	91¼
N. York and Harlem	126¼	....	....	126	129	129¼
.. pref	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	....	....
Ohio and Miss	38¼	....	....	39¾	39¾	39¾
.. pref	....	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
Pacific Mail S. S. Co	36¼	....	....	36¾	37¼	37¼
Panama	110	....	....	110	110¼	110¼
Pitts., Ft. W. & Chi. gtd	....	....	....	....	93¼	93¼
.. 1 M	106¼x	....	....	106¼	....	....
.. 2 M	....	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1 M	....	....	....	....	....	....
.. 2 M. pref	....	....	....	....	....	....
.. Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	80¼	80¼	80¼
.. new	....	....	....	....	80	79¾
Tol., Wab. & Western	69¾	....	....	69¾	70¼	70¾
.. pref	....	....	....	....	85	....
.. 1 M	99	....	....	....	....	....
.. 2 M	....	....	....	93	....	....
.. Equipment	....	....	....	....	....	....
.. St. Lou. Div	....	....	....	....	....	....
Union Pacific	25¾	....	....	26¾	27¼	28¾
.. 1st mort	....	....	....	82x	81	82¼
.. L. Gt. 7s	70	....	....	70¼	71	71¼
.. Ins. 10s	....	....	....	59¼	59¼	59¼
Virginia 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	....	....
.. consol	52¼x	....	....	....	....	53
.. def. cert	10¼	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 9.

	Th 3.	F 4.	Sat 5.	M 7.	Tu 8.	W 9.
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	114	....	....	....	....	....
U. S. 5s, 10-40s, coup	....	....	....	....	....	114¼
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	114¼	....	....	114¼	114¾	115
U. S. 6s, 1881, reg	117¾	....	....	117¾	117¾	118
U. S. 6s, 1881, coup	119¾	....	....	119¾	....	119¾
U. S. 6s, 5-20s, reg. '62	....	....	....	....	116¼	....
U. S. 6s, 5-20s, c. 1862	....	....	....	117	117¾	117¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	117¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	116¾	....	....	....	118¼	118¾
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	115¼	....
U. S. 6s, 5-20s, c. n '65	....	....	....	116¾	116¾	117¼
U. S. 6s, 5-20s, reg. '67	....	....	....	....	116¾	....
U. S. 6s, 5-20s, c. 1867	....	....	....	117¾	117¾	118¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	117¾	....	118¼
U. S. 6s, Pac. R R issue	114¼	....	....	114¼	114¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 8.

	W 2.	Th 3.	F 4.	Sat 5.	M 7.	Tu 8
Catawissa preferred	....	....	....	....	....	43
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	91¼	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	96¾	....	....	....	96¼	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	95x	....	....	....	95	....
Lehigh Navigation	....	....	....	....	38¼	38¼
.. 6s, 1884	....	....	....	....	....	....
.. Gold L	90¼	....	....	....	90¾	90¾
.. R. R. L	....	....	....	....	....	....
.. Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R	60¼	60¼	....	....	60¼	60¼
.. 6s new coup	95	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	46¼	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	125	....	....
North Pennsylvania	49¼	....	....	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	101	....	....	101	....	....
.. 10s, 1887	....	....	....	111¼	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	27	26¾	....	....	....	27
.. 7s	....	....	....	....	....	....
Pennsylvania R. R	54¼	54¼	....	....	54¾	54¼
.. 1st M	100x	....	....	....	....	....
.. 2d M	....	....	....	....	....	99
.. Gen. mort	....	....	....	....	91¾x	....
.. .. reg	....	....	....	....	....	96½
Penn. State 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	....	....	....	....	....	102¼
.. 6s, 3d series	106	....	....	106	106	106
Philadelphia City, 6s	....	....	....	....	....	....
.. new	100¾	100¼	....	....	100¾	100¾
Philad., Germ. & Nor	86	....	....	....	....	....
Phila. & Reading	55¾	55¼	....	....	55¾	55¼
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	....	90	90
.. 7s	89¼x	....	....	....	88¼	88¼
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	13x	....	....	....	13	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	121¼	121¼	....	....	....	121¾
Westonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	....	....	....	....
Green & Coates ..	....	....	....	....	....	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 8.

	W 2.	Th 3.	F 4.	Sat 5.	M 7.	Tu 8
Baltimore City 6s, 1875	....	....	....	....	99¼	....
.. 1886	....	....	....	....	....	....
.. 1890	98¾	98¾	....	....	98¾	98¾
.. 1884	....	....	....	....	....	98¾
.. 1900	99	....	....	....	....	98½
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	102¼	....	....	....	101	....
.. 2d M	91	....	....	....	....	90¾
.. 3d M. 8s	80¼x	....	....	....	81¼	81¼
Northern Central	....	....	....	....	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	93¾	93¼
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	53¼x	53¾	....	....	52¾	....
.. Defer. Certif	....	....	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 9.

	Th.3.	F 4.	Sat.5	M.7.	Tu.8.	W.9
Boston and Albany	....	....	....	143¼	143¾	144
Boston and Lowell	....	....	....	....	127	127
Boston and Maine	....	....	....	....	118	117¾
Boston and Providence	....	....	....	151	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	....	32	....	....	32	32	31¾
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	....	....	....	....	....	101¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	102¼	....	....	102½	102½	103¾
Fitchburg	....	....	....	....	....	128
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	91¼	....	...	91¼	91	91½
Northern, N. H	....	....	....	....	....	107
Ogdens. & Lake Champ	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Old Colony	110¾	....	....	110¾	....	110¾
Ph., Wil. & Baltimore	55	....	....	55	....	55¾
Portl'd, Saco & Ports	....	....	....	....	125½	....
Union Pacific	....	....	....	....	....	....
" 6s	83	....	....	....	82¼	82
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	....	....
Vermont & Canada	66	....	....	67	....	....
Vermont & Mass	....	....	....	....	74	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	101¼	....	....	....	101¼	....
Metropolitan "	....	....	....	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls "	21¼	....	....	....	22¼	....
Franklin "	....	....	....	....	....	....
National "	....	....	....	....	....	....
Pewable "	....	....	....	....	....	....
Quincy "	....	....	....	....	....	....

London Stock Exchange.

	Closing Prices. June 13.	June 20.
Atlantic & Gt. W. 1st mort., $1,000	78 — 80	79 — 81
Do. 2d mort., $1,000	67 — 69	68 — 70
Do. Con. mort. B'nds Bisch's Cert.	45¼— 46¼	46 — 47
Do. Reorg. Scrip	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds	93 — 94	93 — 94
Detroit & Milwaukee 1st mort. Bonds	68 — 72	68 — 72
Do. 2d do.	— —	— —
Erie shares 100 dol. all paid	49¼— 50	50 — 50¼
Do. 6 per cent Convertible Bonds	96 — 97	96 — 97
Cons Mort. amount autho. to be issued for conv. of existing bonds	94 — 95	94 — 95
Illinois Central $100 shares all paid	86 — 88	84 — 86
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort	— —	— —
Panama General mort	91 — 93	91 — 93
Pennsylvania, 2d mort	98 —100	98 —100
Do. General mort	99 —100	99 —100
Do. $50 shares	43 — 44	43 — 44
Philadelphia and Erie 1st mort	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, July 19, 1873.

Stock Exchange and Money Market.

Business, financial and commercial, in the wholesale line, was quite generally suspended from Thursday, July 3, to Monday, July 7, so that the week has been a broken one, in trade circles, and the movements in most lines have been comparatively moderate. The Money market has assumed an unusually easy aspect, with funds in search of lucrative employment accumulating rapidly, and rates of accommodation favoring borrowers decidedly. Call loans were quoted at the close as low as from 2@4 per cent; with choice to very good commercial credits at from 5½@7½ per cent per annum. At these modified figures, the wants of all responsible borrowers were quite promptly provided for. The city banks derived much additional strength, in the line of their reserves, from the July interest and dividend disbursements; and, in their last weekly exhibit, they reported large gains in the way of specie and deposits, while showing a moderate loss of legal tender notes. The cash balances of the U. S. Sub-Treasury were reduced in both the coin and currency forms, but not to any very important extent, notwithstanding the free liquidation of interest claims, particularly in coin, in payment of the July coupons, and registered interest obligations, on account of the national funded indebtedness. The city banks last week reported an increase of about 8⅜ millions in their deposit line, with a decrease of nearly a million in their legal tender, and a gain of over 5⅞ millions in their specie reserves. They enlarged their loan and discount averages about 5⅜ millions, and again contracted their circulation slightly.

The city banks have made a further large gain on their obligatory reserve, the last statement showing that they had $16,608,000 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance nearly 1½ millions; and its currency reserve about 1⅔ millions. Its currency reserves at the close of the week were $25,262,285; and its coin board, $39,267,592.

The clearances of the city banks averaged through the week 95½ millions a day, and amounted in the aggregate, for the whole week, to $478,571,387, as against $438,988,739 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance $1,402,466 and its coin reserve $1,448,742 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $33,551,400, against $28,785,500 same time last year. The city bank deposits are now $232,369,400 against $241,774,900, week ending July 6, 1872. The legal tender reserve amounts to $48,168,000, against $52,508,600 same time last year. The circulation now stands at $27,276,200 against $27,508,400 same time last year. The loans are now $286,905,800 against $296,901,800 at this date last year.

The coin reserve of the city banks is now over 83½ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is 48⅛ millions against about 34⅞ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 232⅜ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

Under the official programme for July, Government proposes to sell, Gold, as follows: Thursday, July 17, $1,500,000; Thursday, July 24, $1,000,000; Thursday, July 31, $1,000,000; and on Wednesday, July 16th, to buy in $500,000 of U. S. Five-Twenty Bonds.

The cash balances in the Treasury Department on Tuesday were as follows: Currency, $9,098,459; special deposit of legal tenders for the redemption of certificates of deposit, $32,160,000; coin, $72,280,791. Coin certificates outstanding, $40,156,800; outstanding legal tenders $356,000,000.

The U. S. Sub-Treasury office last week received $1,998,838 of currency, and $7,827,440 of gold, the latter including $1,266,000 from customs; and disbursed $8,401,304 of currency and $9,376,182 of gold, the latter embracing $615,000 of coin interest.

Government revenues have been yielding moderately, since our last. The excises yielded within the week about three millions, and for the fiscal year ending with June 30th, 1873, $115,067,728. The customs at the port of New York, for week, were $1,249,683, and at the outports, about $450,000 more, in coin or coin certificates.

The Gold speculation assumed a more confident temper toward the close, on an enlarged business, though the customs drain was moderate, and the export movement light. The operators for a rise were more determined in their bidding and seemed to view the immediate future hopefully, for their interest. The range of the price during the week has been from 115⅛@115⅞, and the quotation on Wednesday was 115⅝ against 115⅛ on Wednesday of the preceding week. The specie outflow last week, was $401,515. The Gold Exchange Bank clearances have averaged about 46¼ millions per day during the week.

The customs demand for Gold last week, averaged $273,200 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were $2,050, and thus far in 1873, have been $1,962,011, against $755,131 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1 1873, has been $64,871,356 against $77,742,175 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $41,974,273, against $46,188,875 during the same time in 1872.

The export drain of specie was $401,515 last week, against $2,624,812 same week preceding year. The shipments since January 1, 1873, have been $28,700,768 against $39,745,237 during the same portion of 1872.

Foreign Exchange has been in more demand and quoted dearer toward the close. Bankers' sixty day bills on London closed on Wednesday at 109¼@109⅜; sight bills on London, at 110⅛@110¼. The week's exports of Domestic Produce have been to the currency value of $4,964,510.

Government securities have been in much better demand, largely on investment account, at firmer and buoyant prices.

U. S. sixes of 1881 closed on Wednesday of this week at 119⅝@119⅞; U. S. Five-Twenties of 1862, 117@117¼; U. S. Five-Twenties of 1864 at 117½@117¾; U. S. Five-Twenties of 1865 118⅛@118¾; U. S. Five-Twenties of 1865 consolidated 117⅝@117¾; U. S. Five-Twenties of 1867, 118¼@118½; U. S. Five-Twenties of 1868, 118@118½; U. S. Ten-forties at 114⅝@114⅞; U. S. Fives of 1881 (Funding Loan) 115@115¼; Six per cent. currency Sixes from 114⅛@114⅝.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 25.	July 1.	July 9.
Consols	92⅛	92¼	92⅞
U. S. 5-20s, 1865	92¾	93	93⅛
" 1867	92⅜	92¾	93⅛
" 10-40s	89	89⅜	90¼
New Fives of 1881	89¾	90	90¾
Erie	49⅛	49	48⅞

The Railway and Miscellaneous share speculation has been decidedly more active than usual of late, and prices have been generally quoted stronger.

State bonds have been more sought after at firmer rates, as a rule.

An improved demand has been noted for the favorites of the Railway Mortgage Bond Loans

on investment account, and prices have been generally well maintained, closing on the older issues of substantial loans, more firmly, influenced in good part, by the prevailing ease in Money. Central Pacific Sixes have been in demand at from 100⅛@100⅜ ex the July three per cent coupon. The June earnings of the Central Pacific Railroad were $1,313,790, as against $1,138,272 in June of last year; and thus far in 1873, $6,320,787, as against $5,508,616 same time in 1872, showing a gain of $812,171 for the first half of the current year. The Chesapeake and Ohio Seven per cent gold bonds have been quite actively sought after at 90, and interest. Chesapeake and Ohio Sixes have been more inquired for at 88½ and interest. Western Pacific Sixes have been in fair demand at 92¼@92½, ex the July coupon of three per cent. The Northern Pacific 7-30 Loan has been selling quite freely, to investment buyers, at par and interest. The balance of the defined limit of this loan is consequently being marketed with encouraging rapidly.

The movements in most business lines have been on a restricted scale, since our last. In the Metal trade, the dealings have been unusually light. Copper has been dull and rather weak, with sales of 100,000 lbs., in lots, at 28½c. per lb. Iron has been very dull, no important transactions having been reported, while values have been quoted very irregular. We quote: Eglinton Pig at $42; Glengarnock, at $43; No. 1 American Pig at $45@$48; No. 2 do. $41@$46; Wrought Scrap at $45@$48; English rails at $65@$68, gold; American Rails at works, $75@$80. Old Rails $49@52. Pig Lead has been in limited demand, at $6 62½@$6 75, gold, for foreign. Spelter has been more active, but less firm at 7½c.@7⅝c., gold; sales, 50 tons. Pig-tin has been in fair request, with Straits quoted at 31¾c.; English at 29¾c.@30c., and Banca, at 30c., gold; sales have been reported of 250 slabs Straits on private terms; 100 slabs do., at Boston, to New York buyers, at 31½c., gold; and 20 tons English, to arrive, at 29¾c., gold. Tin Plates been quiet within the previous range; sales 500 boxes Charcoal at $11 25, and 250 boxes do. Terne at $10, gold; Charcoal Plates quoted here $11 12½@$11 50; Charcoal Terne, $10@10 50; Coke, $9 25@$10; Coke Terne, $8 75@$9, gold, per box. Zinc very dull and nominal. Hardware has been quiet, with values quoted somewhat unsettled.

Domestic produce, has been moderately active, the main business in Breadstuffs having been in grain for shipment, and prices closing with rather more steadiness. Provisions have been stronger in price, and, toward the close, in better request. Middling upland Cotton left off tamely at 20¾c. per lb. The receipts at all the ports, since Sept. 1, have been 3,505,000 bales, against 2,660,678 bales same time in the preceding year; exports 2,546,500 bales against 1,910,100 bales in the previous year; stock at the ports at latest dates, 223,100 bales against 147,750 bales same date 1871.

Foreign merchandise has been rather slow of sale yet generally quoted about steady as to price. The week's imports amounted to $4,112,009 including $859,925 of dry goods.

Ocean freights have been decidedly more active with rates on grain and Petroleum room and tonnage closing more firmly.

At the Live Stock Markets, Beeves have been in moderate request at from 7½@13 cts. Veals at 4@9½ cts.; Sheep at from 4@5¾ cts.; Spring Lambs, 7@11 cts.; Swine at 5⅛@5⅜ cts. per lb., all live weight. The week's receipts were 8,866 Beeves, 3,939 Veal Calves, 17,789 Sheep and Lambs, and 33,018 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.— Canada Southern 1st mort., 90; North Missouri 1st mort., 89: Clev., Paines. and Ash. 7s, new, 95; Buffalo and Erie 7s, new, 96; Albany and Susq. 2d mort., 98¼; Boston, Hartford and Erie 1st mort., 32; Lake Shore and Michigan Southern 7s, consol., reg., 99½; New Jersey Southern 1st mort., 73⅞; Delaware and Hudson Canal 7s, reg., 1891, 102; Cedar Falls and Minnesota 1st mort., 78½; Chicago and Milwaukee 1st mort., 93; Ohio and Mississippi consol., 91¾; do. consol. S. F., 92; Delaware, Lackawana and Western 7s, conv., 100; Detroit, Monroe and Toledo 1st mort., 100; Gt. Western 1st mort., 1888, 97¼; Burlington, Cedar Rapids and Minnesota 1st mort., 88½; Toledo, Peoria and Warsaw 7s, Burlington div., 83⅞; Joliet and Chicago 1st mort., 101; Quincy and Toledo 1st mort., 90½; Central of New Jersey 1st mort., new, 107¼; Western Pacific Bonds, 92¼; Michigan Central 7s, 98½; Atlantic and Pacific pref., 21; Pacific R. R. of Mo., 40; do. 2d mort., 75; St. Louis and Iron Mt. R. R, 70; do. 1st mort, 100; Dubuque and Sioux City R. R., 54; Rensselaer and Saratoga R. R., 103; St. Louis, Kansas City and Northern pref., 42; Western Union Tel., 85⅛; do. 7s, 98; Am. Coal, 64; Consol. Coal of Md., 55½; Maryland Coal, 23; Adams Exp., 95; Am. Mer. Union Exp., 64¼; U. S. Exp., 70½; Wells Fargo Exp., 76; Atlantic M. S. S. Co., 1; South Carolina 6s, new, Jan. and July, 15¼; do. Apl. and Oct. 22; N. Y. State 7s B. L., reg., 105; North Carolina 6s, Fund Act 1868, 15¼; do. special tax, 13.

Philadelphia.— Philadelphia and Reading Gen'l mort. 7s, coupon, 100¾; do. reg., 102; Pittsburg, Cincinnati and St. Louis 7s, 75½; Pennsylvania and New York Canal 7s, 99; West Jersey 6s, 93½; Lehigh Valley 7s, new, 104¼; Connecting R. R. bonds, 87½; Reading C. and I. mort. bonds, 91½; do., deben. bonds, 89; Schuylkill Nav. 6s, B. L., 74; Westchester and Philadelphia 7s, 102; Chesapeake and Delaware Canal 6s, 85⅜; Huntingdon and Broad Top Mt. 1st mort., 104; do. consol., 61; Wilmington and Reading 7s, 99; Catawissa new pref., 32¾; do. 5s, 61; Camden and Atlantic R. R. 33; do. 2d mort., 94; Nesquehoning R. R. 54½; Pittsburg 5s, 72½; Allegheny County 5s, 75½; do. scrip, 72½. The latest quotations are: City 6s, 96¾@—; do. free of tax, 100⅝@100¾; Pennsylvania State 6s, 1st series, 101@—; do. 2d series, 102¼@102¼; do. 3d series, 105⅜@106; Philadelphia and Reading 55⅛@55⅝; do. Gen'l mort. 7s, coup., 100⅛@100¾; do. reg., 101⅞@102; do. mort. 6s, 1880, 95@96; do. 7s, new, conv., 103@103½; United New Jersey R. R. and Canal Co., 121⅛@121¾; Camden and Amboy mort. 6s, 1889, 96¼@96½; do. 1883, 91⅛@92; do. 1889, 89@90; Pennsylvania R. R., 54⅜@54½; allotment, 54@54¼; do. 1st mort., 100@102; do. 2d mort., 99@100; do. General mort. coupon, 91½@92; do. reg., —@95; Little Schuylkill R. R., 46@47; Morris Canal, 49@50; do. pref., 125@127; do. 6s, 93@95; Susquehanna Canal, 6@7; do. 6s, 74½@75; Schuylkill Nav., 6½@7; do. pref., 13@13½; do. 6s, 1882, 73@74; do. 1872, 79@80; Elmira and Williamsport pref., 37½@40; do. 7s, 1873, 94¾@96; 5s, do. 59@60; Lehigh Coal and Navigation 38½@38¾; do. 6s, 1884, 90@91; do. R. R. Loan, 92½@92¾; do. Gold Loan, 90⅛@91; North Pennsylvania, 49@50; do. 6s, 100@101; do., 7s, 101@101; do. Chattle 10s, 110@111½; Philadelphia and Erie, 24@25; do. 6s, 89½@90; Minehill, 51@51½; Catawissa, 19@21; do. pref. 42⅝@43; do. new pref., 32¼@32½; do. 7s, 1900, 101½@102; Lehigh Valley, 60¼@60½; do. 6s, new coupon, 94@95; do. reg., 96¼@96¼; do. 7s, 104@104⅛; Fifth and Sixth streets, (horse,) 51@—; Second and Third, 58½@59; Thirteenth and Fifteenth, 21@21¼; Spruce and Pine, 31@38; Green and Coates 50@50; Chestnut and Walnut, 60@65; Hestonville, 18½@19; Germantown, 30@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 13¼; Burlington and Missouri River R. R., 99½; do. 7s, L. G., 94⅜; Eastern (N. H.) R. R, 98¾; Connecticut and Passumpsic Rivers R. R., pref., 89½; Boston and Lowell R. R. new, 107; Portsmouth, Gt. Falls and Conway R. R., 92; Rutland pref., 55¾; do. scrip, No. 1, 99; do. No. 2, 96; do. No. 3, 93; Norwich and Worcester R. R., 126¾; Old Colony 7s, 1877, 100¾; Michigan Central 8s, 1890, 104¾; Jackson, Lansing and Saginaw 8s, 1885, guar., 99; Ogdensburg and Lake Champlain Equip. 8s, 96; Fitchburg and Worcester 7s, 1889, 91; Boston, Clinton and Fitchburg 7s, 1889, 90¼; Atchison, Topeka and Santa Fe 1st mort., 72¾; do. L. G., 7s, 72½; Chicago, Burlington and Quincy 7s, 95¼; Western R. R., 6s, 1875, 97⅞; Boston and Albany 7s, 1892, 104¾; Eastern R. R. 7s, 1882, 101; Cary Imp., 9½; Maine 6s, 1889, 99¾; New Hampshire 6s, 1874, 98⅞; Massachusetts 6s, 1876, gold, 111½; do. 5s, 1883, 97; St. Louis 6s, 1877, 89⅜; do. 1887, W. L., gold, 97½; Boston 6s, 1880@1888, currency, reg., 98⅝; do., 1876, 97½; do., 5s, 1883, gold, reg., 95¾; Chicago 7s, 1888, 99¼; do. 1895, 99½; do. 1892, 99¾; Rock Island (Ills.) 8s, 1887, 102; St. Johnsbury (Vt.) 6s, 1889, 86⅜; Greensboro' (Vt.) 6s, 1889, 86; Roxbury 6s, 1873, 99⅝; Lowell 6s, 1890, 95; Allouez Mining Co., 17¾; Calumet and Hecla, 156¾; Dana, 1⅛; Pontiac, 1⅛; South Side, 25c.; Washington, 1⅛.

Baltimore.—Central Ohio R. R., 40¾; do. 1st mort., 89⅛; Orange, Alex. and Manasses 7s, 79½; Northern Central 6s, 1900, gold, 90½; Orange and Alexandria 4th mort., 81; do. 2d mort., 36; Virginia consols, coupons, 74⅛; Maryland Defense 6s, 104. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78@78¾; Pittsburg and Connellsville 7s, 1898, 93⅝@94; Baltimore and Ohio, 174½@175; do. 6s, 1875, 96⅝@—; do., 1880, 94½@—; do., 1885, 97@97; Parkersburg Branch, 11@—; Northern Central, 37@38; do. 6s, 1885, 90@91; do., 1900, 85½@86; do., 6s, 1900 gold, 90¼@90½; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@97; Marietta and Cincinnati 1st mort. 7s, 1892, 101@101½; do., 2d mort., 7s, 90¾@91¼; do., 3d mort., 8s, 80¼@81¼; Central Ohio, 40¾@40¾;

do. pref., 40@41; do. 1st mort., 88@90; Western Md. 1st mort. 6s, 1890, 81⅛@90; do. 1st mort. guar., 95@97¼; do. 2d mort. guar., 95@—; do. 3d mort., guar., 95@97, do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 81@84; Richmond and Danville 1st mort., 75@75¾; Orange and Alexandria 1st mort. 6s, 94@96; do., 2d mort. 6s, 86@87; do., 3d mort. 8s, 89⅝@90½; do., 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 79⅜@79½; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@—; do. 8s, 3d mort., 87@89; Baltimore 6s, 1875, 99@99¼; do., 1884, 98¾@—; do. 1886, 98@—; do. 1890, 98¼@98⅜; do., 1893, 99⅛@100; do. 1893, exempt, 103@—; do., 1900, exempt, 98¼@98¼; do. 1900, new, 99@99½; do. 1902, 98@98; Memphis City 6s, 53⅛@56; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 38@—; do. coupon old, 39@39½; do. consol. 6s, 52⅞@53; do. reg. 51@51½; do. coupons, 75¼@76; West Virginia, 10@10¼; City Passenger R. R., 18@19; George's Creek Coal, 117@—.

☞ Banking House of Fisk & Hatch,

No. 5 Nassau-St., }
New York, July 7, 1873. }

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds—

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold in New York; interest payable Jan. 1 and July 1; coupon or registered. Price **90** and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD, IS A GREAT EAST AND WEST TRUNK LINE, 420 miles in length, extending from Atlantic tide-water at Richmond to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest IRON, COAL, AND TIMBER regions in the United States.

It is completed and doing a large, profitable, and rapidly increasing business.

ITS FREIGHT TRAFFIC, PASSENGER TRAVEL AND EARNINGS during the current year will be much larger than has heretofore been anticipated, and they are developing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the substantial and enduring character of the Road itself, its advantages for economical and profitable operation, and the unquestionable security of the bonds of the Company, enable us to recommend them with the utmost confidence.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We continue to deal in Government Securities, CENTRAL PACIFIC, WESTERN PACIFIC, AND CHESAPEAKE AND OHIO SIX PER CENT. BONDS, buy and sell Stocks and Bonds at the Stock Exchange on Commission, for cash, make Collections, receive Deposits, on which we allow interest at the rate of 4 per cent., and do a general banking business.

FISK & HATCH.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Central Railroad of New Jersey.

Office Central R. R Co., of New Jersey, }
July 1st, 1873. }

To the Stockholders:

A comparison of the receipts, expenses and net earnings of the six months ending June 30th, with the corresponding six months of the previous year, gives the following results (the receipts and expenses for June being partly estimated):

	1873.	1872.	Increase.
Receipts.	$4,185,011 96	$3,455,956 58	$679,055 38
Expenses	2,116,478 00	2,062,426 87	54,051 13
Net Earnings...	$2,018,533 96	$1,393,529 71	$625,004 25

The above shows the net result of the business for the present year to the 1st instant to be $625,004 25 better than the previous year, which would have fully justified a dividend of five per cent. had not the dividends paid in 1873 exhausted the surplus of earnings. To restore these, the dividend has been limited to four per cent.

John Taylor Johnston, President.

☞ The earnings of the Union Pacific Railroad for May, 1873, were $1,007,831 27, the expenses (including $100,970 for taxes) $490,322 23, and the net earnings $517,509 04. In May, 1872, the earnings were $890,442 07, the expenses, $470,715 11, and the net earnings $419,726 96—showing an increase in earnings of $117,389 20, with an increase in expenses of $19,607 12, making the increase in net earnings $97,782 08. From January 1 to May 31, 1873, the earnings were $3,613,112 59, the expenses $1,935,796 79, and the net earnings $1,677,315 80—showing an increase in gross earnings compared with 1872 of $606,955 35, and an increase in net earnings of $666,635 89.

☞ The Central Pacific Railroad Company have elected Leland Sandford, C. P. Huntington, Mark Hopkins, E. H. Miller, R. Robinson, C. H. Cummings, and William E. Brown directors for the ensuing year.

☞ The earnings of the Ohio and Mississippi Railroad in June, 1873, were $282,302 06, against $262,326 80 in June, 1872—an increase of $19,975 26.

TWO MILLION OF BONDS.

National City Bank. }
New York, June 20, 1873. }

The undersigned, commissioners, offer for sale Two Millions of the Joint First mortgage Bonds of "The Central Railroad and Banking Company," "The Macon and Western," and the "South western" railroad companies of Georgia, bearing seven per cent. interest, coupons payable 1st January and July, and the bonds falling due the 1st of January, 1893, principal and interest payable at this bank.

These bonds are secured by a first lien on the combined properties of the above named roads, consisting of 707 miles of track, full equipments of rolling stock and appurtenances, together with valuable assets of real estate, stocks and bonds, amounting in the aggregate to at least $16,000,000.

The Central Railroad Company has paid annual cash dividends of not less than ten per cent. for more than twenty years, and occasionally extra dividends. Since the war alone, annual dividends of ten per cent. and over have been paid, amounting to sixty-two per cent. on the capital stock.

The Macon and Western, and the South-western Railroad Companies have paid regular annual dividends of eight to ten per cent. for about the same period of time.

The $2,000,000 are a part of a total of $5,000,000 authorized by the Legislature of the State of Georgia, and secured as stated by a joint 1st mortgage on the entire property of the three companies. They are now offered with a view to complete the connections of the road by land and sea, to meet at their maturity in 1875 the $1,000,000 of 1st mortgage bonds issued for rebuilding a large portion of the Central Railroad, broken up by the operations of war, and to pay all bonds of the South-western and Macon and Western Roads (not secured by mortgage or other lien) maturing in 1875 and 1876.

The whole mortgage amounts to about $7,000 per mile of road, but no contingency is now anticipated which will ever require the whole amount of the $5,000,000 to be marketed.

For further and full information we refer to pamphlets to be had at the office of the Farmers' Loan and Trust Company, who are trustees for the bondholders under the mortgage, and at the National City Bank, New York.

The undersigned will receive sealed proposals directed to them, care of the National City Bank, New York, until the 16th day of July next, reserving to themselves the right to accept or reject any and all bids. Proposals must be for a price "flat"—*i. e.* accrued interest to go with the bond.

JAMES F. BOZEMAN, }
J. F. GILMER, } Commissioners.
W. B. JOHNSTON. }

☞ The Westchester and Philadelphia Railroad Company have declared a dividend of 4 per cent on preferred and consolidated preferred stock, payable on the 15th instant.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending June 22, are: freight, $38,887 21; passengers, $31,775 76—total, $70,662 97.

☞ The Directors of the Canada Pacific Railway have accepted the terms proposed by Sir Hugh Allen for the construction of the road.

Journal of Railroad Law.

RAILROAD COMPANIES AS COMMON CARRIERS AND AS FORWARDERS—WHEN A THROUGH CONTRACT IS IMPLIED.

The late case of Babcock *vs.* The Lake Shore and Michigan Southern Railway Company, (49 N. Y., 491), was an action to recover the value of a quantity of petroleum oil destroyed by fire while in the possession of the defendant as common carrier. An appeal was taken to this Court from a judgment of the General Term affirming a judgment for the defendant by the lower court without a jury.

The following is the able opinion of the court delivered by—

ALLEN, J.—To exempt the defendant, the successor in liability to the Buffalo and Erie Railroad Company, from the common law responsibility of common carriers, extending to all losses except those resulting from the act of God or the public enemies, it must appear that the oil of the plaintiff was, at the time of its destruction, in the possession of the Buffalo and Erie Railroad Company, for transportation under a special contract, restricting the liability of the carrier, made by and with the plaintiff, or some one authorized to act in his behalf. The contract with the Atlantic and Great Western Railway Company was special to its terms, and by it the liabilities of the carrier were greatly restricted, and a loss by fire was excepted from the risks of the carrier, and if that was a through contract, that is, a contract for the carriage of the property to and a delivery of it at Albany, its ultimate destination, each carrier in the course of its transit, including the Buffalo and Erie Railroad Company, was entitled to the benefit of the exemptions from liability secured by it. It would be regarded as made for the benefit for all who should undertake the carriage of the goods upon the terms and conditions prescribed by it.

If it was not a through contract, then the Buffalo and Erie Railroad Company received the goods as common carriers, and are liable as such for all losses not within the recognized exceptions, that is, except those which were inevitable or occasioned by public enemies.

If the first carrier, the Atlantic and Great Western Railroad Company, only undertook for the carriage of the oil to Corry for an agreed compensation, and the delivery at that place to another carrier, there was no authority resulting from the relation, or the contract between that company and the plaintiff, to enter into a special contract in behalf of the plaintiff, with the next carrier at Corry, to limit and restrict the liability of such carrier in any respect. There was no agency created; the whole duty of the Atlantic and Great Western Railway Company was that of carrier, and terminated with the delivery of the goods to the next carrier, and the common law liability of the carrier receiving the goods attached at once and by necessary implication upon their receipt.

The goods were received by the Atlantic and Great Western Railway Company at Oil City, in Pennsylvania, addressed to J. W. O. & Co., Albany, New York, and, had they been received without a special contract, a contract would not have been implied on the part of the railway company to carry the goods or provide for their carriage beyond the terminus of its road. Its whole duty would have been performed by transporting them to the extent of its own route, and delivering them to the next connecting carrier, that is, the railway company would have been liable as a carrier over its own road and as a forwarder from the terminus of its line. This is the recognized rule in this and other States, although it is otherwise in England. But the goods were received by the Atlantic and Great Western Railway Company under a special contract, and upon the interpretation of that contract, and the effect to be given to it the decision of this case hinges. In the agreement the goods were described as "56 bbls. R. Oil, Car 1, 848," and in margin "mark. J. W. O. & Co., J. W. Osborne & Co., Albany, N. Y." The mark or direction of the property was given to identify and distinguish it from other property of the same character, and was not inserted as a part of the agreement, and from it a contract to carry it to Albany would not be implied. The agreement was by "this (The A. & G. W. R.) company and connecting roads," to deliver the property at Corry station, which was the terminus of the roads of that company, upon payment of freight and charges thereon. The freight was specified at $25 00 per car. This was the freight to Corry, and no rate was agreed upon or specified for transportation beyond that place. By the agreement the plaintiff "in consideration of the reduced rate given and specified above for the transportation of petroleum," assumed certain risks, including that by which the property was destroyed, "while in transit, or the depots or station of any of the companies whose lines of road it be transported upon or over."

The plaintiff did "in consideration of having the petroleum transported at such reduced rates," release the A. & G. W. R. Co. and all other companies over whose lines of road it may pass, from all claims for loss or damage by fire," etc.

The agreement was made by filling up a printed form adapted to a contract for the transportation of goods beyond the route of the contracting carrier, and over the lines of other and connecting roads to distant places. The parties merely inserting in writing the date and place of shipment, the name of the owner, the description of the property, the freight, and the place of delivery (Corry Station). The commencement and termination of the responsibility of the carrier (the A. & G. W. R. Co.) were expressed clearly and distinctly in the written part of the contract.

The goods were not lost or destroyed between the place of their receipt and Corry, not until after they had left Corry in charge of other carriers and had come into the possession of the Buffalo and Erie Railway Company, in the course of their transit to Albany. The contract was for the carriage of the oil to Corry, and only so much of the printed matter of the blank form used as is consistent with and appropriate to that contract is of any effect. The intent of the contracting parties is to be gathered from the entire instrument, the written part controlling where that and the printed are in conflict, and the latter to be rejected when incompatible with or inappropriate to the intent of the parties, as clearly indicated by the written portion. The printed form is very general, and contains provisions adapted to contracts differing essentially from this, some of which are not adapted to a contract for the carriage of goods wholly within the limits of the contracting carrier's line of road, and such parts as are inapplicable must be rejected as surplusage, and the written portion of the agreement prevail. The limitation of the carrier's liability by the contract is necessarily confined to the service contracted for, and the carriers who were parties to it. Carriers who are not named in a contract for the carriage of goods, and who are not formal parties to it, may, under certain circumstances, have the benefit of it. Such is the case when a contract is made by one of several carriers upon connecting lines or routes for the carriage of property over the several routes for an agreed price by authority, express or implied, of all the carriers. So, too, in the absence of any authority in advance, or any usage from which an authority might be inferred, a contract by one carrier for the transportation of goods over his own and connecting lines, adopted and acted upon by the other carriers would enure to the benefit of all thus ratifying it, and performing service under it. But in such and the like cases the contract has respect to and provides for the services of the carriers upon the connecting routes.

There was no agreement here for the carriage of oil beyond Corry, no note of freight agreed upon to any other point, and the carrier was entitled to receive the freight earned, $25 00 per car, on delivery of the oil at that place. There was no consideration for an agreement by the plaintiff to relieve the carriers who should thereafter receive the property for transportation from the common law liabilities, and no such agreement was made. It is claimed that the finding of the judges by whom the cause was tried, that the Buffalo and Erie Railroad Company received the property 'under and in pursuance of said agreement, upon its said railroad from Brocton to Buffalo," is conclusive as a finding of facts, and entitled the defendant absolutely to the benefit of the stipulations of that contract. The answer is that the transportation from Brocton to Buffalo is not within the limits of the contract, and it was simply impossible that goods could be carried between those places in pusuance of a contract expressly providing for an entirely different transportation, or a transportation between two other places on a different route. While $25 00 per car freight might have been a reasonable or a reduced rate for transportation from Oil City to Corry, it may have been an entirely inadequate or an exorbitant rate for transportating the same property from Corry to Brocton, Brocton to Buffalo, or Buffalo to Albany. It is certainly improbable that the same freight was to be the compensation to each of the railroad companies by whom the oil should be carried in its transit to Albany.

The contract was not intended as a through contract. The plaintiff has no claim under it either against the Atlantic and Great Western Railway Company, or any of the connecting roads for the carriage of the goods beyond Corry, and it necessarily follows that its stipulations did not extend to or affect the carriage beyond that place.

The Camden and Amboy R. and T. Co. were held liable as common carriers under a contract somewhat like this, made with the Pennsylvania Railroad Company, under which the goods were transported by the latter company to Philadel-

phia and there delivered to the former company.

Bristol and Exeter Railway Company *vs.* Cummings (5 H. and N., 969), merely held, carrying out the doctrine of Muschamp *vs.* The Lancaster and Preston Junction Railway Company (8 M and W., 421), which has not been followed in this State, that the contract of carriage in that case was a through contract made by the Great Western Railway Company for the carriage of the goods to their ultimate destination, and that the contracting carrier was solely liable for the loss of the goods in transit, although they were lost while in course of transportation by the defendant who received them from the first carrier at the terminus of its road for transportation to the place to which they were directed. This case would not be followed with us, but each carrier would be held responsible for a loss or damage to the goods while in his custody, and the only question would be as to the extent of his liability, and whether he was entitled to the benefit of any stipulations in the contract made with the first carrier. The defendant, upon the case made and facts found by the judge at the trial, was subject to all the common-law liabilities of carriers, and the stipulations of the contract with the Atlantic and G. W. R. Co. did not extend to the transportation of the goods by the defendant. It is not necessary to consider at this time the liability of the parties, in case it should appear that the oil was being carried at a reduced rate of freight.

The judgment must be reversed and a new trial granted.

Second Hand Locomotive For Sale.

ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, June 23, 1873.

A DIVIDEND OF FIVE PER CENT. HAS BEEN declared by this Company, payable on the first day of August next to the holders of full-paid shares, registered at the close of the fifteenth day of July next, after which and until the fifth day of August, the transfer books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

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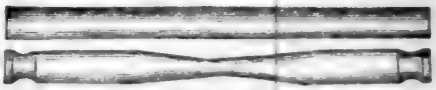
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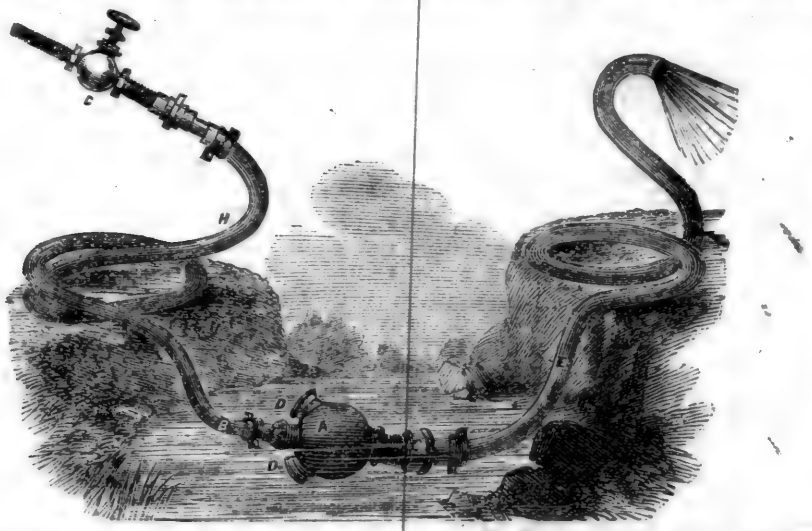
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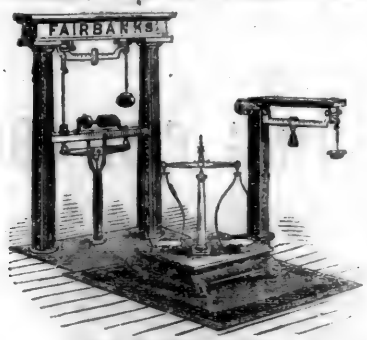


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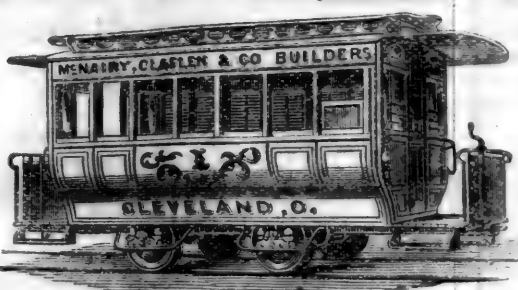
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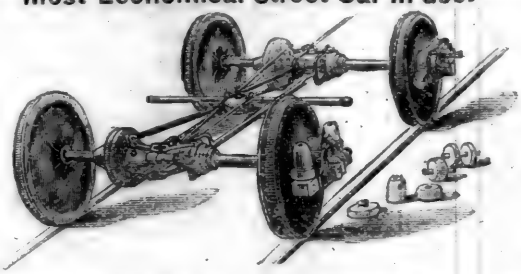
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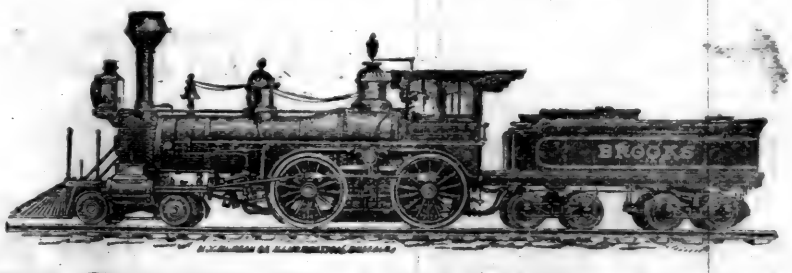


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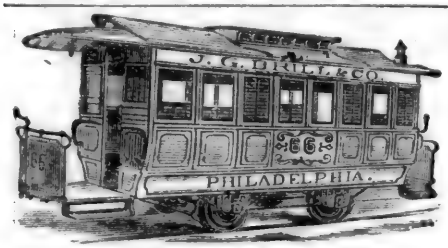
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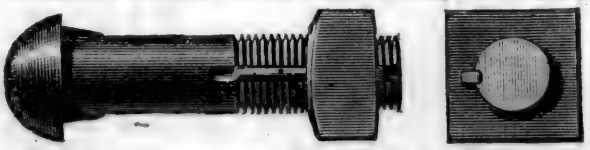
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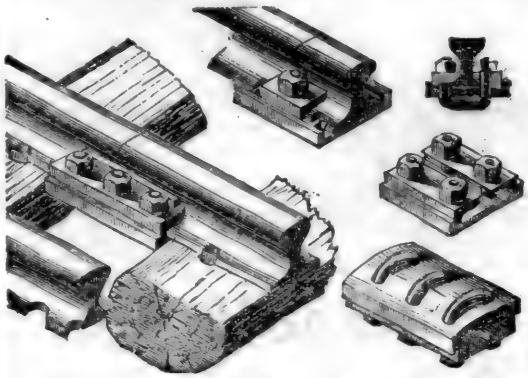
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DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

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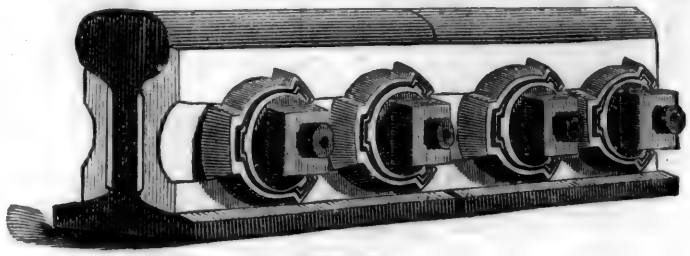
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The Superiority of these Joints has been proved by eight years' use on different Roads.

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXIX., No. 29.] SATURDAY, JULY 19, 1873. [WHOLE No. 1,943, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, July 19, 1873.

The Yellowstone Navigable.

The Yellowstone has its source in the mountain lake of that name, lying between the Big Horn and Upper Missouri branches, and is characterized by many islands, and by bold sweeping curves, frequently infringing on the hillsides. Between Clark's Fork and the mouth of the Big Horn it is a rapid river, flowing some three or four miles per hour, and is from five hundred to six hundred yards wide. After passing the Big Horn, and thence to Powder River, it resembles the turbid Missouri, and expands into a volume 900 yards wide. It is unobstructed by difficult rapids, and contains numerous densely-wooded and heavily-timbered islands, and the sand-bars could easily be removed at very little expense. Captain Reynold's party, who explored it some years ago, represent its floods as neither sudden nor excessive. They followed it up several hundred miles, and expressed the opinion that it could be navigated all the way to the point where it issues from the mountains, by boats drawing three feet of water, from the middle of May to the 1st of August, and pronounced it better for steamboat navigation than the Missouri. The total length of the Yellowstone is about five hundred and fifty miles, and if our present information is tolerably correct, about three hundred and fifty miles of the river will be opened to the busy steamboats of the Western waters. The Northern Pacific Railroad (which traverses the natural channel of the Yellowstone), with its southern connections to Cheyenne and Yankton, will greatly assist in populating and developing the Yellowstone basin and the many adjoining river valleys, and bringing their untold mineral wealth and the wonders of their volcanic phenomena within the reach of the settler and the tourist. The completion of these highways to the great National Yellowstone Park and Lake, lying amid the most fascinating and stupendous scenery of the world, and in a climate the most favored, will attract thousands of visitors from every part of the globe.—*New York Herald.*

TO INVESTORS.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE **7 3-10** LOAN IS NOW BEING DISPOSED OF through the usual agencies.

This affords a desirable opportunity to persons wishing to **reinvest July interest and dividends.**

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; the work of construction is progressing satisfactorily; the Company has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.
No. 20 Wall Street, New York.

☞ The Nashua and Rochester Railroad is now in readiness for the laying of the rails from Rochester to Epping, to which place it is expected the line will be opened by August first. The entire road will, it is thought, be completed by April first, 1874, and thus open a new line to travel from Portland to New York via Rochester, Nashua and Worcester.

Railroad and Mining Operations in Virginia.

Virginia seems to be at last entering upon the career of prosperity for which she is so eminently qualified by the extent and variety of her resources, the diversity of her productions and the salubrity of her climate. A small but steady flow of immigration has set in for that State, which must exercise an important influence on her future destinies. The new comers are more distinguished for intelligence and vigor than for numbers. They belong to the very best and more desirable classes. From nearly all parts of the State we hear of small companies of persons from England, Scotland, Germany, France, and other European counties purchasing lands and settling down to the cultivation of the soil. And, perhaps better still for Virginia, persons from other States are making their home in the Old Dominion. Only a few days ago land was purchased in the vicinity of Manassas for twenty five families from Michigan, part of whom have already arrived. Nor is this an isolated case. In all parts of the State are to be found newly-settled Northern families who appear to be well satisfied with their condition and prospects, and whose relations with the people of the State are of the most cordial character. The new comers, for the most part, possess capital and resources which enable them to occupy an important position in their new homes.

Nor is this all. A large amount of outside capital is being invested in the State. Some of the most enterprising and wealthy citizens of New York have invested largely in mineral lands in Virginia. Investments from other sources have also come to our knowledge, and the aggregate of Northern capital represented in that State must be quite large. It is also known that the attention of foreign capitalists has been attracted to Virginia. A gentleman who recently arrived in Richmond to negotiate on the part of the British holders of Virginia securities was also intrusted to investigate the mineral and manufacturing capabilities of the State. There can scarcely be a doubt as to the nature of his report. The mineral wealth of all other countries appears as poverty in comparison with the wonderful resources of Virginia. It is scarcely an exageration to assert that her mere surface deposits of coal and iron ore would suffice for the consumption of all the generations of mankind for centuries to come.

With these incomparable advantages and with the additional benefit of contiguity to the Atlantic sea-board, the prosperity of Virginia is only a question of time. As yet her mineral resources have been almost untouched. In the Kanawha Valley the deposits of splint coal are especially valuable and extensive. This coal derives its name from the character of the fragments or pieces into which it separates. Its freedom from sulphur and other impurities renders is especially

valuable in smelting ores and in the manufacture of iron and steel, and in this respect is a valuable substitute for charcoal. It is equal in quality to the very best English cannel coal, and the Cannelton Company, consisting chiefly of New York capitalists, mines this coal, ships it to New York, and sells it at a profit of from $8 to $12 per ton, against $22 for English cannel. This coal is by no means limited to the Kanawha, but is found in all the adjacent valleys and in the entire region. This coal is virtually imbedded in strata of iron ore, the whole character of the mineral formations establishing the conclusion that nature herself has destined the two States of Virginia and West Virginia as the centre of the iron industry not only of the United States, but also of the entire continent.

The completion of the Chesapeake and Ohio Railroad, which intersects this entire mineral region affords an outlet on the one hand to the seaboard and on the other to the great markets of the Ohio and Mississppi valleys.—*Daily Bulletin.*

Proposed Coal Depot on Staten Island.

It is reported that the Philadelphia and Reading Railroad Company have purchased a large area of land with an extensive water-front at Stapleton, Staten Island, where they intend to have their coal yards. A bill has passed the Legislature of this State granting to Jacob Vanderbilt and others the right to build a suspension bridge over the Kills, between New Jersey and Staten Island, and a similar bill will be brought before the New Jersey Legislature. The Philadelphia and Reading Company, it is said, have purchased the right of way across the Island, and intend to run their coal trains direct to Stapleton. It is reported, also, that the Brooklyn Steam Transit Company intend to make a connection with the Philadelphia and Reading Company's wharves by a ferry from Stapleton to or near Fort Hamilton. It is estimated that the Staten Island bridge will be about 900 feet span, and cost about $100,000,000.

North Eastern (S. C.) Railroad.

The earnings of this road for the years ending February 28, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	$97,659 85	$121,684 73
" freight	190,067 44	255 348 01
" express	7,858 51	5.430 32
" mails	13,866 64	12,999 96
	$305,452 44	$395,463 02
Expenses, viz:		
Maintenance of road	$64,051 45	$54,277 52
Motive power	60,075 27	85 876 84
Repairs of cars	22,076 62	30,578 70
Transportation	45,446 10	52.514 79
Salaries and general exp.	12,149 56	12,447 31
	$203,799 00	$235,695 16
Net earnings	$101,653 44	$159,767 86

Compared with the year 1872, the gross earnings of 1873 show an increase of $90,010 58; with an increase in operating expenses and additions to equipment of $31,896 19—making the increase in net earnings, $58,134 42. The ratio of operating expenses to receipts is 50 per cent; ratio of total expenses to receipts 59.6 per cent. The President in his report says:

Reviewing the above, you will notice the large, and gratifying increase of $90,010 58, (or nearly thirty per cent,) in the aggregate earnings of this, over the past year. The accompanying tabular statements of the superintendent, will show that we have transported this season, 82,719 passengers, 39,349 bales cotton, 112,445 barrels naval stores, and 4,692,000 feet of lumber; against the previous one, 65,415 passengers, 29,793 bales cotton, 82,770 barrels naval stores, and 3,612,000 feet lumber—with an increase of $35,814 27 in our miscellaneous upward freights—as a consequence of the generally improved condition of the agricultural and other interests, directly contributing to our business.

The expenses of the road have been $235,695 16, including an amount of $38,032 70, expended for two new locomotives, 1 passenger, 1 mail and 11 freight cars.

The financial condition of the company will appear from the accompanying statements of the treasurer, as follows:

At credit of profit and loss, from proceeds of transportation for 1872 '73		$159,767 86
Charged, during that period, with interest on bonded and other obligations	$99,213 52	
Current interest	3,648 07	
At debit of profit and loss, 28th Feb., 1872, (with $146 11 since added)	3,526 86	
		106,388 95
At credit of profit and loss, Februa- 28, 1873		$53,378 91

The indebtedness of the company, is as follows:

17,987 shares capital stock, $50	$899,350 00
1,640 first mortgage 8 per cent bonds, each for $500, payable 1st September, 1899	820,000 00
17 old first mortgage bonds, still outstanding (and to be redeemed)	8,500 00
644 second mortgage bonds, each for $500, payable 1st September, 1899, for	322,000 00
Less 161 deposited with trustees for security of preferred stock, (as stated below) 80,500	241,500 00
7 old second mortgage bonds, each for $500, still outstanding, (and to be redeemed)	3,500 00
1,610 shares 8 per cent preferred stock, of $50, (secured by 161 second mortgage bonds,)	80,500 00
Real estate bonds	28,000 00
Bills payable	25,949 14
Certificates of indebtedness	109,028 23
Outstanding interest	4,508 50
Profit and loss	53,378 91
Total	$2,274,214 78

To meet this, we have the road, 102 miles long, with its sidelings, equipment, &c., at a cost of $2,148,130 65

With assets, as shown by the treasurer amounting to $126,084 13

$2,274,214 78

The entire issues of our new first and second mortgage bonds are, respectively, for $840,000, and $322,000—but there are still out and awaiting redemption, $8.500 of the old first mortgage and $3,500 of the old second mortgage bonds, or, a total of $12,000—to redeem which when presented, we have on hand a corresponding amount, in new bonds. Having placed the former among our obligations, the latter are necessarily included among our assets. We have also placed among our assets, $12,000 of new first mortgage bonds, to be specially applied, towards payment of the company's real estate bonds for $28,000 when same is required. We should further explain, that, when the company determined in 1858, to issue their preferred stock, it was resolved to secure it by the deposit of a corresponding amount of their second mortgage bonds, in the hands of trustees for its security; hence, it is not a distinct liability—but rather, a substitute for, or representative of, an equal amount of second mortgage bonds. As both bear the same rate of interest, the conversion of one into the other has been consented to at the option of their respective holders—some desiring the preferred stock, because of its being registered, and transferable only on the company's books; while others prefer the bonds, for the greater convenience which they afford, in the collection of interest, facilities of transfer, etc. The amounts of either may thus be varied, but the aggregate of both, will always be represented by the sum of $322,000.

The road, generally, is in good condition. Such of its rails as require renewal, are now being taken out, and heavier substituted, with improved fish plate fastenings,—a process which will be continued, as the necessity for it arises.

Our motive power, consisting of 14 locomotives, is all in running order, with the exception of one, now in our shops, undergoing a thorough repair. During the year, one of light capacity, after a lengthened service, was condemned as not worth that cost—while two others, from the Rhode Island Works, have been added to our supply.

Our rolling stock consists of 14 first and second class passenger coaches, 5 mail and baggage cars, 73 box, and 54 platform and 15 gravel cars—all of which, under the usual current repairs, are in serviceable order. The whole equipment of the road should be increased, to meet the demands upon it,—not only for our increasing local business but also, for that opened to us at Columbia, and points on the Charlotte Road, through the Wilmington, Columbia and Augusta Road.

The fact of our passing through the year without any accident, or casualty of a serious nature, entitles the subordinate officers and employees of the company to this acknowledgment of their zeal, and careful attention in the discharge of their respective duties.

In conclusion, we regret having to inform you that two important suits, involving the liability of the company to taxation by the State and city authorities, have recently been decided adversely to it, by the Supreme Court of the United States. The company claimed its exemption from taxation, under a special act of the legislature to that effect, passed in the year 1855; but, it was contended that this exemption was only held by us, subject to a right of repeal, by any subsequent Legislature, in conformity with the provisions of an act passed in the year 1841, and which right the Legislature exercised in the year 1868. We have the above information by telegraph, the decrees of the court having only been delivered on the 31st ultimo.

BALANCE SHEET, February 28, 1873.

Construction, equipment, right of way, &c.		$2,148,130 65
Investment in 86 second lien eight per cent bonds of the North Eastern Railroad Company		40,850 00
17 new first lien eight per cent bonds of this company, on hand for the redemption of 17 Old First Mortgage bonds still outstanding		8,500 00
24 new first lien eight per cent bonds of this company, on hand, and applicable towards payment of real estate bonds		12,000 00
7 second lien eight per cent bonds of this company, on hand for the redemption of the same number of old seven per cent second lien bonds still outstanding		3,500 00
Cash		4,231 64
Bills receivable		7,541 60
Stock in Cheraw and Salisbury Railroad Company		4,064 00
Stock in Cheraw Bridge Company		112 52
Stock in Cheraw and Darlington Railroad Company		100 00
Real estate		19 693 92
Post Office dues		2,158 70
Southern Express dues		364 50
Balance of open accounts due the company		22,967 25
		$2,274,214 78

Capital stock 17,987 shares of $50 each		$899,350 00
Issue of 1,640 first lien eight per cent bonds of $500 each, payable 1st Sept., 1899		820,000 00
Issue of 644 second lien eight per cent bonds of $500 each, payable 1st Sept., 1899	$322,000 00	
Of which 161 are held for security of preferred stock	80,500 00	
		241,500 00
Issue of 1,610 shares of preferred stock of $50 each, secured by the issue of 161 second lien eight per cent bonds, payable on 1st Sept., 1899, and deposited with trustees.		80,500 00
Issue of 17 first mortgage old seven per cent bonds still outstanding		8 500 00
Issue of 7 second mortgage old seven per cent bonds still outstanding		3,500 00
Bonds for real estate		28 000 00
Certificates of indebtedness, payable 1st Jan., 1875		109,028 23
Bills payable		25,949 14
Interest outstanding due in cash		4,508 50
Gross receipts of transportation for past year	$395,463 02	
Expenses of the same	235,695 16	
Net receipts of transportation	159,767 86	
Less interest accrued on bonds and other obligations and current interest	102,862 09	
Carried to credit of profit and loss 28th Feb., 1873	$56,905 77	
Less this amount at the debit of the same on 29th Feb., '72	$3,380 75	
With (added during the year)	146 11	
	3,526 86	
Carried to the credit of profit and loss 29th Feb. 1873		53,378 91
		$2,274,214 78

President.—A. F. RAVENEL.

Directors.—M. K. Jesup, L. D. Mowry, J. M. Carson, Z. B. Oakes, J. R. Dukes, S. S. Solomons.

Superintendent.—S. S SOLOMONS.

Secretary.—C. WILLIMAN.

Michigan Central Railroad.

The directors of the Michigan Central Railroad Company hays issued the following circular:

The stockholders of this company have been heretofore made aware of the large expenditures which have been made and are being made upon the road to enlarge its ability to meet the demands of business pressing upon it. These expenditures have been more than was estimated, because it has been found necessary to press them faster than was originally intended, and also because of the largely increased cost of iron, steel and labor.

The capacity of the road, however, in all its departments, has been largely increased for business, though, even as yet, it is inadequate to the necessities.

The full statement of its affairs comprised in the annual report, which is now in press, will soon be before every stockholder. It will show what has been done, and what remains to be done, and the necessities therefor, and also the financial condition of the company.

The net earnings of the past six months have been about 8½ per cent, and the reason why it has not been larger will also appear in the report, which will enable the stockholders to judge as to the future of the property of the company.

In the circumstances, however, and with the amount which it is evident must be yet expended upon the road, the board have thought it the wisest and best policy for the stockholders not to divide the earnings made, but to allow them to be used to add to the value of the property.

It has become evident that it will require the full amount of the proceeds of its mortgage bonds, and some more, to complete the improvements necessary, and the board believe that the best interests of the company are promoted by using the present net earnings rather than raise money at large sacrifice, now or in the future, or attempt to carry a large floating debt.

They regret very much the necessity of passing a dividend, but believe they will be justified by the stockholders, when they shall have read the annual report. Their confidence in the value of the property is unshaken, though so large an amount of money has been, and still is required to make it adequate to present and future demands upon it. By order of the Board,

J. F. JOY, President.

Baltimore and Ohio Railroad.

At the regular monthly meeting of the president and directors of the Baltimore and Ohio Railroad Company yesterday, President Garrett in the chair, various matters of importance were disposed of. On application of the Washington City, Virginia Midland and Great Southern Railroad Company (late Orange and Alexandria) for aid in prosecuting its Danville extension, and offering satisfactory collateral securities, it was determined unanimously by the Baltimore and Ohio board to advance from time to time, as might be needed, in money and credits, the aggregate amount of $700,000, with the view of insuring the completion of this important line southward at an early date. A proposition from the same company to permanently lease to the Baltimore and Ohio Company that portion of its Manassas branch line extending from Strasburg to Harrisonburg, a distance of fifty one miles, was accepted, at a rental of $89,250, gold, annually. This is on a capitalized basis of $1,275,000, or $25,000 per mile, on which 7 per cent is to be paid per annum as the condition of the lease.—This contract gives an unbroken control of the line through to the point at which the Valley Railroad, now in course of construction, begins in its progress to Staunton and thence to Salem, on the Atlantic, Ohio and Mississippi road.

President Garrett formally announced his contemplated trip to Europe, which he found necessary, and on which he will depart from Baltimore early. His many years of arduous labor in his present position have somewhat impaired his health, and his physicians have suggested his temporary withdrawal. He would have preferred resigning the presidency, but it had been urged that that was not requisite, and therefore he now contemplates in deference to that sentiment only a temporary severance of his connection with the company.

Appropriate resolutions in acceptance were adopted, expressive of the regret of the board on account of the circumstances prompting Mr. Garrett to this step, and returning thanks for his able and faithful service through the long period of his connection with the company, and with the hope of his entire recovery, and in due time re-assumption of the duty of the presidency.

Mr. John King, Jr., the vice president, was then, on motion of Mr. Sollers, a State director, seconded by Mr. Galloway Chester, unanimously elected president *pro tempore*, and on a committee waiting on and informing him accordingly, Mr. King appeared and accepted the position.

The committee consisted of J. Spear Nicholas, J. Carroll Walsh and Thomas O. Sollers. Complimentary remarks were made by several members in tribute to the retiring president, as well as in expression of the confidence reposed in the capacity and experience of the newly-elected president *pro tempore*. Mr. Garrett took occasion also to express his appreciation of the thoroughness, fidelity and capacity of both Mr. King and Mr. Wm. Keyser, the second vice-president of the road, in whose joint hands, as its chief executive officers, its affairs would remain in his absence. It may be stated that Mr. King came into the service of the company in the ticket department on the 13th of September, 1854. Subsequently he became acting paymaster, then auditor of the company, and after that combined with it the duties of general freight agent. On the 12th December, 1866, he was elected vice-president, since which period he has filled that office. Mr. King was in the service really before Mr. Garrett's connection with the road, Mr. G. having first been made a director in July, 1855, and president in 1858. Mr. Garrett has thus been fifteen years in the service of the company.—*Balt. Sun, July 4.*

American Coal Areas.

The extent and general distribution of our coal measures is for obvious reasons a subject of universal interest. Present wants and uses are no indication of what the future demand will be. At no distant day it is likely that we shall be called upon to export largely from those coal-producing districts nearest the seaboard. It is only lately, however, that the extent and value of our coal supply has been understood and appreciated even in this country. We have as yet no exact survey to show how much we have in reserve, but from the most careful and trustworthy estimates, it appears that we have of known fields an area of not less than 230,000 square miles. The geographical distribution of this is about as shown in the following table:

	Area in sq. miles.	No. of Beds.	Thickness of Miasma.
New England Basin	700	23	2,500
Penn. Anthracite	434	2 to 5	2,000 to 3,000
Appalachian Basin—			
Pennsylvania	12,222	..	825 to 2 535
Maryland	550	32	1 500
West Virginia	16,000	24	1,250
Ohio section	10 000	10	1,500
East Kentucky	10,000	..	.....
Tennessee & Ala.	14 100	7	578
Michigan Basin	9,700	..	123
Illinois Basin—			
Illinois	41,500	10	600 to 2,500
Indiana	6 500	13	650
West Kentucky	3,700	11	612
Missouri Basin	100,000	..	....
Texas Basin	5,500	..	....

The above includes the seven principal coal areas of the country. The eighth, of which comparatively little is known, lies within what is known as the Rocky mountain region, and consists chiefly of beds of soft bituminous coal and lignites, which are already coming into general use, and which, in a country naturally deficient in wood, have a great and constantly increasing value. With these resources of fuel and the many fields of future production yet undiscovered, we can sustain the greatest possible individual development for many centuries to come, while the geographical distribution of our coal basins is such that when increased transportation facilities shall have established a more intimate intercommunication between the States, no combination of mine-owners and carriers will long be able to deprive any part of the country of the advantages of a cheap and abundant supply.

☞ The Lynchburg *Virginian* says that arrangements have been made by the corporation of which the Lynchburg and Danville Railroad Company forms a part, to raise immediately the sum of $700,000, whereby the line to Danville will be pushed forward to completion at an early day. It has been moving rather slowly for some people, of late, though the company was doing all that could be done with the means at command to finish the work. They will have ample means now, and we doubt not that the line will be open this fall.

Movements of Produce at New York.

Receipts of certain articles of domestic produce at the port of New York for the first six months of the year:

	1872.	1873.
Ashes, bbls.	8,748	8,528
Breadstuffs—		
Wheat flour, bbls.	1,225,897	1,534,788
Cornmeal, bbls.	100,428	130,246
Wheat, bush.	2,486,107	6,919,765
Rye, bush.	231,075	265,281
Oats, bush.	4,408,613	5,171,377
Barley and malt, bush.	1,285,146	695,978
Peas, bush.	154,490	84,683
Corn, bush.	15,348,024	6,870,011
Cotton, bales.	353,870	482,871
Naval Stores—		
Crude turp., bbls.	5,221	5,780
Spirits turp., bbls.	82,727	81,105
Rosin, bbls.	294,388	293,980
Tar, bbls.	21,646	25,396
Pitch, bbls.	1,410	1,150
Provisions—		
Pork, pkgs.	105,485	97,960
Beef, pkgs.	18,489	15,776
Cutmeats, pkgs.	281,070	384,631
Butter, pkgs.	282,680	369,885
Cheese, pkgs.	380,088	506,684
Lard, tcs. and bbls.	239,227	263,661
Do., kegs	13,904	17,418
Whiskey, bbls.	105,929	98,794

Exports from New York to foreign ports of certain leading articles of domestic produce for six months of the year:

	1872.	1873.
Ashes—Pots, bbls.	1,100	893
Do. pearls, bbls.	49	77
Beeswax, lbs.	151,748	83,854
Breadstuffs—		
Wheat flour, bbls.	429,395	626,431
Rye flour, bbls.	2,431	3,510
Cornmeal, bbls.	89,219	91,580
Wheat, bush.	4,017,213	5,772,902
Rye, bush.	341,528	191,522
Oats, bush.	17,130	17,245
Barley, bush.	22,656	19,226
Peas, bush.	114,654	52,536
Corn, bush.	10,923,384	6,241,082
Candles, bxs.	34,541	29,307
Coal, tons.	54,312	35,553
Cotton, bales.	152,948	299,585
Hay, bales	14,891	17,312
Hops, bales.	3,343	8,563
Naval Stores—		
Crude turp., bbls.	527	12
Spirits turp., bbls.	9,616	9,587
Rosin, bbls.	255,723	232,805
Tar, bbls.	11,820	23,281
Pitch, bbls.	1,839	1,851
Oils—whale, galls.	10,318	3,176
Do., sperm, galls.	278,468	285,365
Do., lard, galls.	105,548	151,912
Do., linseed, galls.	3,722	14,274
Provisions—		
Pork, bbls.	84,382	101,583
Beef, bbls.	18,863	20,364
Do., tcs.	24,932	86,179
Cutmeats, lbs.	137,955,622	227,050,276
Butter, lbs.	2,143,274	1,530,406
Cheese, lbs.	15,619,789	28,300,225
Lard, lbs.	91,938,398	104,171,021
Rice, tcs.	57	595
Do., bbls.	9,696	12,520
Tallow, lbs.	30,906,232	31,559,021
Tobacco, crude, pkgs.	84,594	58,942
Do., manf., lbs.	4,168,440	3,977,820
Whalebone, lbs.	16,707	125,352
Petroleum, galls.	31,891,960	61,848,131

☞ The Nashua and Rochester Railroad is nearly in readiness for the laying of the rails from Rochester to Epping, to which place it is expected the line will be opened by August 1. The entire road will, it is thought, be completed by April, 1874.

The Pennsylvania Air Line.

The new through route from Washington to New York *via* Potomac Railroad and the Baltimore tunnel is called "the Pennsylvania air-line" route. The route is over the lines of the Pennsylvania Railroad Company. From Philadelphia it runs through Lancaster to Columbia, Pa., where the Susquehanna river is crossed, and thence by way of York to Baltimore. The tunnel being completed, passengers are carried through without delay. Throughout the road is double track, laid with steel rails and stone ballast. The equipment is entirely new, and is as perfect as it can be made. Two express trains run entire between New York and Washington daily, leaving New York from foot of Desbrosses and Cortland streets, and Philadelphia from depot Pennsylvania railroad, Thirty-second and Market streets.

Statement of the Public Debt of the United States July 1, 1872.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.	$20,000,000 00	$500,000 00
6 per cent. 1881 bonds, 1861.	18,415,000 00	552,450 00
6 per cent. 1881 bonds, (Oregon,) 1861.	945,000 00	28,350 00
6 per cent. 1881 bonds, 1861.	189,321,350 00	5,679,640 50
6 per cent. 5-20 bonds, 1862.	213,067,100 00	2,130,671 00
6 per cent. 1881 bonds, 1863.	75,000,000 00	2,250,000 00
5 per cent. 10-40 bonds, 1864.	194,567,300 00	3,242,488 33
6 per cent. 5-20 bonds, 1864.	2,291,700 00	22,917 00
6 per cent. 5-20 bonds, 1864.	66,519,500 00	665,195 00
6 per cent. 5-20 bonds, 1865.	155,467,450 00	1,554,674 50
6 per cent. consols, 1865.	206,861,500 00	6,205,845 00
6 per cent. consols, 1867.	315,014,550 00	9,450,436 50
6 per cent. consols, 1868.	38,335,500 00	1,150,065 00
5 per cent. funded loan of 1881	200,000,000 00	1,666,666 67
Aggregate of debt bearing coin interest.	$1,695,805,950 00	$35,099,699 50
Interest due and unpaid		6,454,908 11

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868.	$14,000,000 00	$210,000 00
4 per cent. certificate of indebtedness of 1870.	678,000 00	9,040 00
Aggregate of debt bearing interest in lawful money.	$14,678,000 00	$219,040 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846.	1,104 91	85 74
6 per cent. bonds, 1847.	1,650 00	172 00
6 per cent. bounty land scrip, 1847.	3,600 00	229 00
5 per cent. Texas indemnity bonds, 1850.	174,000 00	9,450 00
5 per cent. bonds, 1860.	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.	50,559,500 00	331,806 08
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857.	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.	19,350 00	1,473 30
5 per cent. 1 year notes, 1863.	84,655 00	4,244 85
5 per cent. 2 year notes, 1863.	57,450 00	3,944 67
6 per cent. compound interest notes, 1863-64.	479,400 00	95,512 07
7 3-10 per cent. 3 years' treasury notes, 1864-65.	274,100 00	23,309 32
6 per cent. certificates of indebtedness, 1862-63.	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864.	78,500 00	7,343 80
3 per cent. certificates called.	30,000 00	2,365 89
Aggregate of debt on which interest has ceased since maturity	$51,929,710 26	$568,470 37

DEBT BEARING NO INTEREST

Demand notes, 1861-62.	$79,975 50	
Legal tender notes, 1862-63.	356,000,000 00	
Certificates of deposit.	31,730,000 00	
Fractional currency, 1862-3-4.	44,799,365 44	
Coin certificates, 1863.	39,460,000 00	
Unclaimed interest.		14,534 84
Aggregate of debt bearing no interest.	$472,069,332 94	$14,534 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.	$1,281,288,650 00	
Bonds at 5 per cent.	414,567,300 00	
	$1,695,805,950 00	$41,954,607 61
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	219,040 00
Debt on which interest has ceased since maturity.	51,929,710 26	568,470 37
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$356,079,967 50	
Certificates of deposit.	31,730,000 00	
Fractional currency.	44,799,305 44	
Coin Certificates.	39,460,000 00	
	$472,069,332 91	
Unclaimed interest.		14,534 84
	$2,234,482,993 20	$42,356,652 82
Total debt, principal and interest, to date, including interest due and unpaid.		$2,276,939,646 02

AMOUNT IN TREASURY.

Coin	$87,507,402 68
Currency	9,783,529 77
Special deposit held for redemption of certificates of deposit as provided by law.	31,730,000 00
	$129,020,932 45
Debt, less amount in Treasury, July 1, 1873.	$2,147,918,713 57
Debt, less amount in Treasury, on the 1st ult.	2,149,963,873 46
Decrease of debt during the past month.	$2,145,159 89
Decrease of debt since March 1, 1873.	9,561,986 96
Decrease from March 1, '69 to March 1, '73.	36,082,559 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$776,553 00
Kansas Pacific bonds, 1862-64	6,303,000 00	189,090 00
Union Pacific bonds, 1862-64.	27,236,512 00	817,095 36
Central Branch Union Pacific bonds, 1862-64.	1,600,000 00	48,000 00
Western Pacific bonds, 1862-4	1,970,560 00	59,116 80
Sioux City and Pacific bonds, 1862-64.	1,628,320 00	48,849 60
Totals.	$64,623,512 00	$1,938,705 36

Interest paid by United States, $18,509,280 90; interest repaid by transportation of mails, &c., $4,223,140 82; balance of interest paid by United States, $14,286,140 08.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, June 30, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

State Credit of Florida.

The following is a statement of the present financial condition of the State of Florida:

Bonds issued in 1871, of $100 each, bearing interest at 7 per cent, payable at Treasurer's office, in Tallahassee.	$350,000
Bonds issued 1873, authorized by the act approved Feb. 21, 1873, of $1,000 each, interest at 6 per cent, payable in gold, January and July, in Tallahassee or New York.	265 000
Other outstanding bonds, with interest due thereupon to Jan. 1, 1873.	493,000
Total	$1,108,000
The school and seminary funds are creditors of the State, for money borrowed during the late war	268,045

Upon this debt due the school and seminary funds the interest has been paid to July 1, 1873.

On the 15th of May there were outstanding $220,506 77 of controller's warrants and Treasurer's certificates, bearing no interest, receivable for taxes, which will be absorbed by the taxes collected this year.

The act of 1873 authorized the issue of $1,000,000 of bonds, bearing 6 per cent gold interest, and maturing in thirty years, $500,000 to be sold at not less than 80 cents, net. Of these, the $265,000 mentioned above have been sold, and 379 of the hypothecated bonds of 1868 and 1869 have

been redeemed and canceled, and the rest under hypothecation will be redeemed when presented.

There remains $235,000 of the gold bonds to be sold. When this is accomplish and the other $500,000 of these bonds are applied to the redemption of the outstanding bonds named in the act, than the debt will be as follows:

Bonds of 1871	$350,000
Bonds of 1873	1,000,000
School and seminary debt	262,045
Total	$1,612,045

A tax of four mills upon the dollar is levied upon the real and personal property of the State to pay interest upon and form a sinking fund for the redemption of the bonds of 1873, and this tax can be applied to no other purpose.

The valuation of the taxable property being $30,000,000, there will be levied a tax of $120,000 for this purpose; allowing very liberally for delinquency.

This will pay the interest and form a sinking fund of at least two per cent upon the principal of the bonds.

The controller is directed by the law of 1871 to apportion annually such an amount among the several counties, as will pay the interest and one per cent of the principal of the bonds of 1871.

One hundred and thirty-two thousand dollars of the bonds mentioned as "other outstanding bonds" are held by the Indian Trust Fund in Washington, and it is expected that the claims of the State of Florida against the United States during the Indian war will be sufficient to extinguish this amount.

In 1870 the State loaned its credit to the Jacksonville, Pensacola and Mobile Railroad Company by the issue of bonds to the amount of $4,000,000, taking a first mortgage for a similar amount upon the road as security, of which amount about $3,000,000 have been sold.

No other bonds in aid of railroads are outstanding, and no more will be issued, as the act entitled "An act relating to the indebtedness of the State" prohibits the further issuance of bonds for any purpose whatever. C. A. Cowgill, Controller.

June 14, 1873.

Prospects of the English Iron Market.

It is now two years since the first decided movement in the price of iron, and prices for a considerable portion of that period have been nearly double those current during many preceding years. It is probable that the climax has been reached. The last "turn" in the trade has been characterized by features altogether different from those which have accompanied any similar period of prosperity. On previous occasions when prices advanced almost the whole of the rise went into the pockets of the masters, and, therefore, as soon as a decline set in, the competition to secure any profit that might remain quickly brought prices back to their old level. It is different now. It is estimated that two-half to one thirds of the late advance was due to the increased remuneration of labor, so that there is no great margin for reduction without touching wages, and this will be a difficult as well as tedious operation. As the present prices of manufactured iron do not show any margin for profit on the current prices for pig iron and coal, it remains to be seen what are the prospects of a fall in these materials. As regards the prospects of coal, we have shown from evidence given before the Parliamentary Committee that, while there was every certainty of a considerable fall from late extreme prices, the downward course would be greatly retarded by the action of the men, who would resist any attempt to reduce the present high rate of wages, and thereby so far limit the output of the pits as to prevent stocks from accumulating. It can only be as the consequence of some serious stoppage in the iron trade (which it is estimated consumes nearly one-third of the whole amount of coal raised) that prices will fall to the actual cost of production, which, with the high wages now ruling and likely to rule for some time, must be very considerably above the old fashioned rates.

As respects pig iron, it may be noted, in proof of the exceptionally strong position it holds, that during the last month or so, while coal has been tending downward there has been but little change in the price of pig iron: there have been fluctuations, but the latest tendency has been upwards. This arises from the exceptional demand that has been so long experienced, and that more especially for export. Considering how largely the consumption of the last two years has been in excess of the production, there must be a very serious falling off in the demand before pig iron goes largely into stock again, which it must do before we can anticipate very much lower prices. There are do doubt evidences that the late high prices are at last beginning to tell on the foreign demand for manufactured iron, but against this it must be noted that the export demand for pig iron (even at late extreme prices) is in excess of the large figures for 1872, for the returns for the first four months of 1873 are 417,905 tons, against 382,385 tons in 1872. It should also be borne in mind that stocks abroad are everywhere at their lowest, as holders consider present prices quite exceptional and dangerous, so that foreign orders, even though limited in extent, cannot be long withheld. It is fair to assume that while high prices must interfere with and limit the use of iron in many forms, they must, on the other hand, have the effect of stimulating production. The stimulus is very manifest at present among our Trans-atlantic cousins, and it is estimated that during the present year will increase their production about 500,000 tons, which will bring up the total to about 2,800,000 tons. To sum up, we remark that any reduction in manufactured iron can only be looked for as the result of a fall in price of coal and pig iron. Coal is being reduced in price, but this fall seems likely to be greatly affected by the restrictive action of the colliers. Pig-iron is low in stock, and there must be a very serious falling off in demand before stocks accumulate and prices decline. While apprehensive of the stimulus which high prices give to production, it is necessary to remember the restrictive influences which are arresting development in this country, and also the extraordinary increase in demand which the experience of the last few years has revealed.—*Liverpool Albion.*

The New Railroad Law of Illinois.

The Illinois Board of Railroad and Warehouse Commissioners have published a circular giving their construction of the new railroad law of that State. They say:

Some important questions having arisen under the act of May 2, to prevent extortion and unjust discrimination, we deem it proper to make known to the public our construction of certain portions of the act. We would first direct attention to the first section, which declares that if any railroad corporation doing business in this State shall charge or receive more than a fair and reasonable rate of toll or compensation for the transportation of passengers or freight, the same shall be deemed guility of extortion, and upon conviction be punished by specific penalties. The avowed object of the statute is to prevent extortion as well as unjust discrimination. In making their rates of charges conform to the requirements of the third section, defining what would be prima facie evidence of unjust discrimination, the railroad companies must not ignore the first section, forbidding extortion. In our judgment the rates of charges prior to this date have been in the main unreasonably high, and any increase thereof would be a clear violation of the law. After due consideration we have arrived at the following conclusions:

1. The provisions of the act are applicable as well to through as to local freights, so far at least as to require that less should be charged for the transportation of domestic or local freights from one point to another within this State, than the sum charged for the transportation of through or foreign freights the same distance within the State, and for its transportation from or to a point without the State. Thus: The charges from a point west of the State to a point within the State, must not be the same as or less than the charges from the west line of the State over the same road to the same point of destination. So the charges from a point within the State must not be the same as or less than the charges from the same point of departure over the same road to the east line of the State.

So also, the charges from a point west of the State to a point east of the State must not be the same as or less than the charges over the same road from the west line of the State. The general principal is, that the charges for any distance within this State must not be the same or greater than the charges for a greater distance.

2. A reasonably less rate may be charged per 100 pounds, per ton, or per car, where large amounts of freight are shipped by the same person, than where small shipments are made, without violating the act. Discriminations of this character as upon fair business principles were just and reasonable before the passage of the act, are now prohibited thereby, but seem to be recognized therein by the words "like quantity" frequently occurring in the third section of the act.

3. Where two or more railroads are owned and operated by different companies, and are connected so as to form, in fact, one continuous line, and either of such companies receives freight upon its road to be shipped to some point upon the other road, the same may be treated, for purposes of such shipment, as one entire line, and the same rate may be charged as if one company owned the road upon which the freight was shipped for the entire distance, instead of charging the aggregate of the local rates on each road for the distance shipped thereon.

4. The act expressly provides that nothing therein contained shall be so construed as to prevent railroads from issuing commutation, excursion, or thousand-mile tickets, as the same hitherto have been issued by such corporations.

A New Bergen Tunnel.

The Delaware, Lackawanna and Western Railroad Company have filed, in the office of the Secretary of State in Trenton, N. J., a map describing the route for their new tunnel under Bergen Hill, under the provisions of the general railroad act passed by the legislature last winter. The eastern entrance to the tunnel will be a few roads from the Ravine road, near the Jersey City and Hoboken boundary line. Thence the tunnel will extend in a straight line to near the mouth of the Erie tunnel on the west side of the hill, and the road then will traverse the Erie track at an elevation of thirty-five feet. From the opening the tunnel will extend 1,500 feet to Oakland avenue, whence there will be a cut of 1,200 feet to Bergen Wood avenue. The tunnel will then be continued 1,700 feet to the terminus. At the Hackensack River the company intend to build a new bridge near that of the Pennsylvania Railroad. An English firm, it is reported, have contracted for the entire work, agreeing to forfeit $100,000 if they do not complete it in eighteen months.

☞ At a recent meeting of the directors of the Columbus and Hocking Valley Railroad the officers of the company were instructed to proceed with the construction of the Monday Creek and Snow Fork branches. A semi-annual dividend of five per cent was declared, payable on the first day of August next.

☞ The earnings of the Erie Railway Company for the week ending July 7, 1873, were $344,516, and since November 1, 1872, $12,617,512—an increase over the corresponding period of the previous year of $385,260.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,508	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	860,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 676	1,299,900	1,007,125	12,900,126
1873	852,880	691,015	974,460	1,132,920	1,356,378	1,313,790	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360.223	328,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	498,232	506 623	468,212	397,515	340,551	4,681,563
1870	261,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	406,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,104	5,156 326
1873	352,568	402,477	424,814	412,218	426,315	482,006	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	... ...	... ...	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2.811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	586,623	747,942	702,091	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,619	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076.674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,167,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,182	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,008,277
1872	774,856	714,122	846,894	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,686	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,060	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	358,612	408,849	465,517	432,928	394,486	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,409	971,193	1,201,500	1,258,955	1,443,272	1,656,415	1,720,075	1,564,554	1,794,397	1,694.651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548.513	1,775,324	1,463,961	1,550,023	1,525 243	1,643,484	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,548	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738.530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	649,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	718,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873	580,499	562,949	601,962	544,035	687,630	724,083	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	193,673	152.264	267,411	303.915	306.944	286,086	282,723	332,555	365,445	387,999	303 305	210,197	3,321 513
1872	189,606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,613	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	314,614	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 360	1.368,948	1,402,697	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,108	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,308	1,549,285	1,755,736	1,694,543	1,680,968	1,585,365	....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125.065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,053	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,922
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,531	144 023	141,376	1,418,869
1871	130,883	126 224	140,740	119,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	437,990	511,447	453,873	387,827	4,765,958
1871	418,755	442 665	486,980	470,703	480 847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449 453	485,550	487,282	398,360	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 089
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	805,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,160	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	805,799	925,210	.....	.....	.....	.....	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3.184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,361	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	289,560	304,512	265,406	315,699	328,497	384,193	337,920	360,404	3,678,682
1873	227,897	201,346	344,632	321 047	301,521	.....	... ...	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	556,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	839,924	8,735,082
1869	479,236	525,490	755,423	904,834	999,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	823,447	11,316,904
1870	479,872	574,706	679,332	514.493	593,966	617,058	569,697	1,129,480	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,099	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,193,695	1,522,847	1,127,033	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,285
1870	152,393	158,788	172,216	172,347	155,081	160,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,459	152,515	102,995	1,786,547
1872	158 198	140,471	165,969	154,641	147,540	149,832	130,145	161,496	177,086	201,648	175,109	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	157,625	180,786	181,240	194,450	189,204	213,326	226,508	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,808	323,270	309,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,630	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	516,792	462,868	434,465	614,175	565,811	621,351	489,341	466,051	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 120	559,238	706,603	802,586	746,450	643,058	644 051	728,521	719,698	570,168	506,053	7,654,094
1871	479,573	373,925	499,599	584,540	724,466	728,174	673,698	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	573,936	534,115	566,861	741,802	890,442	835,459	743,382	789,567	863,764	980,706	915,727	767,851	8,892,606
1873	533,975	481,783	708,259	881,266	1,007,831	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single-ln.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	....	Allentown .....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City.....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	12,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.65	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,183	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	150,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	110½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,183	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)...N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	987,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	34	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	....	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Sept. 30,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	292,424	133,100	—	310,958	105,646	13.5	50	....	19½
Sept. 30,'71	3.50	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley .....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) .....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	59
Sept. 30,'71	15.80	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	200,000	300,000	—	5,659	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	....	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	608	101	Second Avenue (N.Y. City)N.Y.	2,089,528	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	40½
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	67½
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,561	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	548	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.).Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	—	997,700	—	—	173,479	48,074	3.50	50	—	20½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lansingb.)		—	100	100	....
Sept. 30,'71	—	692	111	Union (Boston) .....Mass.	895,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110½
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,896	400,000	100,000	—	415,796	105,301	10	50	50	92
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS

Companies.	Amount outstanding.	Interest when Payable.	Principal Payable.	Market Price.
	$	p.c.		
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883 ....
Avenue C: 1st Mortgage.....	681,000	7	M.& N	1890 ....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J	1880 ....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881 ....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1894 ....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872 ....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881 ....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M.& N	1878 ....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881 ....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F.& A	1882 ....
2d Mortgage.....	200,000	7	M.& N	1890 ....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879 ....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873 ....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M.&S.	'74'6 ....
Eighth Avenue (N. Y.): 1st Mortgage.....	303,000	7	J.& J.	1881 ....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A.&O.	1873 ....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877 ....
2d Mortgage.....	51,500	7	M.& N	1891 ....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879 ....
2d mortgage.....	100,000	7	A.&O.	1884 ....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878 90
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877 ....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880 ....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883 ....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885 ....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871 ....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880 ....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884 92½
2d Mortgage.....	25,000	7	J.& J.	1874 ....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876 ....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1 ....
2d Mortgage.....	300,000	6	J.& J.	1885 ....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891 ....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881 ....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1887 ....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880 ....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877 ....
2d Mortgage.....	200,000	7	F.&A	1876 ....
3d Mortgage.....	154,000	7	A.&O	1885 ....
Conv. bonds.....	315,000	7	M.& N	1888 ....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878 ....
2d Mortgage.....	15,800	7	A.&O	1876 ....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890 ....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889 ....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890 ....
Real estate.....	619,000	7	var.	var. ....
Troy and Albia: 1st Mortgage.....	85,550	7	A.&O.	1890 ....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M.& N	1886 ....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879 ....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885 ....
General Mortgage.....	100,000	7	J.& J.	1881 ....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889 ....
Watervliet: 1st Mortgage.....	130,000	7	A.&O.	1887 ....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1876 ....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A.&O.	1890 ....
Worcester: 1st Mortgage.....		7	.....	....
2d Mortgage.....		6	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	July '73 3½
Allegheny Valley.....50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J & O	July '73 1½
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,684,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence.100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Mar. '73 5e
" " pref.100	1,485,900	M & S.	Mar. '73 5e
Camden and Amboy*...100	6,847,800	J A J O.	July '73 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millvil e*.50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv..50	428,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,600	— & —	.....
" pref.....50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*.....50	589,111	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A.	Feb. '73 3½
Central of Georgia.....100	4,666,800	J & J	July '73 5
Central of New Jersey.100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*.....50	2,425,000	J. & D.	June '73 3
" pref.....50	400,000	J. & D.	June '73 3
Chemung*.....100	380,000	J.A.J&O	July '73 1½
Cheshire, preferred.....100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8 929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Mar. '73 5e
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '73 4
Chicago & N. Western.100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*...50	2,980,550	— & —	Apl. '72 10e
" " pref...50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Feb. '73 3½
Cleveland & Mahoning*.50	2,067,569	M. & N.	May '73 3½
Cleveland & Pittsburg*..50	11,236,150	F.M.A.N	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*...50	1,788,800	M.J.S.D.	June '73 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug '73 5
Concord.....50	1,500,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Feb. '73 3
Connecticut River.....00	1,850,000	J. & J.	July '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley.....50	1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk..50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Westn.50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee*..50	822,140	— & —	.....
" " pref. 50	2,005,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct '72 3
East Pennsylvania*.....50	1,309,200	J. & J.	July '73 3
East Mahanoy *.....50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport*.50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway.....100	78,000,000	March.	Mar. '73 1½
" pref.....100	8,536,910	J & J.	Mar. '73 3½
Erie and Pittsburg*.....50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg.....100	4,000,000	J. & J.	July '73 4
Georgia.....100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)..50	116,850	M. & N.	May '73 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref.....100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4½
" " (guar.).100	538,500	F. & A.	Aug. '73 5
Lawrence*.....100	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna..50	6,739,800	M & N.	May '67 5
Lehigh Valley.....50	21,468 800	J.A. J.O.	July '73 2½
Little Miami*.....50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*.....50	2,646,100	J. & J.	July '73 3½
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex...50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '73 3
Lykens Valley.....20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,400,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	17,999 548	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323,375	J. & J.	Jan. '73 5
Milwaukee and St. Paul..100	11,822,878	J & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*.....50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '73 3
New Jersey*.....100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R..100	59,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	July '73 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania.....50	3 150,150	January.	Jan. '72 5s
Northern Central.....50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi...100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	July '73 5
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania.....50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	June '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A J.O.	Apl. '73 1½
" Special Imp..100	2,000,000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces..100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 4½
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	Jan. '73 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	6,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	2,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	445,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,800	M. & N.	May '72 3
Summit Branch*.....50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	July '73 6
Tol., Peo. & War. 1st pref.100	1,799,000	— & —	Jn. '70 11 4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...180	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 2½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua..75	1,400,555	J. & J.	July '73 4½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	803,000	F. & A.	Aug. '72 1
Bleeckerst. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City.....100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....5	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl...100	600,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ...100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.).....50	1,000,000	J. & J.	July '73 3
Girard College (Ph.).....50	500,000	J. & J.	July '73 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City.....50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200.000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,776	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '73 1
Somerville (Boston).....100	75,000	M. & N.	May '73 3
South Boston.....50	400,000	J.A. J.O.	July '73 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	July '72 6
West Philadelphia.....50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '73 2½
Erie of Pennsylvania....50	64,000	— & —	.....
Lehigh Coal & Navigat..50	8,739,800	M. & N.	May '67 3
Monongahela Navigat...50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.). 50	2,898,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June '73 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec '69 85c
Canton.....100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	3,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	118¼
.. .. coupon	4,656,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861 ... coupon	945,000	6	Jan. & July.	1881	109¼
Loan of July 17, and Aug. 5, 1861 .... registered	125,560,650	6	Jan. & July	1881	118¼
.. .. coupon	63,760,700	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s) ..... registered	30,634,800	6	May & Nov.	1882	116¾
.. .. .. (5-20s) ..... coupon	232,637,850	6	" "	1882	117
Loan of March 3, 1863 ..... registered	53,552,450	6	Jan. & July.	1881	118¼
.. .. coupon	21,447,550	6	" "	1881	119½
Loan of March 3, 1864 (5-20s) ..... registered	2,292,000	6	May & Nov.	1884	116¾
Loan of June 30, 1864 (5-20s) ..... registered	32,434,850	6	May & Nov.	1884	116¾
.. .. .. (5-20s) ..... coupon	34,303,300	6	" "	1884	117½
Loan of March 3, 1865 (5-20s) ..... registered	36,359,750	6	May & Nov.	1885	116¾
.. .. .. (5-20s) ..... coupon	119,156,700	6	" "	1885	119
.. .. 2d series (5-20s) ..... registered	58,758,500	6	Jan. & July.	1885	115½
.. .. .. (5-20s) ..... coupon	148,473,100	6	" "	1885	117½
.. .. 3d series (5-20s) ..... registered	90,906,000	6	Jan. & July.	1887	117½
.. .. .. (5-20s) ..... coupon	224,668,550	6	" "	1887	118¾
.. .. 4th series (5-20s) ..... registered	14,174,000	6	Jan. & July.	1888	115
.. .. .. (5-20s) ..... coupon	24,357,900	6	" "	1888	118½
Loan of March 3, 1864, (10-40s) ..... registered	140,198,450	5	Mar. & Sept.	1904	114½
.. .. .. (10-40s) ..... coupon	54,366,850	5	" "	1904	114¾
Consols of July 14, '70 & Jan. 20, '71. registered	129,581,700	5	F. M. A. & N.	1881	115½
.. .. coupon	70,418,300	5	" "	1881	115¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency	401,359,265	mat.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ..	2,582,800	5	May & Nov.	'84-'92	59
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	83½
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'90-'00	39
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64 ..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,850):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($5,728,866):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		80
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1860	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866	3,900, 00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870	4,880,000	7	Various.	1886	92½
.. Railroad endorsements, to July 1872	12,000,000	7	Various.	1890	84
Illinois—($2,133,634):				'90-'92	....
.. Interest Bonds, inscribed stock, 1847	971,834	6	Jan. & July.		....
.. Refunded Stock Bonds, 1859	348,000	6	" "	1878	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			J	1881	
.. State Bonds (various) 1863 to 1864	110,675	6	an. & July.		....
.. State Bonds (various) 1861 to 1869	1,226,000	7	" "	'83-'84	....
Kentucky—($2,750,510):				'78-'89	....
.. State Bonds 1836 and '43	160,000	5	Mar. & Sept.	1878	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)	309,000	6	Various.		....
Louisiana—($21,214,800):				'93-'98	50
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	1893	....
.. Deficiency (Treasury) Bonds 1853	750,000	6	Jan. & July.	'86-'88	....
.. Funded coupons (new) 1866-'68	997,000	6	" "	1907	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1886	....
.. .. .. 1866	1,000,000	8	Various.	1875	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1910	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1899	....
.. Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	10-'11	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	1906	....
.. Redemption (certificates) Bonds 1866	250,000	6	" "	1889	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1898	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869 ...	546,000	8	April & Oct.		....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64 ...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds	3,084,400	6	April & Oct.	1889	99½
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838 ...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868	511,355	6	J. A. J. & O.	1888	104

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Vario	'72-'80	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	97
.. Bounty Loan, 1864	4,379,560	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar ...	1,166,500	5	" "	90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863	445 000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863	451,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1868	463,400	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1878	....
Minnesota—($360,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	438,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68	2,727,000	6	" "	'76-'91	....
Nevada—($860,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free	694,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1876	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock	1,106,420	5	" "	1874	....
.. Canal Stock	7,408,000	6	" "	72-'73	112
.. Canal Stock	2,572,000	6	" "	'74-'76	106
.. Canal Stock	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered ...	20,675,000	7	Jan. & July.	1877	105½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	105½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860	4,736,000	6	Jan. & July.	'72-'92	26
.. State (old) Bonds 1848 to 1860	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	15½
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866	2,417,400	6	Jan. & July.	1900	11
.. Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd	1,495,309	6	" "	1881	105
.. Loan of 1856 Bonds, skg f'd	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s)	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s)	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	102½
.. Loan of Feb. 1867 (15-25s)	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s)	9,271,850	6	" "	'82-'92	106
.. Inclined Plane Loan, of April 1840	400,000	6	April & Oct.	1879	....
.. State Stocks (old)	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)	.....	5	" "	'77-'78	....
.. .. (old)	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863	200,000	6	April & Oct.	1893	....
.. .. of June 1863	602,000	6	Jan. & July.	1893	....
.. .. of May 1864	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66 ...	1,233,188	6	Jan. & July.	'71-'80	....
.. Funding Stocks & Bonds '66-'68	1,750,000	6	April & Oct.	1888	22
.. .. .. '66-'69	2,282,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869	7,371,700	6	" "	1888	....
.. .. .. 1870	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds	31,300,417	6	Jan. & July.	long.	80½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	2,000,000	6	" "	"	....
Texas—($3,397,325):					80½
.. Frontier Protection Bonds, gold, 1870 ...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867	466,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,500,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $6,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,960	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,933	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850–'80	579,500	6	" "	"	1880	99
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	97
Loan of 1855–'90 (Balt.) skg fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60°,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	...
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guar by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage { A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage { Penn. R. R. Co. }	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	$32½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. I. (see'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)and. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec'	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	87½
1st Mortgage coin or stg skg f'd.						
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	99
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	89½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1870	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	102
Chattel Mortgage	158,350	5	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ia.C.):						
1st Mort. (C. F. to Waverly)	294.000	7	April & Oct.	New York.	1884	81½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	79
Cedar Rapids & Mo.Riv.(C&N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174.000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107½
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'80–'91	....
1st Mort. (S. Fr, Okld & Ala.).	1,500,000	6*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1901	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	104½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	95½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	90½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	500 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,765,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	90
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 70m. & land)	767,000	7	March & Sept.	" "	1898	96
Consol. skg fund (C. & N.W.R'y)	2,560,000	7	F. M. A. & N.	" "	1915	92
Equipm't (Eng. & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	597,000	7	May & Nov.	" "	1874	95
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1883	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	103
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1896	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,353,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	85
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	94
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	89
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	72
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	186,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	103½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1861	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	101
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1900	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	8	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	92½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	100,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	101½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	928,500	7	June & Dec.	" "	1888	95½
Buffalo Branch, 1st mortgage	188,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1900	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1880	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1893	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)a.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preferenos Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	85
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years' Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	91
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1880	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,460,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100½
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,496,000	8	Jan. & July.	New York.	1886	99
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamesv'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1875	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	101
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G):						
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,008,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 18'3.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1'65.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(D.L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	2.0,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	88
2d Mort. gold tax free and conv.	3,0,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,152,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,000,000	7	" "	" "	1869	95
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	97
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1882	97
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855M. S. & N.I.	5,250,000	7	May & Nov.	" "	1885	103
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	96
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	101
1st Mort. Sept. 1,1869(K.A.W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.A.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	800,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al)						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	94
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,900	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oc.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.)						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,458,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	51
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	54½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1890	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.D.V.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.) assu'd	1,900,000	8	May & Nov	" "	1890	104½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort. (Kal. & So. Hav.) t. f. guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W. Gap (E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	80½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,080,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,259,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1890	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	103
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	92
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimun.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (NY.& OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	72
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3.000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1854	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M. (N Oto T 227 m) skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M. (")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd (N.Y. Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for R.& N. S't. (")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks (")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd (")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free (N Y C & H)	1,950,000	7	April & Oct.	" "	1891	...
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1876	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250.000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	...
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	97
2d Mortgage	1,358,500	7	May & Nov.	"	1896	101
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage skg fd	1,273,000	6	April & Oct.	"	1900	84
3d Mortgage (Y'k & Cumb.) guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1905	90½
Income Mortgage conv.	1,900,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	96
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	6	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	64½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	72½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	94½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	67½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	96
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	74½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by(C.R.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	99
2d Mortgage (")stg.	2,284,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	3 .0,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	90,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1883	94½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1898	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	127,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101
	Dollar registered	3,414,000	7	" "	"	1911	102½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	103
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1870	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	77
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1894	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	94
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1899	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	90
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold.		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1890	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):							
1st Mortgage, guaranteed		600,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	.....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	70½
Rich., Fredericksb'g & Potomac:							
Sterling Loan		97,777	6*	Jan. & July.	London.	1876	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Rich'd & P.	1876	....
1st Mortgage		175,000	8	April & Oct		.....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk g Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk g Fund...	824,500	7	" "	" "	1891	....
Roudout and Oswego:						
1st Mortgage, gold $20.000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk g f'd.	1,100,000	7	Jan. & July.	New York.	1894	98
1st Mortgage (Series B) sk g f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	102
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 1st, 1874 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 18 8 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	88
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold sk g fund conv....	2.250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold sk g f d,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk g f dendor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,022,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) sig.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886.	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500.000 guar...	152.000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold. endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1880	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1876	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1880	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage cons ruction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " "	200,000	7	" "	"	1880	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold..	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferr d bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferr d bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central						
1st Mortgage, sk g fund conv....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, lan grant....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Macoogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3.400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, sk g fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, sk g fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16 000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $.00,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk g fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	90
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund..	94.000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6.500,000..	1,406,000	7	May & Nov.	" "	1910	86½
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	88½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1883	....
Troy & Bennington (T &):						
1st Mortgage sk g fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	99
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	97½
1st Mort. (Quincy & Tol 34 m).	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	92½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	81½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	70
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	59½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £282,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £360,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	209,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	86,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	97½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	102½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1883	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	78
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis	723,800	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Deb):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,585,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered. — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	100
Mortgage Loan reg	2,0 0,000	6	F. M A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94½
2d Mortgage	285,000	6	" "	"	1876	95
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	76½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	70
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	766,650	6	" "	"	1888	74
Boat and Car Loan	828,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	75
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	5*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1898	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operated by Mobile and Ohio.)					—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Nore closed and sold—No returns.)					—	100	....
Sept. 30, 1871	142.0	—	65.6	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	268,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	51.0	—	2	4	1	21	Alexandria and Fredericksburg †.....Va.	.....	.....	.....	.....	.....	980,000	.....	—	—	(Under construction—No part in use.)					—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,064	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	.....	.....	.....	567,544	.....	579,081	.....	—	(Under construction—No part in use.)					—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	(No returns furnished.)					—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) †.....Arkansas.	550,000	*	.....	.....	1,375,000	550,000	.....	.....	—	(To be completed by Dec. 1, 1870.)					—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	23.0	(Leased to Cheshire.)			7,500		—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	.....	.....	.....	3,665,000	2,765,000	.....	.....	....	308,030	73,367	87,571	446,933	151,629	—	100	14½
Sept. 30, 1871	30.4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	.....	.....	.....	480,700	22,000	.....	.....	—	(Unfinished—No operations.)					—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	.....	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line †.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	.....	263.0	(Road complete March 1, 1872.)					—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	.....	.....	.....	30,000,000	59,000,000	.....	.....	565.8	(No accessible returns since June 30, 1871.)					—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf †.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	162,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,000	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No returns obtained.)					—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* †.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	.....	—	(Leased by Grand Trunk.)					4	100	...
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	733,700	129,000	.....	.....	53.0	(Oper. by Central of Georgia.)			73,000		—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	.....	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	.....	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio †.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	175
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	.....	.....	472,700	1,650,000	20,000	.....	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B. & O., and accounted for as an asset.)								103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	—	(Opened to Washington May 1. 1872.)					—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	150,000	1,000	.....	33.5	(Leased to Maine Central.)					—	100	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—	.....	.....	250,000	48,000	.....	.....	15.6	(Leased to Fall Brook Coal Co.)					5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	23,022,705	268.3	4,095,313	4,744,904	2,209,382	7,962,342	2,127,983	10	100	146
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030	.....	2,000	7,880	23.4	.....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	378	Boston, Concord and Montreal.....N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,060	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	376	Boston, Hart. and Erie †..Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	.....	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	3
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	129
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	.....	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	119
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	.....	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	153
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	.....	.....	.....	4,898,000	5,980,000	.....	.....	172.0	(In hands of Receiver.)					—	100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	.....	26.0	(Leased to Erie.)					—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	403,674	.....	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	.....	.....	.....	950,000	2,389,000	.....	.....	—	(Leased and oper. by Erie.)					7	100	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila.N.Y. & Penn.	963,932	150,612	270,030	.....	750,208	500,000	228,882	.....	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota..Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	.....	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	99½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern..Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	.....	100.0	(Traffic guarantee 40 p. c.)					—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	20,000,000	*	Lands.	.....	12,000,000	8,000,000	.....	.....	—	(Building—to cost $20,000,000.)					—	100	....
Dec. 31, 1871	—	—	210.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	—	(Building—to cost $7,500,000.)					—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased to Pennsylvania.)					10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	.....	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	28.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	.....	.....	.....	332,925	338,000	44,437	.....	—	(Leased to United Companies.)				43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	1,861	4,087	.....	683,467	3,776	3,800	28.5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown....Illinois.	550,000	*	.....	.....	350,000	200,000	.....	.....	17.5	(Opened January 1, 1872.)					—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*	.....	.....	376,594	150,000	.....	.....	—	(Completed 18 miles Jan. 1, 1872.)					—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	.....	98.5	430,391	.....	487,452	654,328	202,575	50	50	41½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	*	.....	.....	294,469	250,000	11,750	.....	—	(Recently opened—No report.)					—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Leased to Illinois Central.)					—	100	....
Dec 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	.....	—	(Leased to C. & N. W.)			1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	100.0	(No returns obtained.)					—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,094	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	.....	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,659	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	103½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	40½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California*..California.	129,432,717	5,784,303	.....	.....	64,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	.....	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	.....	22.8	(Leased to Pennsylvania.)					—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,643	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	273.1	451 522	133,427	99,596	769,265	290,008	—	100	....

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Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,189	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989.941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	209,152	109,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)			.....	.....	—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)			.....	.....	—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57.588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,636	72,546	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	46,709	320,200	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,289,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	...
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilmen, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,693	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,609	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,860,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492,000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,502,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5¶	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11.061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	—	—	—	—	—	—	—	—	18,240	7,234	29,173	132,000	61,503	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	(No statement furnished.)		99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	48.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	78	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	42
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	128.300	50,000	—	38,139	7.8	19,200	75,124	13.019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,905	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,000	4,000,000	4,000,000	40,502	—	116.0	184 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated in N. Y., N. Haven and Hartford R. R.)									.....	.....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263,447	939,344	191.062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,628	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,568	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,086	—	50	21¼
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,383	*Illinois Central*.....Illinois.	33,610,185	*	—	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,554	1,286,584	1,831,944	8,401,142	2,782,847	10	100	110¾
Dec. 31, 1871	65.5	—	8.5	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)			1,133,863	.....	—	100	....
Mar. 31, 1871	—	—	—	154.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,407	7,891,500	1,766,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	62½
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	*	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,629,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	162	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	126,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,000	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	—	400,000	100,000	.....	—	11.0	11,380	.....	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,040	.....	.....	357,664	180,164	—	100	....
Dec 31, 1871	36.5	36.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(8 months.) (Leased to Erie.)					—	100	....
Dec. 31, 1871	156.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.8	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448.077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,892	277.168	3,342,518	1.009.928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2.020.000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	8	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1.628,936	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	.....	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	540.0	538.9	383.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	93¼
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	—	.....	—	(Recently opened.)					—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." *A dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,968	4,889	1,191	—	100	...
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	*	.....	.....	135,300		74,700		7.0		(Recently	opened—	No returns.)		—	100	...
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford	N.Y., Ct. & Ma.	12,161,238	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,485,584	1,868,554	10	100	135½
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	...
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	...
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	*	.....	.....	1,000,000	.....	.....	.....	—	(Leased	to New Y	ork Cent. & Har. R.)	60,000	6	100	...
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420		35.0	.....	42,948	274,628	154,259	73,121	—	100	...
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina †	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	...
Feb. 28, 1871	102.0	—	8.8	—	13	12	5	141	North-Eastern †	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	...
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	(No accounts obtainable.)								72.0		(No accounts.)				—	100	...
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	98½
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	...
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central †	Md. and Penn.	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	77
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	108½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....				(Leased to Erie Company.)				8	100	...
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)				100,000,000	50,000 p.m			278 0		(No accessible returns.)				—	100	...
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester †	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	126½
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Government bonds and cash.)				145.0	336,349	234,305	211,003	314,257	34,384	—	100	...
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153 412	388,837	1,027,699	347,857	6	100	62
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	34,259	450,000	.....	2,767	34,477	12.0	.....	.....	58,979	48,986	20,048	6	100	...
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,800	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	40½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,886	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	54
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808'022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	196,356	37,874	—	100	...
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap †	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185,604	121,911	939,680	359,677	—	100	...
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000		25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	...
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	268,000	612,100	27		28.6	(Leased to Rome, Watertown & Ogdensburg.)					—	100	...
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,369,324	*	.....	.....	1,141,400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	...
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under construction.)				1,500,000	1,500,000			21.0		(Opened April 17, 1871.)				—	100	...
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	*Pacific* of Missouri †	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	46½
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under construction.)				2,425,000	1,071,000	.....	.....	63.5		(No returns furnished.)				—	100	...
Feb. 28, 1872	—	—	—	66.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	.....	.....		—		(Under construction.)		.....	.....	—	100	...
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No returns.)				—	100	...
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	.....		34.0		(Construction in progress.)		245,662	5	—	100	110½
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	.....	.....		14.5		(Leased to Erie.)		63,410		—	100	...
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	.....		12.0	(Leased | to Erie at 35 p. c.)				—	100	...
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	.....		15.1		(Leased to Erie.)		29,758	6	—	100	...
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076,000	.....		67.3	(Leased | to Tol. Wab. and Western.)				—	100	...
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N Jersey.	538,692	—	—	—	342,150	160,000	36,542		22.0	(Leased | to United Companies.)			6	—	100	...
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	.....		18.0	(Leased | to New Jersey Southern.)				—	100	...
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recently opened —No returns.)					—	100	...
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,860,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	108
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	240†
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	231,098	—	—	—	132,412	700,000	100,000		—		(To be completed in 1872.)				—	50	...
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1.271.226	306,306	—	50	...
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	—	—	1,200,000	600,000	.....		46.0	(Leased | to Chicago R. I. & Pacific.)		125,000	6	—	100	...
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	...
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned over to Co		Dec. 1, 1871.)		—	100	...
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581	—	—	—	57,200	100,000	57,381		6.5	(Oper. by Camden and Amboy.)					—	100	...
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	3	106	Petersburg †	Virginia.	1,719,113	*	.....	63,753	1,342,200	558,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	55,236	5	100	...
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	50
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie †	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	...
Dec. 31, 1871	17.1	3.1	25.4*	—	24	45	18	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	.....	.....		33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	172
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	111
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	*	329,620	.....	1,259,100	.....	.....		30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	121½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	107½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	*	.....	.....	80,855	330,300	112,713		11.3	(Leased | to Phila. and Reading.)				—	50	...
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis	Pa. & W. Va. Ohio.	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,595	540,576	1,236,803	3,316,973	942,895	—	50	...
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8 639	.....	14,159	Loss.	—	50	...
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville †	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	64	3,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....		369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	.....	.....		—	(Leased to Boston and Albany.)					6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,230	551,000	218,333		41.0	.....	41,988	55,029	142,580	92,102	—	100	...
Dec. 31, 1871	60.0	—	3 0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in running order.)				—	100	...
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	...
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	...
May 31, 1871	51.3	—	0.7	—	19	—	—	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	.....	.....		51.3	331,257	389,322	.....	628,430	180,561	10	100	126
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....		—		(Not in operation at date.)				—	100	...
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....		26.0	.....	.....	.....	97,204	33,511	—	100	92
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830		.....	40,208	53,052	6,110	34,021	5,673	—	100	...
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611		13.6	43,413	257,332	13,020	85,905	29,509	—	100	...

Sept. 30, 1871	43.4		43.1		23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	51,892	45.3	454,672	1,396,891	452,286	829,219	265,813	16	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	8	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	209,900	— —	44.0	69,127	.....	.....	.....	48,000		100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	3	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	— —	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	623,781	457,484	1,576,494	441,122	7	100	103
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,243,989	*	454,301	160,946	1,509,829	735,554	114,075	504,775	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	— —	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	— —	— —	.....	557,560	— —	5,000	— —	—	(Leased	to Erie at	48 p. c.)	.....	.....		100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	935	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	— —	.....	.....	20.0	.....	(No return	s furnished.)	.....	.....		100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	78½
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,282,922	269,000	555,522	.....	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	.....	239.0	(Leased	to Vermont	Central.)	.....	.....		100	10
Apr. 30, 1872	192.0	—	....	89.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	112.0	.....	(No return	s furnished.)	.....	.....		100	....
Dec. 31, 1871	64.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.9	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	508	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	—	250,483	4,340,000	7,000,000	250,483	.....	286.0	.....	.....	.....	940,788	666,960	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	— —	— —	— —	2,623,850	2,725,000	.....	.....	—	(Leased	to Chicago	and Alton.)	.....	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 26,	1871—No	returns.)	.....		100	55
Dec. 31, 1871	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern..Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	....	(Com	pleted in	January 1	872.)	.....		100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,419	1,968'600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	— —	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	12.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	— —	— —	2,295	243,305	226,000	1,063	.....	—	(Leased	to Boston	and Lowell.)	.....	17,711	1½	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	.....	116.3	622,308	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,182	— —	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	.....	54.0	(14 mos.	49,385	827,079	639,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	— —	— —	— —	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	334,067	132,071	6	55	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,629,000	.....	.....	157.0	.....	(No report	furnished.)	.....	.....		100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,554	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	.....	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,550	259'685	150,000	8,681	106,727	11.5	64,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	.....	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,830	*	27,430	.....	1,714,732	1,640,000	10,529	.....	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	.....	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1872	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	.....	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	.....	....	(Recent	ly opened	—No returns.)	.....	.....		100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	0	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	.....	13.0	59,930	344,866	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	50.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	55	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,768	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 187[illegible]	451.6	164.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,336	835,913	16,000,000	17,704,000	198,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	70½
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,590	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,725,700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120'4	—	128	193	40	1,823	United Companies of New Jersey..N. Jer.	28,520,394	*	6,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	121½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,955	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	151,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley...N. Y.	2,813,681	*	.....	.....	2,558,600	.....	.....	.....	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermont	Central.)	.....	.....	8	100	67
May 31, 1871	118.0	—	108.0	—	170	126	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	18	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,074	26,446	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	60
Feb. 26, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	.....	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	60	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	.....	47.5	(Recent	ly opened	—No returns.)	.....	.....		100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	— —	— —	— —	1,800,000	1,261,409	.....	.....	—	(Leased	to Del., L	acka. and	Western.)	.....	7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	— —	— —	— —	225,000	85,000	.....	.....	10.2	19,620	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	65,500	126,092	14,904	1,467,670	100,000	252,707	.....	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	16	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,800	.....	.....	35.8	186,000	737,473	85,273	326,128	141,815	—	55	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,198	102,009	2,008,324	3,160,000	814,344	.....	160.0	27,571	113,980	.....	.....	.....		100	....
Dec. 31, 1871	133.0	—	18 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	.....	306,088	.....	.....	138.0	66,389	.....	364,828	1,397,743	281,922	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	— —	— —	— —	1,022,450	1,800,000	907,813	.....	—	(Leased	to Pennsy	lvania.)	.....	.....		100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	3	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,310	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	18,340	42,937	235,616	52,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	82,892	.....	757,729	1,973,600	118,704	.....	63.6	199,868	126,940	173,243	167,792	10,678	—	50	....
Sept. 30, 1871	21.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,686	—	100	....
Aug. 31, 1871	140.9	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,635	.....	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	— —	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																				
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	— —	268,679	151,967	2,031,988	2,039,150	1,825	— —	12.5	— —	— —	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	— —	— —	— —	8,229,594	.....	.....	.....	184.5	— —	— —	.....	.....	.....		25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	— —	— —	— —	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	— —	17,835,580	.....	15,000,000	10,000,000	.....	.....	108.0	— —	— —	1,428,755	113,361	lo-s.	10	100	115
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	— —	.....	.....	5,847,400	.....	.....	.....	65.5	— —	— —	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	— —	19,323,506	.....	8,739,880	15,038,656	.....	.....	108.0	— —	— —	982,188	578,462	31,978	—	50	79
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	— —	.....	.....	1,003,800	110,000	8,179	.....	85.0	— —	— —	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	— —	— —	110,570	2,200,000	1,021,965	197,815	82,206	103.0	— —	— —	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,781,756	— —	.....	.....	4,467,150	2,806,000	460,000	.....	366.6	— —	— —	1,029,287	649,606	68,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	— —	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	661,420	637,811	60c	50	13
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	— —	.....	.....	2,092,710	2,636,313	270,506	.....	84.0	— —	— —	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	3,907,850	— —	.....	.....	2,907,850	3,000,000	.....	.....	84.0	— —	— —	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	— —	.....	.....	1,100,000	748,000	100,728	.....	123.0	(Leased	to Pennsylvania.)					50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	50 —	@ 52 —
Gartsherrie		— —	@ 47 —
Glengarnock		44 —	@ 45 —
Eglinton		— —	@ 42 —
Pig, American, No. 1		45 —	@ 47 —
Pig, American, No. 2		41 —	@ 44 —
Pig, American, Forge		37 —	@ 39 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@137 50
	—STORE PRICES.—		
Bar, Swedes, 1¼ x¼ & 1¼ x ¾ to ¼ & ¾ sq. 1¼ to 5x¾ to ¾ & ¾ to 2 sq. 6 to 12 x ¾ & ¼		175 —	@185 —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		92 50	@ 95 —
Bar Refined, 1½ to 6 by ¾ & 5-16 in		97 50	@100 —
Bar Refined, 1 & 1½ by ¼ & 5-16		100 —	@102 50
Large Rounds, 2½@2¾ to 3¾ @4 in		102 50	@117 50
Scroll		112 50	@145 —
Ovals and Half-round		120 —	@140 —
Band, 1 to 6 in. by 3-16 to No. 12		110 —	@112 50
Horse Shoe		120 —	@122 50
Rods, ¾@1-16 inch		97 50	@140 —
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		120 —	@170 —
Nail Rod	per lb.	— 9½	@ — 9¾
Sheet Russia, as to assortment	(gold)	— 17	@ — 18½
Sheet, Single, D. and T. Common		— 6½	@ — 7¼
Sheet, Doubles and Trebles, Charcoal		— 7½	@ — 8¼
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	68 —	@ 70 —
Rails, American, at Works in Penna.	c'y.	— —	@ 78 —
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11¢
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	— —	@ 4 75
8d. and 9d.	"	— —	@ 5 —
6d. and 7d.	"	— —	@ 5 25
4d. and 5d.	"	— —	@ 5 50
3d.	"	— —	@ 6 25
2d. and 3d. Fine		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— 35½	@ — 35¾
Straits	(gold).	— 31½	@ — 32
English	(gold).	— 30½	@ — 30½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box. 11 25	@11 50	13 25	@ 13 75
I. C. Coke	9 —	@ 9 50	10 75	@ 11 25
Coke Terne	8 —	@ 9 —	9 50	@ 10 50
Charcoal Terne	10 20	@10 50	12 50	@ 12 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	7¼	@ — 8
Crude 40@47 gravity (in shipping order)	—	13	@ — 13½
Refined, Standard White (in ship'g order)	—	17½	@ — 18
Refined, S. W. (in jobbing lots)	—	18	@ — 18½
Refined, S. W. (in tin)	—	23	@ — 25
Naptha, Refined (65@73 gravity)	—	9½	@ — 10½
Residuum....(in shipping order)	per gall.	— 10	@ — 10¢

COPPER—DUTY: Pig, Bap and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@— 38
Copper, Bolts		— —	@— 40
Copper, Braziers' (over 16 oz.)		— —	@— 40
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 26	@— 27
Copper, American Ingot		— —	@— 27
Copper, English Pig		— —	@— —
Yellow Metal, New Sheathing & Bronze		— —	@— 27
Yellow Metal, Bolts		— —	@— 32
Yellow Metal, Nails, Sheathing & Slating		— 27	@— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50	@ 6 75
German Ordinary	(gold)	6 50	@ 6 75
English	(gold)	6 62½	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb. Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		— —	@18 —
Liverpool House Cannel		— —	@22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 25	@ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
Boston, Hart. & Erie	2¾	....	2¾	2¾	2¾	3
Canton Co.	....	....	....	....	....	102
Central Pacific 6s	100¼	100¼	100¼	100¼	100¼	100¾
Central of N. Jersey	103	103	....	103¾	103¼	103¾
Chicago & Alton	....	....	....	108¼	109¼	....
" pref.	....	....	....	....	....	....
" I M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Ins. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	102¾	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	69¼	69	69¼	6 ¾	70¼	69¾
" pref.	81¼	81	81	81¼	....	81¾
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	92	....	92
Chic., Rock Isl. & Pac.	110¼	110¼	110¼	110¾	110¾	111
Chi., R. I. & Pa. 7s, 1896	103	102¾	....	....	103	....
Clev., Col., C. and Ind.	86	....	86¼	....	....	....
Clev. & Pittsburg guar.	....	87¼	87¼	87¾	87¾	....
" 2 M.	....	....	....	....	....	102¼
" 3 M.	....	....	....	98¼	98¼	....
" 4 M.	....	....	....	....	85	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	28¾	30	30¼	31¾	32¼	32¼
" 1 M.	88¾	88¾	88¾	....	88¼	89
" 2 M.	71¾	72	....	....	72	....
Del. & Hudson Canal	119¾	119¾	119¾	....	....	118¤
Del. Lack. & Western	99	99¾	99¼	101¼	102	101¾
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	61¼	60¼	59¾	60¼	60¼	59¼
" pref.	....	....	73¼	....	....	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	98	....	99	....
" 5 M. 7s, 1888	95¼	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	89
Hannibal & St. Joseph.	41	41	41	42	42	42
" pref.	....	....	60	60	....	60
" 8s, conv.	....	....	....	89¼	90¼	91
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	91¼	92¼	92¼	92¼	92¼	93¼
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	92	....	....	....	92	93
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	103	....	....	....	....	....
" 2 M.	99¼	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	52¼	52¼	52¼	52¼	53¼	53¼
" pref.	73	73¼	....	....	74	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold	89	....	....	88¾	....	....
Missouri 6s	....	93¼	....	93¼	93¼	93¾
" H. & St. J. 1ss.	91	....	....	....	92	....
Morris and Essex	....	91¼	91¼	92	92¼	92
" 1st mort.	....	....	....	....	104¼	104¼
" 2d mort.	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	103¼	103¼	103¼	103¾	103¾	104¼
" 7s, S.F. 1876	....	....	....	....	103¾	....
" 6s. S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	92	92¼	92¼	....	....	....
N. York and Harlem	127	128	128¾	128	129	128¾
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	135	....	....	135	135	135¼
N. Carolina 6s. old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	39¼	39¾	39¼	40	40¾	40¾
" pref.	70	....	....	....	....	....
" 2d M.	84¾	84¾	....	....	84¾	84¾
Pacific Mail S. S. Co.	37¼	37¼	37¼	38¼	38¾	38¾
Panama	....	....	110¾	110¾	....	....
Pitts., Ft. W. & Chi. gtd.	93¾	93¼	....	....	93¾	93¾
" 1 M.	....	106¼	106¼	....	....	106
" 2 M.	....	100	....	100	100	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	37¼
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	98	....	....	....
" 2 M. pref.	90¾	90¾	90	....	....	....
" Income bds.	....	....	....	....	....	78
Tennessee 6s, old	....	....	....	80¾	....	....
" new	....	....	....	79¾	....	80¼
Tol., Wab. & Western	70	70	69¼	70¼	71	70¾
" pref.	....	....	....	....	....	....
" 1 M.	97¼	....	....	....	....	99
" 2 M.	....	....	....	93	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	92¼	93	....	....	92¼
Union Pacific	27¾	27¾	27¾	28¼	28¼	28
" 1st mort.	82¾	82¾	85	82¼	82	81¼
" L. Gt. 7s	71	71	....	70	....	70
" Ins. 10s	60	....	....	59¾	....	59¾
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	....	53	....	....	....	53
" def. certs.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 16.

	Th.10.	F.11.	Sat.12.	M.14.	Tu.15.	W.16
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	115	....	115¼	114¾	....	....
U. S. 5s, 10-40s, coup.	....	....	....	114¾	....	....
U. S. 5s, 1881, reg.	....	....	....	115¼	....	....
U. S. 5s, 1881, coup.	115¼	115¾	....	....	....	115¾
U. S. 6s, 1881, reg.	119¾	....	....	118¾	118¾	....
U. S. 6s, 1881, coup.	119¾	....	120	120	119¾	....
U. S. 6s, 5-20s, reg. '62.	116¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	117¼	....	....	117	....	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	....	....	....	....	117¼
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	119	....	....	....	....	....
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.	117¾	118	117¾	....	117¼	117¼
U. S. 6s, 5-20s, reg. '67.	....	....	117¾	....	....	....
U. S. 6s, 5-20s, c. 1867.	119	119	118¾	119	118¼	118¾
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	118	118¼	....	118¼	....	118¼
U. S. 6s, Pac. R. R. issue.	114	114¼	....	114¼	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Catawissa preferred	43	....	....	....	....	42¾
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	89	....	....
" mort. 6s, '89	96¾	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¾	39¼	39¼	....	....	39¼
" 6s, 1884	90	....	....	....	89	90
" Gold L.	90¼	90¾	90¾	90	90¾	....
" R. R. L.	92¼	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	60¼	60¾	61	61¼	61¼	....
" 6s new coup	96	95	....	....	....	....
" 6s new reg.	....	....	....	....	....	97
Little Schuylkill R.R.	46¼	46¼	....	....	....	46¼
" 7s	....	....	....	....	....	....
Minehill	51	....	....	51¼	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	97	....	....	....	....	....
" 7s	....	....	101	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	27¼	27¼	27	....	....	....
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	54¾	54¾	54¾	54¾	54¾	54¾
" 1st M.	....	....	....	....	....	....
" 2d M.	....	....	....	....	....	....
" Gen. mort.	....	91¼	....	....	....	91¼
" reg.	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	102¼	....	....	....	102¼	....
" 6s, 3d series	....	106	....	....	....	....
Philadelphia City, 6s	97	....	....	97	....	....
" new	101	101	100¾	101	100¾	....
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	55¼	55¼	55¼	55¼	55¼	55¼
Philadelphia and Erie	....	....	....	....	....	....
" 6s	90	....	....	....	....	....
" 7s	88¾	....	89¼	90	....	....
Phila., Wilm. & Balt.	54¾	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	13
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	80
United Co. of N. Jersey	121¼	121¼	121¼	121¼	....	121¼
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	50	....	58	58	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	20¼	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 15.

	W.9.	Th.10.	F.11.	Sat.12.	M.14.	Tu.15
Baltimore City 6s, 1875.	99	99¼	....	99¼	....	....
" 1886	....	....	....	....	98	....
" 1890	98¾	98¾	98¾	98¾	98	98¾
" 1884	....	....	....	....	....	....
" 1900	97¾	....	98	....	....	....
Balt and Ohio	175	....	....	....	....	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	....	....	....	....	....	....
Marietta & Cin. 1st M.	102¼	....	101¾	101¾	....	101¾
" 2d M.	....	91	91	....	....	....
" 3d M. 8s.	81¼	81¼	....	81¼	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885.	....	90¼	....	....	90¾	....
" 1900.	....	....	....	....	....	....
Pittsb. & Connellsv. 7s.	93¼	93¾	....	94	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	53	....	....	....	52¾	52¾
" Defer. Certif.	....	....	....	10¼	....	10¾
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 16.

	Th. 10.	F 11.	Sat. 12.	M. 14.	Tu. 15.	W. 16
Boston and Albany ...	144¼	145	143¼	....	145¼	146
Boston and Lowell	....	....	....	....	....	129
Boston and Maine.....117¾	....	....	....	....	119	....
Boston and Providence.....	....	....	....	....	153	....
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s, new 32	31¾	32	32¼	....	....	....
Cheshire, pref.....	....	....	....	....	78¾	....
Chi., Burl. & Quincy.....	101¾	100	100	....	....	99
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	137¾	....	....	....
Eastern.....104¼	104¼	105	104¼	104	103	
Fitchburg.....127	....	127¼	128	128¼	....	
Manchester & Lawr'ce....	....	....	....	....	....	....
Michigan Central..... 92	91¾	91¾	91¾	92¼	92¼	
Northern, N. H.....	....	108¾	....	....	....	
Ogdens. & Lake Champ....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Old Colony	110¾	111	111	111¼	....	
Ph., Wil. & Baltimore.. 55	54¾	54¼	54¼	53¾	53¾	
Portl'd, Saco & Ports...125¼	....	125¼	....	126	126	
Union Pacific	....	....	....	....	....	....
" 6s.....	....	....	....	....	....	....
" Land Grant 7s....	67¼	....	....	....	....	....
" Income 10s.....	....	....	....	....	....	....
Vermont & Canada.....	....	....	....	....	....	....
Vermont & Mass.....	....	....	....	....	....	80
South Boston (Horse).....	....	....	....	....	....	....
Cambridge 101¼	....	....	....	....	....	....
Metropolitan	....	....	59	59	59	
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls 22	....	....	23	23¼	24	
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	....	43¼	....	43	42¼	

London Stock Exchange.

	—Closing Prices.— June 27.	June 20.
Atlantic & Gt. W. 1st mort., $1,000..	79 — 81	79 — 81
Do. 2d mort., $1,000.....	67 — 69	68 — 70
Do. Con. mort. B'nds Bisch's Cert.	45¼— 46¼	46 — 47
Do. Reorg. Scrip.....	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds....	93¼— 94¼	93 — 94
Detroit & Milwaukee 1st mort. Bonds	68 — 72	68 — 72
Do. 2d do.	— — —	— — —
Erie shares 100 dol. all paid....	49¼— 49¾	50 — 50¼
Do. 6 per cent Convertible Bonds..	96¼— 97¼	96 — 97
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	94 — 95	94 — 95
Illinois Central $100 shares all paid..	85 — 87	84 — 86
Do. Redemption mort. bonds 6 p.c.	98 —100	98 —100
Illinois & St. Louis Bridge 1st mort.	98 —100	98 —100
Marietta and Cincinnati Rail. Bonds.	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.....	— — —	— — —
Panama General mort.....	91 — 93	91 — 93
Pennsylvania, 2d mort.....	98 —100	98 —100
Do. General mort.....	99 —100	99 —100
Do. $50 shares.....	42¼— 43¼	43 — 44
Philadelphia and Erie 1st mort.....	95 — 97	95 — 97
Do. with option to be paid in Phila.	95 — 97	95 — 97

American Railroad Journal.

Saturday, July 19, 1873.

Stock Exchange and Money Market.

There has been a very easy movement noted in the Money line since our last, with unusually liberal offerings of funds, seeking prompt and lucrative employment both at bank and through private channels; while the demand for accommodation, from all sources, has been comparatively moderate, the main inquiry having been from borrowers, for speculative use at the Gold and Stock Exchanges. The reduction of the Bank of England rate tended to make the price of aid in the local market, more favorable to the borrowing element. Call loans were quoted at from 3@5; and best discounts at 6@7 per cent per annum. Many lenders seemed eager to place their balances, in the form of time loans, extending through the Fall and early Winter months. The city banks, in their last weekly statement, made an encouraging exhibit. The most notable gain, in the line of reserves, was in that of the deposits The excess of Gold and Greenbacks over the line of 25 per cent to deposits and circulation is nearly the same as last week, and the present excess is about $4,000,009 larger than this time last year when the price of Money on call loan was the same. It is, therefore, reasonable to calculate that the prevailing ease in the loan and discount market will run into the early Fall. The Sub Treasury also added moderately to its reserves. The city banks last week reported an increase of over 6½ millions in their deposit line, over ⅛th of a million in their legal tender, and of about 1⅛th million in their specie reserves. They enlarged their loan and discount averages about 1¼ million and their circulation slightly.

The city banks receded slightly on their obligatory reserve, the last statement showing that they had $16,435,725 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, augmented its coin balance nearly half a million; and its currency reserve over half a million. Its currency reserves at the close of the week were $25,763,200; and its coin board, $39,791,958.

The clearances of the city banks averaged through the week 77⅛ millions a day, and amounted in the aggregate, for the whole week, to $462,657,569, as against $478,571,887 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $400,914 and its coin reserve $524,365 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $34,658,000, against $28,223,400 same time last year. The city bank deposits are now $238,916,900 against $245,508,000, week ending July 13, 1872. The legal tender reserve amounts to $48,329,900, against $53,440,700 same time last year. The circulation now stands at $27,291,800 against $27,466,400 same time last year. The loans are now $286,174,500 against $296,597,800 at this date last year.

The coin reserve of the city banks is now over 84⅝ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is 48⅜ millions against about 84⅞ millions April 5th, 1873, and 55⅛ millions on the statement of June 15th, 1872; and the deposits are now about 238⅞ millions, against 186⅞ on the 12th of April, 1873, and 247⅛ millions on the 20th of July 1872.

Under the official programme for July, Government proposes to sell, Gold, as follows: Thursday, July 24, $1,000,000; Thursday, July 31, $1,000,000.

The cash balances in the Treasury Department on Monday were as follows: Currency, $8,029,036; special deposit of legal tenders for the redemption of certificates of deposit, $33,190,000; coin, $80,828,246.

The U. S. Sub-Treasury office last week received $5,051,664 of currency, and $9,122,737 of gold, the latter including $2,252,918 from customs; and disbursed $4,650,750 of currency and $8,598,371 of gold, the latter embracing $3,063,402 of coin interest.

Government revenues have been on a moderate scale since our last. The excises yielded within the week about two millions, and for the fiscal year ending with June 30th, 1873, $115,067,728. The customs at the port of New York, for the week, were $2,252,918, and at the outports, about $750,000 more, in coin or coin certificates.

Under speculative manipulations of the new clique of operators for a rise, Gold has been ranging higher in price, with more than usual activity reported. The customs drain was on a more extensive scale, and the export movement heavier. The range of the price during the week has been from 115½@116⅛, and the quotation on Wednesday was 116 against 115⅝ on Wednesday of the preceding week. The specie outflow last week, was $3,624,589. The Gold Exchange Bank clearances have averaged about 56⅜ million per day during the week.

Wednesday's specie exports were $1,231,133.

The customs demand for Gold last week, averaged $375,486 a day. The arrivals of specie from Europe, Havana and other foreign ports last week were $20,187. and thus far in 1873 have been $1,932,198, against $2,732,839 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1 1873, has been $67,216,766 against $79,364,531 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $45,037,675, against $49,940,839 during the same time in 1872.

The export drain of specie was $3,624,589 last week, against $4,882,534 same week preceding year, The shipments since January 1, 1873, have been $30,997,318 against $44,627,771 during the same portion of 1872.

Foreign Exchange has been quoted higher, closing steady, on a moderately active demand for prime bills. Bankers' sixty day bills on London closed on Wednesday at 109⅜@109¼; sight bills on London, at 110¼@110½. The week's exports of Domestic Produce have been to the currency value of $5,427,890.

Government securities have been quite freely purchased, and prices have been quoted firmer on reduced offerings of all issues. On Tuesday, the New York members of the "Syndicate" having in charge the negotiation of the new 5 per cent Government bonds reported that on the preceding day the Prussian Government bought in London $2,000,000 more. The amount reported as purchased before was $10,000,000, a part of which was made up of 6 per cent bonds. Thus the German Government has taken within a few weeks $12,000,000 one kind and another of United States securities.

U. S. sixes of 1881 closed on Wednesday of this week at 119¾@120; U. S. Five-Twenties of 1862 at 117⅛@117½; U. S. Five-Twenties of 1864 at 117½@117¾; U. S. Five-Twenties of 1865 118¾@119; U. S. Five-Twenties of 1865 consolidated 117¾@118; U. S. Five-Twenties of 1867, 118¾@119; U. S. Five-Twenties of 1868, 118¾@118½; U. S. Ten-forties at 114¾@115; U. S. Fives of 1881 (Funding Loan) 115@115⅝; Six per cent. currency Sixes from 114½@114¾.

Government bought in on Wednesday $207,850 Five-Twenties from 115 49@115 87, out of an aggregate offering of only $323,150.

The Railway and Miscellaneous share speculation has been quite active on a generally stronger range as to price, though the later dealings indicated much irregularity as to values, on the street favorites.

State bonds have been in good demand and quoted firmer.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 1.	July 9.	July 16
Consols	92¼	92⅞	92⅝
U. S. 5-20s, 1865	93	93½	93¾
" 1867	92¾	93⅛	93¼
" 10-40s	89⅜	90⅛	90¾
New Fives of 1881	90	90¾	*89⅞
Erie	49	48⅞	46½
Ill. Central	..	....	*82

* Ex interest.

There has been a much better inquiry noted for the favorites of the Railway Mortgage Bond Loans at firm and buoyant prices. Central Pacific Sixes have been in much better request at from 100⅜@100½ ex the July three per cent coupon. The Chesapeake and Ohio Seven per cent gold bonds have been selling freely at 90, and interest. Chesapeake and Ohio Sixes have been in good demand at 88½ and interest. Western Pacific Sixes sold at 92¼@92½, ex the July coupon of three per cent. The Northern Pacific 7-30 Loan has been of ready sale, to investment buyers, at par and interest.

General business has shown rather more animation. The Metal trade is reviving gradually. Copper has been in very limited demand, and quoted at 27½c.@28c. for Lake, showing less firmness. There has been mere doing in Iron, but at irregular prices, with sales reported of 400 tons Scotch Pig, on private terms; 300 tons Glengarnock do. at $42@$43; 600 tons No. 1 American do. at $48; 200 tons No. 2 do. at $43@$44. We quote: Eglinton Pig at $42@$43; Glengarnock, at $43; No. 1 American Pig at $46@$48; No. 2 do. at $42@$46; Wrought Scrap at $46@$48; English rails at $65@$68, gold; American Rails at works, at $75@$80. Old Rails $50@52. Of Steel Rails, 4,000 tons have been disposed of on private terms. Pig Lead has been very quiet at 6½c@6⅝c., gold, for foreign. Spelter has been dull yet steady at 7½c.@7⅝c., gold; Pig-tin has been in moderate request, with Straits quoted at 31¾c.; English at 29½c.@29¾c., and Banca, at 36c., gold; sales have been reported of 100 slabs Straits at 31¾c.; 25 tons English at 29½c.@29¾c., gold. Tin Plates been quiet at former figures; 500 boxes Charcoal Terne sold at $10 50, gold; Charcoal Plates quoted here at $11 12½@$11 50; Charcoal Terne, $10@10 50; Coke, $9 25@$10; Coke Terne, $8 75@$9 gold, per box. Zinc inactive and nominal. Hardware is attracting more attention. Groceries are in more request and held with more confidence.

Domestic produce has been moving more freely. Cotton has been less firm; but for future delivery closed in favor of sellers. Breadstuffs and Provisions have been generally stronger in price. Middling upland Cotton left off tamely at 20¾c. per lb. The receipts at all the ports, since Sept. 1, have been 3,518,985 bales, against 2,662,993 bales same time in the preceding year; exports 2,559,162 bales against 1,912,663 bales in the previous year; stock at the ports at latest dates, 218,950 bales against 134,350 bales same date 1871.

Foreign goods have been rather more sought after. The Dry Goods trade has shown more animation. The week's imports of foreign goods and merchandise amounted to $9,432,296 including $1,840,138 of dry goods.

Ocean freights have been moderately active with rates on Grain, Naval Stores, Tobacco, and and Petroleum room and tonnage closing in favor of shipowners.

At the Live Stock Markets, Beeves have been in more demand at from 8@13 cts. Veals at 3@9½ cts.; Sheep at from 4½@6 cts.; Spring Lambs, 7@12½ cts.; Swine at 5¼@5¾ cts. per lb., all live weight. The week's receipts were 9,412 Beeves, 3,722 Veal Calves, 22,318 Sheep and Lambs, and 38,996 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.— Pacific R. R. of Mo., 46¼; do. 1st mort., 86; do. 2d mort., 75; Atlantic and Pacific pref., 25¼, St. Louis and Iron Mt. R. R., 70; do. 1st mort, 102; St. Louis, Kansas City and Northern pref., 45; Rensselaer and Saratoga R. R., 103; Boston, Hartford and Erie 1st mort., 32¼; Ohio and Mississippi 7s, consol., 91¾; Am. Dock and Imp. 7s, 96½; Burlington, Cedar Rapids and Minnesota 1st mort., 87½; Toledo, Peoria and Warsaw 1st mort. W. D., 90; do. 2d mort., 76; Canada Southern 1st mort., 89¾; Cedar Falls and Minnesota 1st mort., 79; Clev., Paines. and Ash. 7s, new, 97; do. old, 97; Dubuque and Sioux City R. R., 56; do. bonds, 2d div., 90; Long Dock Bonds, 96; Albany and Susq. R. R., 93; do. 2d mort., 97½; Mil. and St. Paul 1st mort., LaC. div., 92; Detroit, Monroe and Toledo 1st mort., 101; Clev., Col., Cin. and Ind. 1st mort., 104¾; New Jersey Southern 1st mort., 73; Quincy and Toledo 1st mort., 91½; Delaware and Hudson Canal 7s, reg., 1891, 102½; North Missouri 1st mort., 88; Western Union Tel., 89⅜; do. 7s, 98; Atlantic M. S. S. Co., 1½; Maryland Coal, 22; Consol. Coal of Md., 55; Am. Coal 63¾; Adams Exp., 95; U. S. Exp., 71; Am. Exp. 6s, 64; Wells-Fargo Exp., 76; South Carolina new, Jan. and July, 15; N. Y. State 7s B. L., conpon, 105½; do. reg., 105¼; North Carolina 6s, special tax, 14; Georgia 7s, 88.

Philadelphia.—West Jersey 6s, 98½; Allegheny Valley 7s 3-10s, 93½; Pennsylvania and New York Canal 7s, 99; Philadelphia and Reading Gen'l mort. 7s, coupon, 101; do. reg., 102½; do. 7s 1893, 104; do. 7s, new, conv., 103; do. deben. bonds, 79; Morris Canal 7s, boat loan, 90; Catawissa new pref., 33; do. 7s, new, 102; Connecting R. R. bonds, 87; Pittsburg, Cincinnati and St. Louis 7s, 77; S. V. and P. R. R. 7s, gold, 100; Reading C. and I. mort. 90½; Belvidere Delaware 3d mort., 84; Lehigh Valley 7s, new, 104½; Wilmington and Reading 1st mort., 99; Camden and Atlantic pref., 42; do. 2d mort., 94; Philadelphia and Trenton R. R. 121¾; Huntingdon and Broad Top Mt. R. R. 10¾; Fulton Coal 5½. The latest quotations are: City 6s, 97@97½; do. free of tax, 100⅞@101; Pennsylvania State 6s, 1st series, 100@101; do. 2d series, 102¼@103; do. 3d series, 105⅛@106½; Philadelphia and Reading 55½@55½; do. Gen'l mort. 7s, coup., 101@101¼; do. reg., 102¼@102¾; do. mort. 6s, 1880, 95@96; do. 7s, new, conv., 102¾@102¾; United New Jersey R. R. and Canal Co., 122@122½; Camden and Amboy mort. 6s, 1889, 96½@97; do. 1883, 90@92; do. 1889, 88½@89; Pennsylvania R. R., 54¼@54⅜; allotment, 54¼@54⅜; do. 1st mort., 100@100½; do. 2d mort., 99@100; do. General mort. coupon, 91¼@92; do. reg., 96¼@96¾; Little Schuylkill R. R., 46⅜@46½; Morris Canal, 49@50; do. pref., 125@127; do. 6s, 93@95; Susquehanna Canal, 6@7; do. 6s, 74½@75; Schuylkill Nav., 6¼@7; do. pref., 12¾@13½; do. 6s, 1882, 70@74; do. 1872, 80@80; Elmira and Williamsport pref., 38@38½; do. 7s, 1873, 95@96; 6s, do. 59@60; Lehigh Coal and Navigation 39¾@39½; do. 6s, 1884, 90@90½; do. R. R. Loan, 92¼@92¾; do. Gold Loan, 90½@91; North Pennsylvania, 48@49½; do. 6s, 97@—; do., 7s, 101@101; do. Chattle 10s, 110½@111½; Philadelphia and Erie, 24½@25; do. 6s, 89¾@90; Minehill, 51@51½; Catawissa, 19¼@21; do. pref. 42¾@43; do. new pref., 32⅝@32⅞; do. 7s, 1900, 102@102¼; Lehigh Valley, 61⅜@61½; do. 6s, new coupon, 94½@95½; do. reg., 96½@97; do. 7s, 104⅜@104½; Fifth and Sixth streets, (horse,) 51@—; Second and Third, 58@58½; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 31@33; Green and Coates 50@50; Chestnut and Walnut, 55@65; Hestonville, 18½@19½; Germantown, 30@—.

Boston.—Eastern R. R. 7s, 1882, 100¾; Missisquoi R. R. 6s, 60; Chicago, Burlington and Quincy 7s, 95½; Burlington and Missouri 8s, in Nebraska, 99; Vermont Central 1st mort., 25; Atchison, Topeka and Santa Fe 1st mort., 72½; Boston and Maine R. R. 7s, 105; Carthage and Burlington R. R. 8s, 95; Dixon, Peoria and Hannibal 8s, 95; Cincinnati, Sandusky and Cleveland R. R., 14½; Summit Branch R. R., 43½; Boston and Lowell R. R. new, 107¼; Burlington and Missouri River R. R., in Iowa, 99¾; Cary Imp., 10; Brookline Land, 5; Waverly Land, 4⅜; New Hampshire 6s, 98½; Chicago 7s municipal, 99½; do. sewerage, 99¾; Fall River City 6s, 96½; St. Louis 6s, 89½; Boston 6s, 1880, 99½; Allouez Mining Co., 17½; Calumet and Hecla, 158¾; Humboldt, 1⅛; Petherick, 2¼; Pontiac, 1⅛; Rockland, 2¾; Shuniah Silver, 55c.; St. Clair, 2½; Superior, 40c.; Winthrop, 50c.; Washington, 1¼.

Baltimore.—Northern Central 6s, 190C, gold, 90½; Orange and Alexandria 2d mort., 36½; do. 4th mort., 81½; Western Maryland 1st mort. guar., 97; Central Ohio 1st mort., 89⅛; Maryland Defense 6s, 104½; Virginia consols, coupons, 74; Memphis City 6s, 53. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78@79; Pittsburg and Connellsville 7s, 1898, 93⅞@94; Baltimore and Ohio, 173@175; do. 6s, 1875, 96½@—; do., 1880, 96@97; do., 1885, 97@97; Parkersburg Branch, 11@—; Northern Central, 87@38½; do. 6s, 1885, 90@91; do., 1900, 86@86; do., 6s, 1900 gold, 90½@90⅝; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 97@97; Marietta and Cincinnati 1st mort. 7s, 1892, 101⅝@101¾; do., 2d mort., 7s, 91@91¼; do., 3d mort., 8s, 80¼@81⅜; Central Ohio, 41@—; do. pref., 40@41; do. 1st mort., 88¼@89⅛; Western Md. 1st mort. 6s, 1890, 81½@90; do. 1st mort. guar., 95@97; do. 2d mort. guar., 94¼@95; do. 3d mort., guar., 96@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 81@84; Richmond and Danville 1st mort., 75@75¾; Orange and Alexandria 1st mort. 6s, —@99; do., 2d mort. 6s, 86@86⅞; do., 3d mort. 8s, 89⅝@91; do., 4th mort. 8s, 81@82; Orange, Alex. and Manassas 7s, 79½@80; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 76@—; do. 8s, 3d mort., 87¾@89; Baltimore 6s,

1875, 98½@99; do., 1884, 98¾@—; do. 1886, 98@—; do. 1890, 98½@98¾; do., 1893, 99½@100; do. 1893, exempt, 103@—; do., 1900, exempt, 98¼@98¼; do. 1900, new, 99@99½; do. 1902, 97¾@98; Memphis City 6s, 52¾@53¼; Maryland Defense Loan, 1883, 104½@105; Virginia 6s, old, 88@—; do. coupon old, 89@89½; do. consol. 6s, 52⅞@53; do. reg. 51@51½; do. coupons, 75¼@76; West Virginia, 10¼@10½; City Passenger R. R., 18@19; George's Creek Coal, 117⅛@—.

☞ The Jacksonville, Pensacola and Mobile Railroad, for a long time in embarrassed circumstance, was to have been sold July 7th by U. S. Marshall under a decree in of favor 1st mortgage bondholders. Just previous to time of sale, an association of gentlemen purchased the decree from the bondholders and organized anew as follows: Col. D. P. Holland, Pres't, Tallahassee; D. G. Ambler, Vice Pres't, Jacksonville; J. G. Gibbe, Gen'l Manager, Tallahassee; E. W. Demy, Treasurer, Jacksonville; F. B. Popy, Sup't, Tallahassee; Jas. L. Taylor, Gen'l Freight and Ticket Agent, Tallahassee.

☞ At an adjourned meeting of the Directors of the Erie Railway Company, held on the 16th inst, the following officers were elected for the ensuing year: P. H. Watson, President; George H. Blanchard, second Vice-President; James C. Clark, third Vice-President; H. Tyson, fourth Vice-President; A. R. McDonough, Secretary. Executive Committee—S. L. M. Barlow, W. B. Duncan, Edwin D. Morgan and Frederick Schuchardt. Finance Committee—Samuel D. Babcock, Adrian Iselin, H. R. Baltzer and George H. Brown. On motion of President Watson, the first Vice-Presidency of the Board was left vacant for the present.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending July 5, at 344,185 tons, and for the coal year 9,094,740 tons, against 8,986,007 tons to corresponding time last year, being an increase of 108,733 tons. The bituminous tonnage for the week is 58,944 tons, and for the year 1,176,094 tons, giving a total of all kinds for the week of 403,129 tons, and for the year of 10,270,884 tons, against 10,008,109 to same time last year, being an increase of 262,725 tons.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending June 30, are: freight, $60,581 01; passengers, $33,576 17—total, $94,157 18.

☞ The earcings of the Baltimore and Ohio Railroad and branches in June, 1873, were $1,323,797 47, showing an increase, as compared with June, 1872, of $111,855 65.

☞ The earnings of the Burlington, Cedar Rapids and Minnesota Railroad in June, 1873 were $96,696 04, against $74,242 48 in June, 1872—an increase of $22,453 56.

☞ The coal tonnage of the Columbus and Hocking Valley Railroad during the month of June was 53,712 tons; total earnings of company for same time, $75,510 09.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Central Railroad of New Jersey.

Mr. John Taylor Johnston, President of the Central Railroad Company of New Jersey, has issued the following notice to the stockholders:

It has been deemed desirable to consolidate the stock of the Newark and New York, the Perth Amboy and Elizabeth and the High Bridge Railroads with the stock of the Central Railroad Company of New Jersey. The above are all branches of the main road, and the stock is entirely the property of the Central, and included among its assets. By the provisions of the charter the assent of three quarters in interest of the stockholders is required before this consolidation can be made, and though the transportation is formal, this provision has to be complied with. This assent has been already given to the purchase of the Newark and New York branch, but as it was not immediately acted on, it has been deemed safer to have the authority renewed. Stockholders are requested to sign their assent.

☞ The work of grading and preparing the road bed of the new railroad from New York to Philadelphia via Keyport, Farmingdale, New Lisbon, Medford, Marlton and Kaighn's Point, Camden, is progressing with considerable rapidity. Large forces of men are operating at different points along the route. It is estimated that the distance from Camden to New York by this road is only eighty-six miles, twenty of which will be by steamboat. This road will run almost its entire length through a good agricultural stretch of country and afford market facilities which the people have long needed.

☞ The directors of the North and South Jersey Railroad Company have elected Randall E. Morgan, of Camden, president; William Bell, of Perth Amboy, first vice-president; George H. Vanderbeck, of Allentown, second vice president; Dr. H. H. Longstreet, of Bordentown, treasurer; Samuel H. Robbins, of Allentown, secretary; Robert S. Van Rensselaer, of Bordentown, engineer-in-chief; N. McConnaughty, of Somerville division engineer. The chief engineer was ordered to proceed with the surveys at once.

☞ Banking House of Fisk & Hatch,

No. 5 Nassau-St., New York, July 18, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds—

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold in New York; interest payable Jan. 1 and July 1; coupon or registered. Price **90** and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD, IS A GREAT EAST AND WEST TRUNK LINE, 420 miles in length, extending from Atlantic tide-water at Richmond to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest IRON, COAL, AND TIMBER regions in the United States.

IT IS COMPLETED AND DOING A LARGE, PROFITABLE, AND RAPIDLY INCREASING BUSINESS.

ITS FREIGHT TRAFFIC, PASSENGER TRAVEL AND EARNINGS during the current year will be much larger than has heretofore been anticipated, and they are developing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the SUBSTANTIAL AND ENDURING CHARACTER OF THE ROAD ITSELF, ITS ADVANTAGES FOR ECONOMICAL AND PROFITABLE OPERATION, AND THE UNQUESTIONABLE SECURITY OF THE BONDS OF THE COMPANY, enable us to recommend them with the utmost confidence.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We continue to deal in Government Securities, CENTRAL PACIFIC, WESTERN PACIFIC, AND CHESAPEAKE AND OHIO SIX PER CENT. BONDS, buy and sell Stocks and Bonds at the Stock Exchange on Commission, for cash, make Collections, receive Deposits, on which we allow interest at the rate of 4 per cent., and do a general banking business.

FISK & HATCH.

Poor's Manual.

The sixth series of the Manual of the Railroads of the United States, edited by H. V. Poor, has just been issued. It is a large book of 750 pages, and contains complete and reliable reports of all the Railroads of the United States for the last fiscal year.

From the introduction, we learn that there were 67,104 miles of Railroad in the country on the 1st of January, 1873—which is somewhat less than the mileage as given in the Journal. Of these, 6,427 miles were opened during the year. A tabular statement gives the operations of 425 different Railroads, aggregating 57,323 miles. The Manual is the most complete work of the kind ever issued. It is published by H. V. & H. W. Poor, 68 Broadway, price $5.00.

☞ At a meeting of the directors of the Indianapolis, Cincinnati and Lafayette Railroad, at Indianapolis, on the 10th inst., it was voted to accept the transfer of the railroad from the receiver, pursuant to order of the U. S. Circuit Court. M. E. Ingalls was elected president.

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN THEIR RESPONSIBILITY FOR CARRIAGE OF BAGGAGE CEASES.

The late case of Dininny *vs.* The New York and New Haven Railroad Company, (49 N. Y., 546), was an action brought against defendant as a common carrier to recover for the loss of the contents of a trunk.

The opinion of the court was delivered by—

PECKHAM, J.—The Supreme Court reversed the judgment entered upon the report of the referee, and granted a new trial? but as it is not stated to have been reversed upon a question of fact, it is deemed to have been exclusively upon questions of law. The referee found, upon evidence, that "the plaintiff caused the demand to be made for said trunk, and contents within a reasonable time, and made reasonable efforts, and within a reasonable time, to demand and procure the trunk and contents; and that the defendant refused and neglected to deliver the contents of said trunk.

This finding, so stated, includes the finding that there was no delivery at all of the trunk and contents to the plaintiff; that what occurred at the depot some time after eight o'clock in the even ing when the plaintiff's son went there with a wagon for the trunk, was no delivery. Under these findings the defendant still held the trunk as a common carrier. The responsibility of a common carrier, as to baggage continues until the owner has a reasonable time and opportunity to receive and take it away.

It is found in the case at bar that the plaintiff did not have such time and opportunity. This was by reason of the absence of the defendant's agent from the depot.

For fifteen minutes plaintiff's wife waited after the arrival of the cars and looked for this baggage. It seems the baggage-master had quietly and quickly put it in the depot room, and left the place for his dwelling, some quarter of a mile distant. It is no answer, it is idle to say she could not have carried home the trunk if she had found it. True; but, she could have and would have made an arrangement on that subject, and, it is presumed, would have fulfilled it and taken home the trunk that night, and thus prevented the loss.

That was the first and a plain neglect by the defendant. In proper season immediately after tea, and at eight o'clock, the trunk is sent for; and at this time a wagon and horse are procured. Again the man in charge is absent, and, before the plaintiff's son could get him there the horse and wagon-man get impatient and leave. This is the second and plain neglect of the defendant. It plainly appears by the evidence that it was difficult on that day to get a wagon to transport baggage, and difficult to detain one unnecessarily. The defendant was bound to be there at the depot a proper and reasonable time at first for the delivery of that baggage. Not being so there, the baggage was locked up at defendant's peril. When plaintiff again, in a reasonable time, called for it, the master's negligent absence again prevented its delivery. The taking off of the check, &c., from the trunk, and its partial delivery to the plaintiff's son, under the impression by him, that the horse and wagon were still there, was not a delivery. The departure of the horse, &c., occurred, be it marked, by reason of the neglect of the master to be there at the depot. The referee has found, necessarily, that the failure to await the return of the son who had gone in pursuit of the baggage-master was not unreasonable, under the circumstances; and, as the son testified, it was agreed by them, at the master's suggestion, that another could not be procured that night. Thus it plainly follows that the entire failure to remove the trunk that night was caused by defendant's negligence. In such case, the defendant's liability as a common carrier is not discharged.

Suppose the plaintiff, with a horse and wagon, had gone to the depot at eight in the evening, and waited with two men for two hours, while a third man was vainly hunting the baggage-master, and then, hearing nothing of him, had gone home; but the master arrived within ten minutes thereafter, when no team could be obtained, that night, yet the man supposing the wagon still there had a partial taking of the baggage, as here, would it be contended there was any delivery.

The precise length of time a party shall wait for finding the master is not and cannot well be settled as matter of law. It is found here, as matter of fact that the waiting was reasonably long; and no error in law was committed thereby.

The order of the Supreme Court should be reversed, and judgment absolute ordered for the plaintiff upon the finding of the referee.

Order reversed and judgment accordingly.

Erie Railway.

At a meeting of the directors of this company, held on the 8th inst., the following report was submitted:

GENERAL OFFICE OF THE ERIE RAILWAY COMPANY, NEW YORK, July 8, 1873.

To the Stockholders of the Erie Railway Company:

The general law of this State requires that a report shall be annually made for the year ending September 30, but the recent change in the time for the holding of the elections of this company from October to July would seem to make it proper that a partial report of the operations of the company to this time should now be presented; but this report is, from necessity, far from complete, even for the current six months, as the returns are not yet all in for the month of May last. In the course of the next few weeks a complete report of all operations to the 1st of July can be made, and it is intended that such a report shall then be made as will show, with precision, the actual condition of this company's affairs for the past six months.

The earnings of this company have continued steadily to increase. For the past half year they have largely exceeded those of any similar period since the completion of the road. The reforms begun in the management of the company's business have diminished the relative expenses in almost every department, and these expenses will be still more largely diminished as the reforms in progress are developed; and when the present plans for a double track and narrow gauge upon the whole line shall be carried into effect there is no reason why the cost of operating this road, in comparison with its gross earnings, should not be as low as upon any of the other great trunk lines.

We are rapidly increasing our facilities for business. We have put in this season, already, twenty miles of sidings, and laid ten miles of second track, and we have increased our coal, postal and other cars. We are preparing to reduce the heaviest grades upon the line; and, when this is done, taken in connection with the cheapness of fuel—in respect of which the Erie Company possesses very decided advantages over any of its rivals for business in this State—this company will be able to overcome the disadvantages under which it has suffered in the past, in comparison with other lines originally possessing better gradients or greater control of local traffic. These advantages, now beginning to be realized, will increase in the future; and the day is not far distant when our proximity to and connection with the anthracite and bituminous coal fields of Pennsylvania and Ohio will far more than counterbalance the advantages heretofore possessed by other lines.

The funded debt of the road has been increased during the year by the addition of ten millions of convertible bonds, of which eight millions have already been sold at par, in currency. The remaining two millions will probably be placed at the same rate as soon as they will be needed for our new construction and equipment, now in progress. Assuming all these bonds to be negotiated, the funded debt of the company will then be as follows:

Reported July 1, 1872	$30,040,140
Convertible bonds	10,000,000
Total	$40,040,140

The stock capital of the company is unchanged, as reported July, 1872, viz:

Common stock	$78,000,000
Preferred stock	8,536,910
Total	$86,536,910

The floating debt of the company as reported July 1, 1872, was $6,463,668 20.

The present floating debt is nearly $1,700,000, or equivalent to one month's current receipts, showing a reduction since last July of $4,750,000 and upwards.

The grading for the double track is rapidly progressing. Upwards of forty miles will be ready for the rails in August, and during the Autumn a further portion of eighty miles will be completed, making in all 120 miles to be constructed this season.

During the present season we expect to change the existing gauge of the road from Attica to Painted Post, a distance of one hundred miles, and to lay a third rail from Attica to Buffalo and from Painted Post to Waverly, the third rail on the latter being already nearly complete. This will give us a narrow gauge connection with Philadelphia and the anthracite coal fields. As rapidly as is consistent with an economical change of our present motive power and rolling stock, it is proposed to narrow the gauge of the whole of the main line and branches.

Not only is this change demanded for the purpose of reducing working expenses, but because we cannot, so long as our gauge is not in conformity with that of our Western, Eastern and Southern connections, secure a large amount of traffic now offered to us, if we could receive and transport it without breaking bulk. The motive power and rolling stock of the company is in a more efficient condition than at any previous period, as is shown by the increased service which it performs. But the imperative demands of our traffic will require, by the time the narrow gauge track is extended eastward to Waverly, the immediate addition of 2,000 narrow-gauge cars and 100 narrow-gauge locomotives, which we are now about to put under contract.

In the month of February last, in addition to the annual dividend of seven per centum on the preferred stock, a further dividend of one and three quarters per centum on the common stock was declared, and afterwards paid.

The accounts, based upon which this dividend was declared, have already been published, and have, in addition, been most carefully scrutinized by a committee of the Legislature. At the time of making this dividend sundry important items of account had to be estimated, because of the incompleteness of the returns and the backwardness of the bookkeeping; but in every instance, when these estimated items came to be corrected by the actual returns and the completion of the accounts, it was found we had underestimated the receipts,

overestimated expenses, and, therefore, underestimated the actual net earnings; and nothing has since occurred to show, or even to raise a doubt, that this dividend was not fully earned, or was not properly declared and paid. On the contrary, it is believed that the system then inaugurated, of carrying the cost, paid from earnings of all additions to the property and equipment of the road to capital account, taking care, in all cases, to make ample allowance for the necessary expenditures for a full and liberal reparation of the road its equipment and machinery in every department, and of then dividing the whole of the actual net earnings of the company among its stockholders for the time being, is a policy equally honest and wise, and to this policy of fairly dividing the actual earnings at short intervals, say semi annually among the whole body of stockholders the present Board is fully committed upon principle.

As before stated, a full report of all the affairs of the company, including its earnings for the first six months of the present calendar year, is necessarily deferred to about the end of August next. All of which is respectfully submitted. By order of the Board. PETER H. WATSON, President.

☞ The Schuylkill Navigation Company has declared a dividend of 60 cents per share on the preferred stock of the company, and 30 cents a share on the common stock. The dividends will be paid in scrip on and after July 15th, convertible into mortgage loans of the 6s of 1872 and 1897 on and after September 3d, 1873, in sums of one hundred dollars and upward.

☞ Wm. Shirley has been elected President, John W. Numsen Treasurer, and Edward D. McConkey Secretary of the Baltimore, Pimlico and Pikesville Railroad Company.

Second Hand Locomotive For Sale.

ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, June 23, 1873.

A DIVIDEND OF FIVE PER CENT. HAS BEEN declared by this Company, payable on the first day of August next to the holders of full-paid shares, registered at the close of the fifteenth day of July next, after which and until the fifth day of August, the transfer books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

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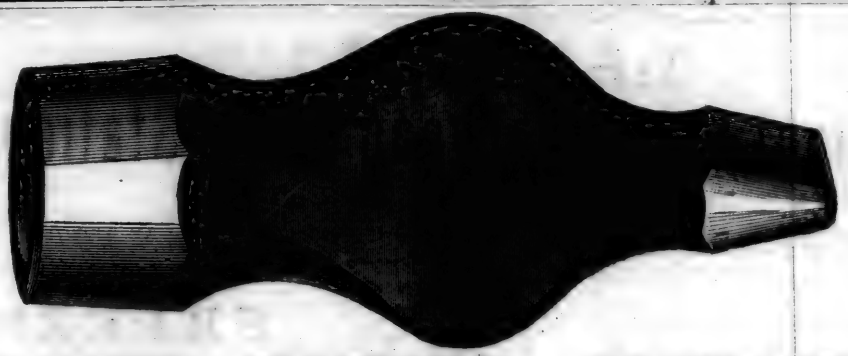
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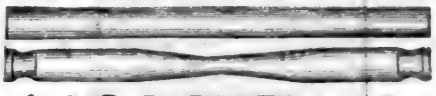
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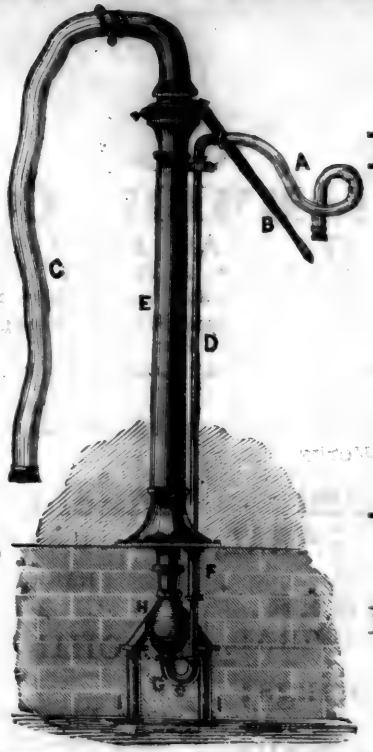
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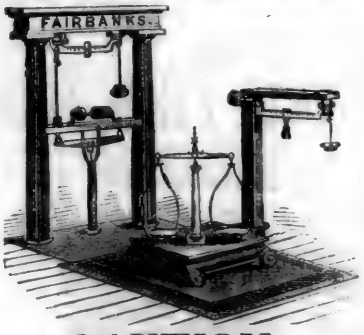
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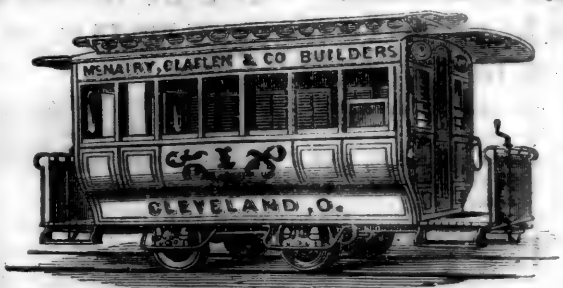
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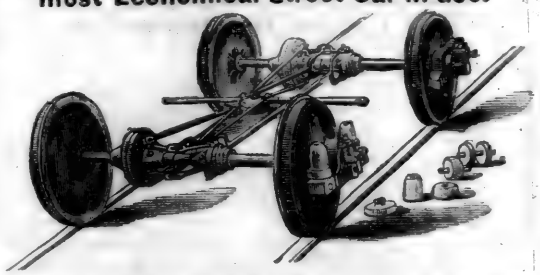
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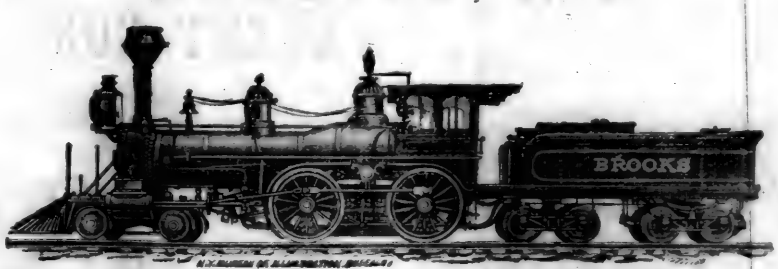


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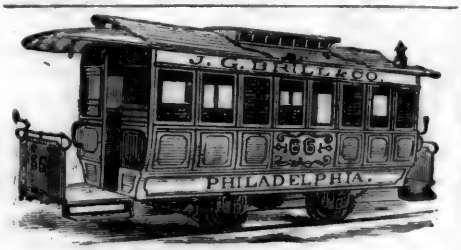
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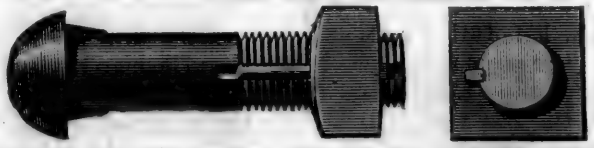
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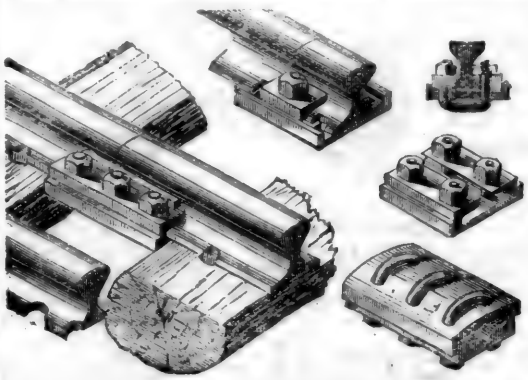
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Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

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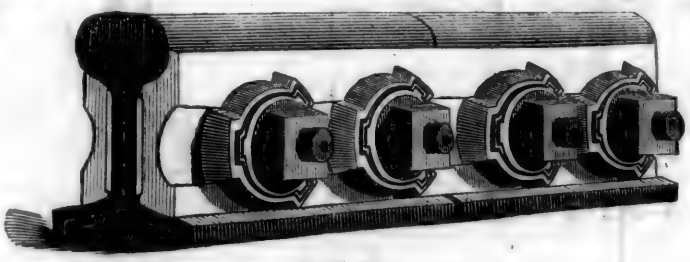
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MADE BY

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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXIX., No. 30.] SATURDAY, JULY 26, 1873. [WHOLE No. 1,944, VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, July 26, 1873.

Brooklyn Rapid Transit Company.

About two years ago a charter was obtained from the Legislature organizing the Brooklyn Rapid Transit Company, and defining the province of the same. One year ago the charter was altered and amended so that the company might have further privileges. Since that time the arrangements for carrying out the enterprise have been quietly progressing. The capital stock of the company, by the terms of the charter, is $5,000,000, with power to increase to $7,000,000. Of this stock $500,000 are already taken, and upon this $500,000 ten per cent—$50,000—has been paid in. The officers of the company are as follows: S. B. Chittenden, President; Mr. William R. Sheldon, Secretary; John T. Martin, Treasurer. The committee on organization consists of Messrs. Chittenden, Turner and Taylor, and the office of the company is in Montague street, in the Mercantile Library building. The incorporators of the company were Messrs. J. S. T. Stranahan, Alexander McCue, Edward W. Fiske, Demas Barnes, Thomas Sullivan, Jacob I. Bergen, John W. Prentice, John T. Martin, William Richardson, Samuel H. Many, Felix Campbell, Robert Turner and Archibald M. Bliss. The directors for, 1873 are S. B. Chittenden, John T. Martin, H. B. Claffin, Robert Turner, Robert S. Bassing, E. C. Litchfield, W. E. Dodge, J. R. Shippard, W. Newton Adams, Gilliam Schenck, Henry W. Sage, John Lefferts, J. N. Smith, W. H. Taylor and Ditmas Jewell. The surveys for the work are now being made, and have been in progress for some two weeks. It is believed they will be completed in a month or six weeks.

The object of this survey is to get an idea of the probable route, not to absolutely determine it, as well as to see where tunnels will need to be made and where bridges will have to be erected.

It is not at all certain what the route will be, but it is intended to begin at a point in Washington street near where the bridge will pour forth its living stream of travel, from thence to or near Boerum place, and up Schermerhorn street to the junction of Flatbush, Fourth and Atlantic avenues. From there it is contemplated to make two branches—one in the direction of East New York and another towards Coney Island, the latter probably via Butler street or some adjacent avenue. —*N. H. Herald.*

TO INVESTORS.

The Northern Pacific Railroad Company having determined to close its 7-30 First Mortgage Gold Loan and thereafter to pay no higher rate of interest than 6 per cent. on further issues of its bonds, THE LIMITED REMAINDER OF THE **7 3-10** LOAN IS NOW BEING DISPOSED OF through the usual agencies.

This affords a desirable opportunity to persons wishing to **reinvest July interest and dividends.**

The company now has more than 500 miles of its road built and in operation, including the entire Eastern Division connecting Lake Superior and the navigation of the Missouri river; the work of construction is progressing satisfactorily; the Company has earned title to nearly ten million acres of its land grant, and sales of lands have thus far averaged $5 66 per acre.

All marketable securities are received in exchange for Northern Pacifics.

JAY COOKE & CO.

No. 20 Wall Street, New York.

☞ Business on the Milwaukee and Northern Railway is increasing at a very rapid rate since the extension of the line to Green Bay.

Philadelphia and Reading Railroad.

The Pottsville *Miners' Journal* says that this company have opened a new branch of their road between Philadelphia and Chester, by which an improved connection is made with the Philadelphia and Baltimore Railroad, and a direct communication opened up with all points on its line, as well as with Washington and the South. The facilities for southward travel, offered by this direct route to the south, will no doubt be appreciated and taken advantage of by the traveling public of Norristown, Phœnixville, Pottstown, Reading, Pottsville, Lebanon, Harrisburg, Allentown, Williamsport, and other towns upon the line of the Philadelphia and Reading Railroad. The land along the new branch is admirably adapted and abounds in excellent locations for manufacturing establishments and will doubtless be rapidly appropriated to this purpose, being now made easily accessible from the great coal and iron producing districts of the Lehigh and Schuylkill Valley.

The Mineral Springs of Virginia.

WHERE THEY ARE AND HOW TO REACH THEM.

The central or mountainous part of the territory which used to be known as the State of Virginia, and which is now divided into Virginia and West Virginia, abounds in mineral springs, scenery, and objects of interest; and that part of the country is destined to become more than ever before a favorite point of resort for tourists and invalids. Hitherto access has not been of the most modern description; although in former times, before the war, many Southern and Western families were wont to ascend the Mississippi and Ohio to the head of navigation at the Falls of Kanawha and then take their private carriage or stages over the Gauley Mountain to the celebrated White Sulphur and other famous medicinal springs in Greenbrier, Bath, and Rockbridge Counties. The opening of the Chesapeake and Ohio Railroad now affords direct and comfortable access to this romantic district. Express trains, with palace cars, are now running connecting both the Eastern cities via Washington, and Western cities via Cincinnati, with the various springs. Most of the Virginia hotels have been enlarging their capacity and otherwise adding to the attrac-

tions of their Summer haunts. The air of the mountains is bracing, the scenery is wild, and at points is said to excel anything to be found elsewhere between the Hudson and the Rocky Mountains for sublimity and grandeur. The canon of New River through which the railroad trains now pass continuously, is a wonder in its way, rivaled only by the canon of the Colorado of the West. Communication with New York is maintained by continuous rail, and by the Old Dominion line of steamships to Norfolk or Richmond, thence by rail. The following gives a list of the principal Virginia springs and hotels in the upland region, with the manner and cost of reaching them:

Names of Springs, &c.	Nearest Railroad Stations.	Capacity of Accommodation.	Railroad Fare, Excursion.	Steamer, Room and Meals Exc. Fares.
Augusta or Stribblings	Staunton	500	$25 65	$27 10
Bath Alum	Millboro	200	29 05	30 50
Cold Sulphur	Goshen	125	25 55	27 00
Hot	Covington	400	31 95	33 40
Healing	Covington	800	31 95	33 40
Jordan's Alum	Goshen	400	26 55	28 00
Natural Bridge	Goshen	...	32 00	33 50
Rockbridge Alum	Goshen	800	26 50	28 00
Rockbridge Baths	Goshen	200	26 50	28 00
Red Sulphur	Talcott	150	....	....
Rawley	Staunton	400	....	....
Sweet Chalybeate	Alleghany	400	30 95	32 25
Sweet	Alleghany	800	30 95	32 25
Salt Sulphur	Fort Spring	200	....	....
White Sulphur	White Sulphur Spr.	2,000	28 10	29 55
Warm	Millboro	300	30 05	31 50
Weyer's Cave	Staunton	....	....	....

Analysis of Anthracite Coal.

Mr. William Kenkrick, Mining Superintendent of the Philadelphia Coal and Iron Company, has sent to Dr. John C. Cresson, No. 417 Walnut street, Philadelphia, for analysis, a specimen of anthracite coal from the Mammoth Vein, Indian Ridge Colliery, Shenandoah; a specimen from the same vein at Bast's Colliery, Big Mine Run, near Ashland; and a speciemen of red ash coal from the Diamond vein at Forrestville. The result of the analysis of the properties of one of the Mammoth vein specimens will be sent to the Russian Government, while that of the other and of the red ash will be sent to France.

The object is to see if the coal can be used as fuel by the locomotive engines of the railways of those countries.

The Philadelphia and Reading Railroad Company has used anthracite coal for fuel in its passenger engines for more than fifteen years, and in its freight engines for even a longer period of time, and it has been found both effective and economical. This fact proves conclusively that anthracite coal is admirably adapted for fuel purposes on railways.

☞ Articles of consolidation between the Chicago and Atlantic Railway Company party of the first part, and the Chicago and Atlantic Extension Railroad Company party of second part, and the road now in process of construction known as the Baltimore, Pittsburgh and Connellsville Railroad, were filed on the 14th inst. in the office of the Secretary of State, at Indianapolis. The object of the consolidation is to form one continuous line from Pittsburgh to Chicago. The capital stock of said consolidation is fixed at four millions of dollars.

Cincinnati, Hamilton and Dayton Railroad.

The income of this company for the fiscal year ending March 31, 1873, was as follows:

From passengers		$337,891 35
" freight		590,160 65
" mails		9,485 56
" express		16,285 09
" rents from other companies		197,488 84
" rents from real estate		8,341 00
" mileage of cars		26,577 10
" interest		16,441 60
" miscellaneous		2,194 88
		$1,204,865 57
Expenses, viz:		
Wood, coal and oil	$110,005 10	
Shops and engine houses	11,197 21	
Maintenance of way	169,557 39	
Bridges	13,010 50	
Locomotive power	86,857 37	
Passenger train expenses	58,042 23	
Freight train expenses	67,807 63	
Other train expenses	13,725 81	
Station expenses	93,547 49	
Office expenses	44,024 51	
Miscellaneous expenses	42,218 08	
		709,492 82
Leaving a balance of		$495,372 75
From which deduct—		
Dividends, October, 1872, and April, 1873, four per cent each	$280,000 00	
Interest on bonds	144,990 00	
Taxes	48,877 75	
		473,867 75
Leaving a surplus for the year of		$21,505 00
Add sundry profit and loss		24,416 34
Add balance from previous year		705,200 57
Total		$751,121 91
Deduct loss in operating Dayton and Michigan Railroad	$54,063 86	
Amount on account steel rails	27,407 90	
		81,471 26
Total as in Balance Sheet		$669,650 65

The operating expenses have been 58.89 per cent of gross earnings. Number of passengers carried, 750,687. Number of tons of freight moved, 564,542. Number of miles run by trains earning revenue, 549,574. Earnings per mile of do., $2 19.24; expenses, $1 29. Income per mile of road, $20,081 09; expenses, $11,824 88.

The President in his report says:

During the past year, two dividends of four per cent each have been paid to the stockholders. The net earnings show a fraction over 8½ per cent on the capital stock. The regular business of our several roads was seriously interfered with by the breaking out of the horse disease in Cincinnati early in November, causing a complete stagnation of business for some three or four weeks: freights consigned to parties in this city blockaded our depots, and we were forced to refuse freights from stations on our own roads, as well as from connecting roads for Cincinnati. After leaving this city it visited Hamilton, Dayton, Toledo, and spread throughout the North and West, and seriously interfered with the business of the company. This and the severe winter following have materially reduced the current earnings, while, at the same time, these causes have added considerably to our operating expenses.

The large number of trains now running daily between Cincinnati and Hamilton, requires, for the more economical and safe working of this section of the road, the extension of the double track from Carthage to the latter named point, which should be built this season, and that this entire track between Cincinnati and Hamilton should be laid with steel. It is necessary, therefore, that the proper provision should be made to meet this expenditure. The managers of the Atlantic and Great Western and Erie Companies having given assurance that the tracks of their roads would, during the present summer, be changed from the six foot to the compromise, four feet nine inch gauge; we have refrained from ordering any steel rails for the Cincinnati, Hamilton and Dayton road this season; when this contemplated change is made, we will have on hand some eight thousand tons of iron now used for the accommodation of the broad gauge business, which, with a small additional cost, would enable us to re-lay our main track between Cincinnati and Dayton with the best quality of steel rails.

We have now in our track some 22¼ miles steel, and 2 miles steel capped rails, some seven hundred and fifty-one tons steel, having been laid during the past season, at a cost of $88,367 20 the difference in cost between steel and iron having been charged to surplus earnings, and in addition thereto seven hundred and thirty-one tons of re-rolled iron, at a cost of $26,390 41 have been laid; the credits from old rails reducing the actual cost to $74,787 10.

In the judgment of your board of directors, considering the heavy traffic passing over our road, it seems to be a useless expenditure of money to continue the laying of iron rails, and no time should be lost in re-laying the entire tracks of this company with steel between Cincinnati and Dayton, and the means to accomplish this object should be provided without unnecessary delay.

In order to secure future dividends, from the low rates of passengers and freights now prevailing, an additional volume of business must be moved, and freight trains run at a much reduced rate of speed to accomplish this object, with safety, and economy; double tracks laid with the best quality steel rails should be adopted, and the saving from such a course would in a few years not only pay the present expenditure but go far towards meeting the bonded debt of the company as the same becomes due.

There has been laid in the track of the Dayton and Michigan Railroad during the year, 1,572½ tons of re-rolled iron at the cost of $122,763 25, and there will have to be used in this track this season some 2,000 tons of rails to make good the destruction of iron during the past winter.

The Cincinnati, Richmond and Chicago Railroad was furnished with 283 tons re-rolled iron at the cost of $10,186 71; this road will require about the same amount this year.

There have been built at the company's shops at Lima the past year, 137 cars, as follows: for Cincinnati, Hamilton and Dayton Railroad 64 new box cars, at a cost of $46,809 20; for Cincinnati, Hamilton and Indianapolis Railroad 2 new cabooses, 50 new box and 21 new platform cars at a cost of $51,672 79. These shops are now occupied in completing the balance of the order for 200 cars for the latter company. At Cincinnati shops one first-class passenger coach has been built at a cost of $6,482 63, also one new engine at a cost of $9,458 10, both being charged to C. H. and D. running expenses; four new freight engines have been purchased and paid for at a cost of $51,000.

On the Cincinnati, Richmond and Chicago Road, bridges Nos. 1, 2, 7, 21 and 22 have been repaired; and the following re-built: Nos. 3, 97 feet, No. 5, 98 feet, No. 13, 37 feet, No. 14, 69 feet, No. 17, 46 feet, and No. 18, 41 feet, besides one abutment of No. 13 re-built, and large culvert near Camden Station.

On the Dayton and Michigan Road, bridges Nos. 2, 4, 8, 11, 14, 16, 17 and 18 have been repaired; Sidney, Poplar, Pushetа and Laramie creek trestles repaired; new corn house built at Troy and freight depot repaired and painted; pas-

senger depot at Piqua repaired; turn table at Sidney and freight depot and station house repaired; new water station at Weston; turn table and water houses at Perrysburg repaired.

On the Cincinnati, Hamilton and Dayton Road, bridge No. 8 (New river) had new arches put in; rebuilt overhead bridge near Cumminsville; repaired bridge No. 1 and put new floor on bridge on Sixth street; built a large crane at west end of freight depot requiring a large amount of masonry and other expensive work at a cost of $8,570 60; also coal elevator near Freeman street for coaling locomotives, at a cost of $4,346 86; rebuilt retaining wall between I. C. and L. and C. H. and D. from Carr street nearly to Freeman street, 247 feet in length, 18 feet high, and 7½ feet thick on bottom, at a cost of $3,426 60; painted roof of engine house Cincinnati at a cost of $977 21; also sewer on Hoadly street at a cost of $1,731 20, all of which have been charged to running expenses.

Your company now owns and controls 345 miles of railroad, distributed as follows: Cincinnati, Hamilton and Dayton 60 miles; Dayton and Michigan 142 miles; Cincinnati, Richmond and Chicago 45 miles; Cincinnati, Hamilton and Indianapolis 98 miles.

The equipment of the several roads are as follows:

	C. H. & D.	D. & M.	C. R. & C.	C. H. & I.	Tot.
Locomotives	33	23	5	19	80
Passenger coaches	30	15	1	9	55
Mail cars	2	1	1	....	4
Baggage cars	11	8	3	6	23
Caboose cars	12	12	1	5	30
Box cars	231	329	80	175	815
Stock cars	30	92	19	50	191
Platform cars	156	233	62	111	562
Hand cars	24	20	5	17	66

In addition to the above the C. H. and D. owns 50 box and 50 platform cars, now being used in the interest of the Saginaw and Cincinnati Lumber Transportation Company, and run between Cincinnati and Saginaw, Michigan.

When the 100 box cars now in course of construction at Lima for the C. H. and I. road are completed, we will have 1,668 freight cars of all kinds. Our equipment has been kept in good order, and new cars are substituted in place of those broken up.

Our machine shops at Cincinnati are entirely inadequate to the requirements of the company, the more so, since, the purchase of the Junction road, they having only a temporary frame shed at Indianapolis, we are compelled to do the repairs of the engines and cars of that company in our shops here. It will be necessary therefore to purchase more ground in this city, or move our shops to some convenient point on the line of the road where we can be furnished with a proper amount of ground necessary for shop purposes at a much less figure.

The Junction Railroad, a line extending from Hamilton to Indianapolis, having by a decree of the courts of Indiana and Ohio, been offered for sale on the 26th day of November, 1872, was, (in accordance with a resolution passed by the stockholders of this company at their last meeting, authorizing the Board of Directors to make the purchase of said road) purchased for this company for the nominal sum of one million dollars. The actual consideration was expressed in contracts made to facilitate the purchase with the holders of the mortgage bonds of the Junction Railroad Company. One hundred thousand dollars was required to be paid in cash and has been paid. The remainder of the purchase money was paid in a new issue of bonds, secured by a mortgage on the road, a new corporation having been organized under the laws of Indiana and Ohio, to which the title was transferred. The whole issue of these bonds is two million five hundred thousand dollars. By the terms of the contract with the holders of the old bonds, this company guaranteed the payment of principal and interest of the new bonds. Of these one million seven hundred and ninety thousand have been issued and applied in exchange for the outstanding bonds and overdue coupons of the former company. The remainder are applicable to the repair and equipment of the road. The actual cost to this company of ninety-eight miles of road, with rolling stock, real estate, &c., was one million eight hundred and ninety thousand dollars. The conditions of the sale having been approved by the courts, the possession of the Junction Railroad was surrendered by the Receiver on the 1st day of December, 1872, and passed into the control of the new corporation organized on the 23d day of December, 1872, under the name of the Cincinnati, Hamilton and Indianapolis Railroad Company. The entire amount of the nominal capital stock in the corporation is the property of and remains unissued in the control of this company; and will represent the ultimate value of the road beyond its mortgage debt, less whatever advances may be required for the repair, equipment and improvement of the road. The remaining mortgage bonds seven hundred and ten thousand dollars, will be disposed of as soon as satisfactory prices can be obtained for them, and the proceeds used for the purpose of putting the road in good condition, large quantities of cross-ties, and ballast with some ten miles of iron are required for this purpose, beside an addition to the equipment of the road. Five first-class coal burning locomotives have already been purchased, and at this date delivered. One hundred and fifty box and fifty platform cars are being built at Lima; one hundred of these having been delivered. The bridge at Brownsville some 450 feet in length was destroyed by fire on the evening of the 24th December, 1872, and has been rebuilt. Timber has been ordered for the purpose of re building the long bridge over the Miami river at Hamilton. Considerable real estate has been purchased at Indianapolis, and some other lots have been examined for future purchase.

It is the desire and expectation of your managers to have this road in good running order for the coming fall and winter business; when this is accomplished there is scarcely a doubt but that it will at once become popular and remunerative.

The board of directors have reason to congratulate the stockholders upon the fidelity and diligence exhibited by the officers and employes of the company in the discharge of the duties of their respective position, for which the thanks of the board are due and are hereby tendered.

The income from operations of the Dayton and Michigan Railroad during the year was $1,034,567 10; and the operating expenses were $722,110 18, taxes $32,833 52, interest on bonds $211,496 93, dividend on preferred stock $88,274, and dividend on common stock $33,916 73—making a total of $1,088,630 46, and showing a loss of $54,063 36.

The income from operations of the Cincinnati, Richmond and Chicago Railroad was $229,634 94; and the operating expenses $158,661 23, taxes $1,000 93, and interest on bonds $43,279 38—total $203,841 54, and leaving for net earnings the sum of $25,793 40.

The gross income from operations of all the roads was $2,469,067 61; the operating expenses $1,590,264 23, taxes $83,612 20, interest on bonds $399,765 41, dividends D. & M. R. R., as above, $122,190 73—total $2,195,832 57—leaving a balance of $273,235 04.

There were expended for permanent improvements during the year $780,120 18, as follows: for real estate at Dayton and Brighton, $35,552; for right of way, $250; for 4 locomotives, 50 flat and 50 long box lumber cars, $121,000; for account Dayton and Michigan Railroad, $117,576 82; for depot grounds, East Toledo, $79,461 21; advanced on account of purchase of Cincinnati, Hamilton and Indianapolis Railroad, new equipment, and renewal of bridges, road, etc., $426,825 15.

CONDENSED BALANCE SHEET, March 31,

	1872.	1873.
Construction	$3,974,404 73	$3,974,654 73
Equipment	1,006,250 96	1,127,250 96
Real estate	345,460 29	381,012 29
Wood and materials for repairs	170,346 17	208,643 92
Wood lands	12,540 00	12,540 00
Bills receivable	27,377 46	8,361 25
Stocks and bonds	429,259 26	346,503 32
Due from R. R. Co's.	52,989 60	68,581 24
" Individuals.	62,786 86	40,999 95
" P. O. Dep't.	6,812 50	9,378 05
Cash and cash assets.	245,668 83	135,744 22
D. & M. R. R. lessors	265,172 71	282,749 53
C. R. & C. R.R. lessors	82,738 60	56,940 20
C. H. & I. R. R	....	426,825 15
D. McLaren, trustee	....	79,416 21
	$6,681,802 97	$7,254,101 02

	1872.	1873.
Capital stock	$3,500,000 00	$3,500,000 00
First mortgage	1,250,000 00	1,250,000 00
Second "	500,000 00	500,000 00
Third "	282,000 00	282,000 00
Surplus earnings	705,200 57	669,650 65
Interest on bonds	25,652 43	20,151 65
Dividends unpaid	2,354 00	2,320 00
Dividend No. 35	140,000 00	140,000 00
Due Railroad Co's	67,116 18	110,911 01
" Individuals	97,867 84	178,536 47
" United States	965 09	965 09
Pay rolls March	76,330 31	100,524 13
Div. due on D. & M. preferred stock	18,448 00	25,688 00
Div. due on D. & M. common stock	16,848 55	19,728 15
Bills payable	....	453,625 80
	$6,681,802 97	$7,254,101 02

President and Gen'l Sup't.—DANIEL MCLAREN.
Vice President.—JOHN YOUNG.
Directors.—Daniel McLaren, Chas. W. West, William Goodman, Samuel Fosdick, John Young, H. D. Huntington, Geo. T. Stedman, Henry Lewis, Joseph H. Rogers.
Sec. & Treasurer.—FREDERICK H. SHORT.
Assistant Supt.—LEWIS WILLIAMS.

☞ The work of widening the New Jersey Railroad from Elizabeth to Rahway has been completed, and all is ready for the laying of the two more steel tracks, which are to be put down one on each side of the present tracks. The Elizabeth *Journal* says this double-tracking is to be eventually completed along the whole of the New Jersey road wherever the right of way can be procured. Negotiations have been going on for some time for the right of way for a similar widening of the road between Waverly and North Elizabeth.

☞ The Kellogg Bridge Company, of Buffalo, N. Y., is constructing for the Louisiana bridge, which is being built for the use of the Chicago and Alton Railroad Company, across the Mississippi at Louisiana, Mo., a pivot draw span, 442 feet long over all, making two clear openings of 200 feet; also one span of 252 feet, and one span of 222 feet from centre to centre of piers. It is expected that these will be completed by Nov. 1.

☞ The Central Railroad Company of New Jersey is rapidly pushing the work in the construction of third and fourth tracks. A large portion is laid between Elizabeth and Easton, only the connections being required to complete them ready for use. The new rails are of steel.

Railroads of the State of Pennsylvania.

A Tabular statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the fiscal year ended December 31, 1872.

Prepared from the Annual Report of the Auditor General.

Railroads.	Capital Account. Stocks.	Bonds.	Debt.	Total.	Cost of road & equipment.	Railroads. Main Line.	Branches.	Other track.	Traffic. Train Mileage.	Passenger Mileage.	Freight Mileage.	Gross Earnings.	Operating Expenses.	Nett Earnings.	Dividend.
	$	$	$	$	$	M.	M.	M.	M.	No.	Tons.	$	$	$	p. c.
Allentown	568,744	.....	613,033	1,181,777	1,054,629	4.50	.....	0.30	.....	.....	.....	1,789	.....	1,789	....
Allegheny Valley	2,256,400	3,939,000	886,203	7,081,603	10,658,411	132.00	8.00	62.80	11,630,952	779,959	1,320,289	2,191,489	1,257,133	934,356	....
Atlantic and Great Western	24,000,000	56,992,200	.....	80,992,240	.....	387.50	38.66	105.00	3,944,507	913,800	2,691,098	5,451,900	4,596,230	854,670	....
Bald Eagle Valley	550,000	454,900	.....	1,004,900	1,050,000	51.19	2.50	5.48	.....	.....	.....	.....	.....	.....	7
Barclay Coal Company	1,000,000	79 000	.....	1,079,000	unknown.	16.00	.....	5.00	.....	17,175	392,847	36,934	104,389	67,455	7
Bedford and Bridgeport	353,861	1,000,000	10,000	1,363,861	984,353	38.60	0.70	1.25	122,670	.....	.....	.....	.....	.....	....
Bellefonte and Snow Shoe	600,000	99,000	.....	699,000	457,981	21.20	4.00	3.85	66,002	19,633	85,422	179,799	690,022	110,044	*1½
Berks County	92,955	.....	.....	92,955	.....	0.50	.....	.....	.....	.....	.....	.....	.....	.....	....
Buffalo, Bradford and Pittsburg	2,286,000	583,000	.....	2,869,000	2,869,000	26.00	.....	2.00	.....	.....	.....	.....	.....	.....	....
Buffalo, Corry and Pittsburg	428,717	700,000	548,230	1 676,947	1,546,981	43.20	.....	5.00	154,730	68,476	93,217	229,000	237,755	8,755	....
Buffalo, New York and Philadelphia	1,600,708	1,876,500	480,605	3,907,813	3,064,271	88.00	.....	5.86	.....	.....	.....	.....	.....	.....	....
Castasauqua and Fogelsville	426,900	.....	.....	426,900	742,157	20.00	4.00	8.00	88,388	25,000	409,669	149,780	77,144	72,637	6
Catawissa	4,359 500	1,740,350	.....	6,099,850	6,126,500	94.00	4.50	7.00	376,460	104,662	389,120	572,105	382,999	129,106	7
Chartiers	638,060	500,000	.....	1,138,060	1,127,813	22.80	.....	.....	39,140	.....	.....	60,436	39,416	21,020	....
Chester Creek	185,000	185,000	.....	370,000	370 000	7.25	.....	0.75	.....	.....	.....	.....	.....	.....	6
Chester Valley	871,900	500,000	490,000	1,861,900	1,371 900	21.50	.....	2.00	.....	.....	.....	.....	.....	.....	....
Chestnut Hill	120,650	.....	.....	120,000	120,650	4.12	.....	1.00	.....	.....	.....	.....	.....	.....	12
Cleveland and Pittsburg	11,228,200	3,825,500	.....	15,048,700	14,875,932	167.00	32.00	76.50	1,598,100	654,758	1,868,955	3,554,285	1,572,772	1,981,573	7
Cowanesque Valley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Celebrookdale	47,165	584,700	89,010	1,120,875	663,979	12.80	.....	1.70	.....	.....	.....	.....	.....	.....	....
Columbia and Port Deposit	208,172	160,000	500,458	868,630	868,630	4.80	.....	.....	.....	.....	.....	.....	.....	.....	....
Connecting	1,278,300	991,000	.....	2,269,300	2,278,300	6.78	.....	2.75	.....	.....	.....	.....	.....	.....	6
Cornwall	300,000	.....	.....	300,000	414,877	7.47	1.25	2.50	12 000	.....	304,508	87,637	37,571	50,266	16
Cumberland Valley	1,494,250	352,300	.....	1,846,550	1,725,148	82.20	.....	18.50	255,358	288,831	321,967	581,065	293,074	287,990	8
Danville, Hazleton and Wilkesbarre	684,285	1,400,000	160,000	2,144,285	1,102,600	9.00	.....	2.50	10,908	2,599	4,048	10,868	6,487	3,881	....
Delaware and Hudson	.....	.....	.....	.....	4,831,137	45.00	.....	65.00	62,810	144,431	2,504,009	100,121	1,050,013	949,893	10
Dillsburg and Mechanicsburg	.....	100,000	.....	100,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Delaware, Lackawanna and Western	20,000,000	5,394,000	4,239,545	29,633,545	15,512,767	115.00	.....	119.00	5,254,260	249,578	3,347,671	4,746,678	1,878,713	2,867,965	10
Dunkirk, Warren and Pittsburg	1,266 000	1,400,000	189,908	2,855,908	2,770,566	54.80	.....	3.50	85,096	65,948	43,036	109,262	107,198	2,063	....
East Brandywine and Waynesburg	136,196	175,000	2,000	313,196	309,558	17.50	.....	.....	.....	.....	.....	.....	.....	.....	....
East Mahanoy	292,350	.....	.....	392,550	391,604	7.68	3.43	3.35	.....	.....	.....	.....	.....	.....	6
East Pennsylvania	1,309,200	495,900	.....	1,805,100	1,484,290	36.00	.....	15.50	.....	.....	.....	.....	.....	.....	6
Ebensburg and Cresson	42,000	60,000	.....	80,000	122,000	11.00	.....	0.50	.....	.....	.....	.....	.....	.....	....
Elmira and Williamsport	1,000,000	1,620,000	.....	2,620,000	2,620,000	78.00	.....	14.00	545,430	261,678	402,460	580,300	482,630	97,670	5†7
Erie	86,536,910	28,912,301	.....	115,449,211	108,807,687	459.00	96.75	319.50	12,818,504	.....	5,564,274	18,305,027	13,013,219	5,291,808	†7
Erie and Pittsburg	1,099,550	3,327,000	.....	4,426,550	4,923,003	81.50	.....	11.25	149,009	220,581	1,141,437	1,199,112	556,346	642,766	7
Fayette County	125,395	.....	.....	125,396	130,000	12.66	.....	0.75	.....	.....	.....	.....	.....	.....	4*
Frankford and Holmesburg	100,000	50,000	5,342	155,342	159,427	4.15	.....	0.78	.....	.....	.....	.....	.....	.....	8
Hanover Branch	116,850	.....	.....	116,580	269,372	12.20	.....	.....	48,150	99,571	123,437	82,388	56,316	27,072	10
Harrisburg, Portsmouth, Mt. Joy & Lancaster	1,182,550	700,000	.....	1,882,550	1,882,550	36.00	30.00	0.18	.....	.....	.....	.....	.....	.....	7
Harrisburg and Potomac	102,720	.....	27,295	130,015	130,105	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Hempfield	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Homer, Cherrytree and Susquehanna	8,544	.....	4,201	12,745	12,746	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Huntingdon and Broad Top Mountain	1,300,000	2,270,941	.....	3,570,941	3,159,769	45.00	10.75	15.50	238,167	59,126	449,748	310,915	187,688	122,227	....
Ironton	400 000	100 000	.....	500,000	268,000	11.00	.....	2.00	11,350	.....	115,876	48,865	30,248	18,617	....
Jamestown and Franklin	605,028	996,000	978,437	2,579 465	2,483,002	51.00	1.50	13.00	.....	99,881	332,481	270,765	162,459	108,306	8
Jefferson	2,095,700	2,300,000	.....	4,395,700	4,395,700	45.50	.....	.....	8,937	.....	.....	.....	.....	.....	....
Junction	185,250	800,000	.....	985 250	898,324	4.62	.....	5.72	.....	215,230	.....	132,384	66,875	65,509	....
Lancaster and Reading narrow gauge	15 672	.....	.....	15,672	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Lackawanna and Bloomsburg	1,335,000	2,250,000	199.261	3,784,261	4,121,244	80.00	.....	44.00	466,206	362,294	2 218,010	1,088,475	588,353	500,122	....
Lake Shore and Michigan Southern	50,000,000	26,653,000	8,604 524	85,167,424	66,144,676	541.00	419.09	584.33	13,487,234	1,992,373	4,282,248	17,591,629	11,471,030	6,120,599	8†10
Lawrence	289,750	355,000	25,000	669,750	637,607	17.40	3.00	1.33	94,356	72,942	294,444	157,653	67,658	89,995	10
Lehigh and Lackawanna	375,100	300,000	.....	675,100	675,100	15.00	.....	.....	.....	18,320	29,828	85,142	36,266	1,085	....

Lehigh and Susquehanna	.....	.....	.....	.....	12,462,781	105.00	32.25	84.00	744,913	489,713	2,819,447	2,431,291	1,321,894	1,109,397	....
Lehigh Valley	21,468,800	9,754,000	.....	31,222,800	19,750,425	101.00	129.08	222.50	3,676,851	967,850	6,807,604	5,782,949	3,869,686	2,118,262	10
Lewisburg, Centre and Spruce Creek	187,049	1,545,000	.....	4,732,049	812,067	10.70	.....	0.75	.....	.....	.....	.....	.....	.....	....
Little Saw Mill Run	100,000	30,717	3,284	134,001	116,261	3.00	.....	1.00	14,000	.....	157,102	53,528	26,889	27,639	10
Littlestown	34,850	40 000	1,500	76,350	115,616	9.50	.....	1.00	6,673	7,618	18,388	11,185	6 715	4,470	....
Little Schuylkill	2,646,100	659,500	.....	3,405,600	1,416,188	28.25	3.00	19.95	.....	.....	.....	271,486	185,786	85,650	....
Lykens Valley	600,000	.....	.....	600,000	595,727	20.00	.....	.....	.....	.....	.....	.....	.....	.....	7
Mahony and Broad Top Mountain	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Mifflin and Centre County	65,650	188,500	16,743	272,893	264,244	12.50	.....	4.90	.....	.....	.....	.....	.....	.....	10½
Mill Creek and Mine Hill	323,375	.....	.....	323,375	323,375	3.78	8.02	9.12	.....	.....	.....	.....	.....	.....	10
Mine Hill and Schuylkill Haven	3,969,100	.....	.....	3,969,100	3,969,100	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
Muncy Creek	123,600	105,000	30,000	258,600	148,640	6.00	.....	0.25	.....	8,433	.....	7,493	3,126	4,267	....
Mount Carbon and Port Carbon	282,350	.....	.....	282,350	282,815	2.50	.....	12.10	.....	.....	.....	.....	.....	.....	12½
Mount Pleasant and Broad Ford	112,550	.....	43,483	155,833	154,633	9.60	.....	1.00	.....	.....	.....	.....	.....	.....	....
Nesquehoning Valley	1,300,000	.....	.....	1,300,000	1,206,385	16.50	1.00	2.75	.....	.....	.....	.....	.....	.....	10
New Castle and Beaver Valley	605,000	88,300	.....	693,300	799,412	14.92	.....	12.12	164,980	165,266	628,352	339,471	115,561	223,910	10
Newry Branch	11,150	.....	10.779	21,929	22,657	1.10	.....	0.25	.....	.....	.....	.....	.....	.....	....
Northern Central	5,842 000	11,040,062	539,657	17,421.719	14,890,238	138.00	135 00	128,50	2,107,269	746,288	2,062 050	3,095,603	2,289.137	806,466	6
North Pennsylvania	3,478,500	4,042,500	68,894	7,509,894	8,295,709	55.60	12.10	46.70	617,102	889,571	880,119	1,336,938	744.617	592,321	5‡
Oil Creek and Allegheny River	4,959,450	3,680,000	.....	7,639,450	9,562,878	120.00	3.00	82.75	749,669	559,926	676,500	1,285,554	824,023	461,531	....
Pithole Valley	250,000	100,000	17,132	367,132	100 000	7.00	.....	1.00	.....	9,800	12,854	20,483	26,717	5,234	....
Peach Bottom	32,881	.....	.....	32 881	25.263	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Pennsylvania	53,271,638	29,326,600	3,713,246	86,311,784	42,450.208	854.90	69.00	546.90	13,380,957	5,250,893	7,844,779	22,012.525	13,764,673	8,247,852	10
Pennsylvania Coal	4,000 000	536,500	375,000	4,911,500	2,000,000	100.00	57.87	57.00	.....	3,486	1,376,772	23,033	413,700	389,967	20
Pennsylvania and New York	3,561,700	3,000.000	351,284	6,912,984	5,715,240	104.30	11.58	35.96	.....	190,309	1,268,531	1,608,287	1,171,152	437,135	....
Pennsylvania and Delaware	483,298	700,000	.....	1,183,298	1,200 000	22.50	.....	0.50	.....	.....	.....	.....	.....	.....	....
Perkiomen	37,890	621,800	538,185	1,197,375	1,091,624	18.40	.....	2.84	.....	.....	.....	.....	.....	.....	....
Philadelphia and Baltimore Central	220,606	1,500,000	53,414	1,774 020	1,988,958	46.00	.....	6.00	176,312	315,515	184,309	295 594	190,389	105,205	....
Philadelphia and Erie	8,450,000	14,730,000	573,966	23,753,966	21,139,470	287.60	.....	114.30	2,912,851	839,793	2,028,568	3,980,753	3,980,753	.....	....
Philadelphia and Reading	34,236,175	29,042,169	300,000	63,578,344	48,293,341	823 00	1.90	151.00	4,096,457	6,383,991	10,981,657	12,125,038	5,869,486	6,255,572	10
Philadelphia, Germantown and Norristown	2,231,900	.....	.....	2,231,900	1,514,800	17.00	12.25	22.00	.....	.....	.....	287,816	.....	287,816	10
Philadelphia and Trenton	1,259,100	.....	.....	1.259,100	1,584,479	26.60	.....	86 35	.....	1,561,080	1,124,640	1,759,758	.....	1,759,758	10
Philadelphia, Wilmington and Baltimore	11,485 750	1,990,500	69,804	13,546,054	11,890,787	95.31	3.25	119.00	1,208,278	1,747,195	449,780	2,734,139	1,625,660	1,108,479	8
Philadelphia and Newtown	74,760	.....	.....	74,760	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Pickering Valley	92,125	331,800	130,555	554.480	472,838	14.00	.....	3.10	.....	.....	.....	4,282	.....	4,282	....
Pittsburg, Cincinnati and St. Louis	8,433,550	10,011,740	1,841 885	20,287,175	18,835,787	193.00	9.00	45 00	2,965,231	611,201	1,429,115	3,856,649	2,996,806	859,843	....
Pittsburg and Connellsville	1,960,682	4,780 000	3,463.204	10,203,886	12,285,398	145.00	1.90	15.11	1,703,600	781,994	980,780	1,437,392	1 536,282	98,990	....
Pittsburg, Fort Wayne and Chicago	22,214,286	13,621,000	16,230	35,851,516	26,867,637	468.30	.....	159.00	6,962,215	2,106,251	2,408,162	9,780,310	5,272,846	4,507,464	....
Pittsburg, Virginia and Charleston	618 564	.....	.....	618 564	709,310	11.30	.....	0.40	9,000	4,000	22,392	842,843	15,557	14,714	7
Plymouth	12,050	.....	274,495	286,545	274,495	9.25	.....	2.37	.....	.....	.....	.....	.....	.....	....
Reading and Columbia	507 268	1,000,000	1,093,495	1,600,763	2,282,653	40 00	19.25	5.99	231,897	118.812	840,171	260,606	221,285	39,321	....
Schuylkill and Susquehanna	1,269,150	97,000	12,788	1,338,938	1,283,490	54.00	.....	9.33	.....	16,961	252,821	94,371	95,618	1,242	....
Schuylkill Valley	576,050	.....	.....	576.050	576,841	11.00	12.80	8.53	.....	.....	.....	.....	.....	.....	5
Selinsgrove and North Branch	2,680	.....	.....	2,680	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Shamokin Valley and Pottsville	869,450	1,988,000	.....	2,857,450	1,569,450	28.00	.....	4.50	202,952	44 597	683,631	309,362	184,623	114,739	6
Shenango and Allegheny	199,000	780 000	.....	979,000	978,280	32.00	.....	2.00	40,000	16,170	56,220	58 849	22,206	36,643	....
Somerset and Mineral Point	55,000	81,105	8,584	144.689	140 000	9.10	.....	0.25	18,000	18,000	8,530	12,055	9 156	2,899	....
South Mountain Iron	.....	377,500	.....	377,500	386,809	17.78	.....	.....	27,528	20,986	53,987	37,827	17,863	19,964	....
Southwark (Phila.)	58,468	.....	.....	58,468	58,468	1.72	.....	1.39	.....	.....	.....	.....	.....	.....	6
Stony Creek	134.675	.....	82,314	216,989	216,950	10.00	.....	.....	.....	.....	.....	.....	.....	.....	....
Sullivan and Erie	1,400,000	1,000,000	204,632	2,604 632	1 597,718	24.00	.....	2.00	.....	.....	.....	37,181	119,738	82,557	....
Summit Branch	2,502,250	145,000	.....	2,647,250	988,902	24.00	0.50	10.00	10,990	17,769	523,539	322,986	76,040	246,946	6
Sunbury and Lewistown	500,000	1,400,000	.....	1,900,000	1,900,000	43.50	.....	1.50	.....	.....	.....	.....	.....	.....	....
Susquehanna, Gettysburg and Potomac	1,500,000	.....	.....	1,500,000	181,000	17.00	.....	0.25	.....	28,477	19,267	31,328	22,955	8,368	....
Tioga	580,900	243,000	.....	832,900	1,285,014	30.60	.....	7.50	33,050	93,170	865,481	468,328	211,851	342,562	....
Tresckow	130,000	.....	60,004	190,004	190 004	6.50	.....	1 00	253,421	.....	.....	.....	.....	.....	....
Tyrone and Clearfield	510,000	.....	332,360	842,360	842,360	37.50	.....	6.00	.....	.....	.....	.....	.....	.....	....
Uniontown and West Virginia	.....	.....	42,859	142,859	180,115	15.00	13.25	.....	.....	.....	.....	.....	.....	.....	....
Wellsboro' and Lawrenceville	1,000.000	.....	.....	1,000 000	913,289	37.10	.....	2.70	61,500	29,141	27,130	12,818	250,250	37,482	....
West Chester	165,000	.....	.....	165,000	205,487	9.00	.....	0.50	.....	.....	.....	.....	.....	.....	....
West Chester and Philadelphia	681,000	1,189,800	.....	1,870,900	1,509,317	26.30	.....	5.00	205,800	821,911	93,448	336,939	186,641	150,298	....
West Chester and Phœnixville	13 000	.....	.....	13,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Western Pennsylvania	1,022,450	1,800.000	1,023,555	2,856,005	3,846,005	57.10	27.60	16.96	.....	.....	.....	.....	.....	.....	....
Wilmington and Reading	759,063	2,332,800	108,610	3,199,973	2,899,229	63.60	7.70	9.50	230,554	132,365	264,573	228,773	197,106	31,667	....
Wilmington and Western	244,880	500,000	52,790	797,170	682,228	19.92	.....	2.30	7,280	1,813	1,998	5,892	6,249	357	....

* Quoted per share. † Dividend on preferred stock.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold)	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,160	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,650	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,264,689	1,285 676	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,356,378	1,313,790	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	300,223	328,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,087	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	358.235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455.607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,815	352,604	5,156,326
1873	352,568	402,477	424,614	412,218	426,315	482,005	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ....	.....	.....	366,100	251,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	488,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,423	602,482	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,950	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	229,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,264	273,751	345,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	358,612	408,849	465,517	432,928	394,485	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548.813	1 775,324	1,483,951	1,550,023	1,525 243	1,643,484	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	1,717,523	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	5:9,617	563,598	620,226	713,162	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,845	783,255	744,752	881,698	696,475	698,063	8,026,754
1873	680,499	562,949	651,962	544,035	687,630	724,983	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,915	306,944	286,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189 606	191,738	300,783	322 875	341,843	322,550	329,828	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,947	1,295,369	1,368,945	1 402,597	1,345,316	1,235,288	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,478	1,225,708	1,459,360	1,635,691	1,764,788	1,568,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,843	1,680,963	1,585,369	....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,006
1869	98,517	91,666	103,558	109,526	111,033	118,643	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,531	144 023	141,376	1,418,569
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,677	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,525	180,467	190,562	185,683	185,953	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	408,283	363,187	326,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418.755	442 665	488,980	470.703	480 847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449 453	485,550	487,282	498,360	402,084	560,101	536,603	641,807	497,603	404,163	5,668,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,208	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,640
1869	454.590	330,400	420,951	480,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	865,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,568	668,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,895
1872	460,985	387,526	426,192	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 828	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	805,759	925,210	.....	.....	.....	.....	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202.447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	363,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275.351	287,540	329,270	364,128	369,887	355,103	299,552	3,630,696
1872	254,319	238,823	363,594	305,755	269,560	304,612	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,348	344,632	321,047	301,521	.....	... ...	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	905,358	903,974	964,637	693,104	573,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,396	589,924	8,735,081
1869	479,236	525,490	755,433	904,834	499,468	830,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	593,966	617,058	569,697	1,1:9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,605	688,578	1,063,002	1,510,088	1,218,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,194,695	1,522,847	1,127,031	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153.571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	167,495	177,085	201,648	17 ,169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,378	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,769
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	288,833	484,200	450,203	420,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,389	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,317	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460 646	447,311	510,792	462,868	424,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	887,388	716,829	5,709,183
1870	528,529	500 139	589,238	706,603	802,586	746,450	643,058	664 051	728,521	719,696	670,163	506,053	7,956,094
1871	479,573	373,925	492,509	584,540	724,466	728,174	673,698	681,805	800,403	777,363	708,142	469,932	7,521,682
1872	278,936	554,116	565,861	741,802	880,442	855,459	743,382	789,567	863,764	980,706	915,727	767,851	8,892,600
1873	583,976	491,763	708,250	891,266	1,007,831	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single l. m.	Horses and Dummies. No.	Cars. No	Companies.	Cost of Road and Equipment. $	Share Capital. $	Indebtedness. Bonded Debt. $	Indebtedness. Floating Debt. $	Earnings. Gross. $	Earnings. Net. $	Dividends on paid Capital. p. c.	Value of Shares. Par. $	Value of Shares. Paid. $	Value of Shares. Market. $
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	167,500	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.53	....	...	Avenue C (N. Y. City.....N. Y.	513,286	500,000	631,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,398	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass.	56,133	41,000	—	—	2,500	2,848	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.32	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,916	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,176	1,068,400	628,000	83,746	590,245	13,1 3	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.80	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	324	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	608,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3.	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	18	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,682	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	18	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	330,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	380	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	368,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	98	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb. N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlem.Br.,Morr. & F'dham.N.Y.	264,295	123,540	137,000	—	85,554	27,669	—	100	100	19½
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.).Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	....
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	283	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,223	—	100	100	....
Sept. 30,'71	8.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,282	—	—	100	100	....
Sept. 30,'71	43.10	954	328	Metropolitan (Boston) .....Mass.	1,705,566	1,250,000	—	455,566	906,066	153,192	10	100	100	59½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	?	...	North Woburn (Boston)..Mass.	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31,'71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,030	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa.	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	5)	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,528	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	580	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	9.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	760,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	40½
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	67½
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.63	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	49,074	3.50	50	....	20½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110½
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,842	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	92
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	909	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport .....Pa.	38,625	18,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,850	—	—	3,000	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding. $	Interest. pc	Interest. Payable.	Principal Payable.	Market Price.
Albany: 1st Mortgage.....	40,000	7	J. & J.	1863	....
Avenue C: 1st Mortgage.....	681,009	7	M. & N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J. & D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J. & J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M. & N	1876	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F. & A	1882	....
2d Mortgage.....	200,000	7	M. & N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J. & J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J. & J.	1878	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M. & S	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J. & J.	1881	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A. & O.	1878	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J. & J.	1877	....
2d Mortgage.....	51,500	7	M. & N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J. & J.	1879	....
2d mortgage	200,000	7	A. & O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J. & J.	1878	90
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J. & J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J. & D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	188	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	1888	....
Marginal Freight: 1st Mortgage.....	500,000	7	A. & O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A. & O	1890	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J. & D.	1884	82½
2d Mortgage.....	25,000	7	J. & J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J. & J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J. & J.	'8071	....
2d Mortgage.....	300,000	6	J. & J.	1888	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J. & J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J. & J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M. & N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J. & J	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J. & D.	1877	....
2d Mortgage.....	200,000	7	F. & A	1876	....
3d Mortgage.....	164,000	7	A. & O	1885	....
Conv. bonds.....	315,000	7	M. & N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J. & J.	1878	....
2d Mortgage.....	15,800	7	A. & O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J. & J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J. & J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J. & J.	1890	....
Ren. estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	25,550	7	A. & O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M. & N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	6	J. & J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J. & J.	1885	....
General Mortgage.....	100,000	7	J. & J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J. & J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A. & O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J. & D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A. & O.	1890	....
Worcester: 1st Mortgage.....		7	.....	....	....
2d Mortgage.....		6	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	3 280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,698 200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	18,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680 885	— & —	.....
Berkshire*.....100	600,000	J. A J &O	July '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633 200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N	May '73 4
Boston and Providence..100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,688,000	M. & S.	Mar. '73 5a
" " pref.100	1 485,900	M & S.	Mar. '73 5a
Camden and Amboy*...100	5,847,800	J A J.O.	July '73 2½
Camden and Atlantic.....50	379,020	— & —	.....
" " pref. 50	752,760	— & —	Oct. '72 3½
Cape Cod 100	1,020,330	J & J.	Jan. '72 $2
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	428,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,350 400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A	Feb. '73 3½
Central of Georgia.....100	4,666,800	J & J	July '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	June'73 3
" pref.....50	400,000	J. & D.	June '73 3
Chemung*.....100	380,000	J.A.J&O	July '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8 929,900	M. & S.	Mar. '73 5
" " pref...100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18 652,910	M. & S.	Mar. '73 5a
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '73 4
Chicago & N. Western..100	5,933,480	J. & D.	Dec. '72 3
" " pref.100	21,288,563	J. & J.	July '73 3½
Chicago, R I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10a
" " pref... 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind....100	14,991,275	F. & A.	Feb. '73 3
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	Aug '73 2
Colum. & Hocking Val..100	2,500,000	F. & A.	May '73 5
Concord.....50	1,500,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 00	1,859,000	J. & J.	July '73 5
Cooperstown and Susq 100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Westn. 50	18,568,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1 309,200	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	8,000,000	Many.	Mar. '73 1½
" pref.....100	8,536,915	J & J	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension..... 50	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J	July '68 3½
Illinois Central.....100	25,280,516	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468,800	I.A. J.O.	July '73 2½
Little Miami.*..... 50	5,871,450	I.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,648,100	J. & J.	July '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000.000	M. & S.	May '73 10a
Louisv., Cin. and Lex... 50	1,628,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*.....100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989 548	J. & J.	Jan. '73 4a
Mill Creek & Minehl l*. 50	323.375	J. & J.	July '73 5
Milwaukee and St. Paul..100	11,822,878	J. & J	Dec. '70 7a
" " pref.....100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,566,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug '69 12a
N Haven & Northamp..100	695,000	J.A J.O.	Sept '73 3
New Jersey*.....100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*100	1,418.800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R..100	39,428,330	A. & O	Apl. '73 4
New York and Harlem...50	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	July '73 2½
Niag Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (S. C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5a
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester 100	2 823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,250,450	J. A. J.O.	July '73 2
Old Colony & Newport..100	6,297,900	J. & J.	July '73 2½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	July '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J & J.	.....
Paterson and Ramapo*..100	245,000	J. & J.	.....
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626.250	M.J. S.D.	June '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Apl. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb. '73 3½a
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040.000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '73 2½
Seaboard and Roanoke..100	1,151,400	M & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267.300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,707,000	— & —	Jn. '70 11-4a
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...160	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,880,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00.	J. & J.	July '72 3½
Worcester and Nashua.. 70	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan. '70
Brooklyn City.....100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn 100	800,000	— & —	.....
D. Dock R. R'w. & Bat. 00	1,200,000	F.M.A.N	May '73 2
Eighth Avenue (N.Y.).100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Phi.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.).....50	1,000.000	J. & J.	July '73 3
Girard College (Ph.).... 50	800,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)...100	797,329	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	600,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)...100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75.000	M. & N.	May '73 3
South Boston 100	400,000	J.A. J.O.	July '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson...100	15 000.000	F. & A	Aug. '73 5
Delaware and Raritan*.100	5,847,400	J A. J.O.	July '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 5
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,898,077	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship!00	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,663,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000.000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	5,700 000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	May '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 69

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112½
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	118½
.. ..coupon	4,658,000	6	" "	1880	120½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,560,650	6	Jan. & July	1881	118½
.. ..coupon	63,760,700	6	" "	1881	120½
Loan of Feb. 25, 1862 (5-20s).....registered	30,634,800	6	May & Nov.	1882	116½
.. .. .. (5-20s).....coupon	232,637,850	6	" "	1882	116½
Loan of March 3, 1863.....registered	53,552,450	6	Jan. & July.	1881	118½
.. ..coupon	21,447,550	6	" "	1881	120½
Loan of March 3, 1864 (5-20s).....registered	2,292,000	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s).....registered	32,434,850	6	May & Nov.	1884	116½
.. .. .. (5-20s).....coupon	34,803,300	6	" "	1884	117½
Loan of March 3, 1865 (5-20s).....registered	36,359,750	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	119,156,700	6	" "	1885	119½
.. .. 2d series (5-20s).....registered	58,758,500	6	Jan. & July.	1885	115½
.. .. .. (5-20s).....coupon	148,473,100	6	" "	1885	118
.. .. 3d series (5-20s).....registered	90,996,000	6	Jan. & July.	1887	117
.. .. .. (5-20s).....coupon	224,568,550	6	" "	1887	119
.. .. 4th series (5-20s).....registered	14,174,000	6	Jan. & July.	1888	115
.. .. .. (5-20s).....coupon	24,357,900	6	" "	1888	118½
Loan of March 3, 1864, (10-40s)....registered	140,198,450	5	Mar. & Sept.	1904	114½
.. .. .. (10-40s).....coupon	54,368,850	5	" "	1904	115
Consols of July 14, '70 & Jan. 20, '71.registered	129,581,700	5	F. M. A. & N.	1881	115½
.. .. coupon	70,418,300	5	" "	1881	115½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115½
U. S. Notes and Fractional Currency.....	401,359,285	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'85-'92	45
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	39
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($3,728,866):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1886	92½
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1890	84
Illinois—($2,133,634):				'90-'92	
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.		....
.. Refunded Stock Bonds, 1859	348,000	6	" "	1878	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1881	
.. State Bonds (various) 1863 to 1864.....	110.675	6	" & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"		....
Kentucky—($2,750,510):				'83-'84	
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1861 (15 or 30 yrs).....	309,000	6	Various.	71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	51
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1868	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R. R.) '70, '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99½
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	690,040	6	" "	1890	93½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	6	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,509	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'73-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,159,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	30,675,000	7	Jan. & July.	1877	104½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	105½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,909,045	6	Jan. & July.	'92-'98	18½
.. State (new) Bonds, 1867 to 1870	1,559,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	....
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1850 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, stg f'd.....	1,496,369	6	" "	1881	105
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90.527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	102½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	106
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1852	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	819,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	22
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	14½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,200,417	6	Jan. & July.	long.	81
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$200,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850-'80	579,500	6	" "	"	1880	99
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	98
Loan of 1855-'90 (Balt.) skg fd.	3,645,583	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	33½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. L. (sec'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr	$3,650,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	60
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	94
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	89½
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	102
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	79
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	107½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1890	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
2d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	880,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	95
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	96
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	99
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W. R'y)	2,500,000	7	F. M. A. & N.	" "	1915	92½
Equipm't (Eng & Cars,$2,750,0.0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700.000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	95
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1898	102½
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1868	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1893	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	588,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	614,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	85½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	94
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	88½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	72
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	16
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippt) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD& E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1900	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	103½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1891	100
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	101
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guarranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks fund for $8 500,000	2,519,000	7	Jan. & July.	New York.	1890	92½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	102½
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) sks fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	900,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	600,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,506,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 385	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu'e £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1490	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	93
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	91½
1st Mort. (Q. & Palm. R.R. 15 m)	200,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1488	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sks fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) sks f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N.Y.& O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,261,000	7	April & Oct.	"	1895	61
Illinois Central:						
Construction bonds, cur. sks f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sks. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L. F.) of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1883	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S. & M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R. R.)	345,000	7	April & Oct.	" "	1875	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	101
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	800,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S. & M.So.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort. (St Jo. & C B. 78 m) cv. t. fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ") gold	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.) conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL. & G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.) gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M. (3d D. 244.66 m. & 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres) gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1898	85
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,276,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C. & Minn. (TW & W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B. & Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb (D.L. & W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss. (TW & W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86½
Laf., Muncie & Bloom. (TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,030,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free	4,500,000	7*	Jan. & July.	N. Y. B's. & Ph.	1890	88
2d Mort. gold tax free and conv.	830,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,152,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1890	96½
Sunbury July 1, 1864	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C. P. & A. R. R.	1,000,000	7	" "	" "	1880	97
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N. I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	95½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97½
1st Mort. Aug. 1, 1856 (D. M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	100½
1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch. & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A. & G. R. R.)	840,000	8	" "	" "	1868	98
1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	855,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105
Lexington & St. Louis (P. of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1899	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	94
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1903	....
General Mortgage	775,000	7	" "	" "	1900	....
Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'78-'76	91
1st Mortgage (Memp Br. 46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 78.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.)	6,847,000	7	April & Oct.	" "	1898	94
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C. & F.):						
1st Mortgage, guarnteed	300,000	7	Jan. & July	Boston.	1880	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	91½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	98½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	106
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
3d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar..	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	81½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $14,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400.000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	104½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	103
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Consgruction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	92
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	800,000	6	March & Sept.	New York.	1895	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	102½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (").	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1869	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'75	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	782,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1883	....
North Eastern (S. Car.):						
1st Mortgage of Sept. I, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	97
2d Mortgage	1,258,500	7	May & Nov.	"	1896	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage skg fd	1,228,000	6	April & Oct.	"	1900	83
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1897	....
Consol. Mortgage gold	2,495,080	6*	" "	"	1900	90½
Income Mortgage conv.	1,200,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	96
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	634,000	7	" "	" "	1874	84
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	91
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	72
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96
Plain Bonds	485,000	6	April & Oct.	"	1875	97
Plain Bonds	1,460,000	7	Feb. & Aug.	"	1877	100
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1898	87
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	66
3d Mort. " "	593,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	79
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold(S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	99
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	4,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	79
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1890	94
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,606	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	100
	Dollar registered	3,414,000	7	" "	"	1911	103
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	" "	1911	97
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	103
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,800	6	Jan. & July.	Philadelphia.	1884	111
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	78
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	93
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1, '70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,800,000	7*	May & Nov.	N. Y. & Lond.	1888	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1900	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	1890	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed		800,000	7	May & Nov.	New York.	1890	91
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1878	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1888	....
1st Mort. (Troy, Salem & Rutl.)		800,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'76-'96	78
Rich., Fredericksbg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage		175,000	6	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	96,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	102
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	91
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	88
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,800,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1898	....
Land Stock on 400,000 acres....	2,400,000	6	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'62-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	78,000	6	Jan. & July.	"	'90-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	.....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,169,000	6*	Jan. & July.	New York.	1898	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	.....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	68,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1888	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y.(D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,168,000	7*	June & Dec.	New York.	1900	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1907	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.) 117 m..	1,800,000	7	April & Oct.	" "	1886	75
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	94
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	...
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	646,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	98¼
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	97¼
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	88½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	92½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	82½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	70½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	59½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,800,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £282,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	1 3 208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910*	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.).						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR):						
1st Mortgage, assumed	680,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	818,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	575,000	6	" "	"	1900	95
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	78
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	6	" "	"	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage coupon or regis	723,300	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1887	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1890	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,099,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,0 0,000	6	F. M A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	Jun e & Dec.	"	1897	104
Convertible Loan, gold	922,000	6*	March & Sept.	"	1893	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Ranking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1870	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	76½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1888	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	76½
Plain Bonds	85,222	6	" "	"	1876	79
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,750	6	" "	"	1888	74
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1886	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac.....New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	...	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed an	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	267,061	283,874	1,069,996	267,487	7	100	95
Dec. 31, 1871	—	—	51.0	—	2	4	1	21	Alexandria and Fredericksburg ¶.....Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	construct	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.5	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,057,287	*	.....	.....	567,544	.....	579,081	.....	—	(Unde	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶.....Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	.....	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot.....New Hampshire.	506,000	*	.....	.....	246,018	150,000	.....	.....	23.0	.....	(Leased to	Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.9	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	.....	....	308,030	73,307	87,571	446,933	151,629	—	100	14½
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield.....Massachusetts.	500,000	*	.....	.....	486,700	22,000	.....	.....	—	.....	(Unfinish	ed—No o	perations.)		—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point.....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West..N.Y. Penn.& O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	162,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Missis-ippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	88	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	.....	—	(Leased	by Grand	Trunk.)		4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	.....	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	242,504	*	... .	.....	219,250	20,000	.....	.....	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	(Leased to	Pennsylv	ania.)			—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶.....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	173½
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—		472,700	1,650,000	20,000		452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	(Owned by B.	& O., and	accounted for as	an asset.)					103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	5½
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—			650,000	150,000	1,000		33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe..Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,077	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	.....	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning.....New York.	582,376	—			250,000	48,000			15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.....Mass. & N. York.	22,888,797	*	1,819,262	715,978	19,664,100	821,500	910,403	3,022,705	268.8	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	145½
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner.....Mass.	644,309	*	29,207	20,394	684,030		2,000	7,880	23.4	.....	(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg.....Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal.....N. H	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72 0	22	30	13	375	Boston, Hart. and Erie ¶...Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	.....	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	2½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,573	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	129
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274		646,893	1,012,570	14 .7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	119½
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	2,844,114	*	590,372	110,097	3,950,000		20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	153
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa.....Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	181,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	.....	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—			2,286,000	583,500			26.0	.....	(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	88	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*			428,717	700,000	463,674		43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,896,088	—			950,000	2,389,000			—	(Leased	and oper.	by Erie.)		7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N.Y. & Penn.	963.932	150,612	270,030	.....	750,208	500,000	228,882		....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000			3,507,500	3,507,500			190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,696,271	170,454	143,164	2,754,526	10,118,290	734,145	433.681	349 6	1,609,941	249,396	320,574	2,406,840	1,111,881	10	100	97½
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000			1,050,000	1,200,000			100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	.....	.....	.....	....	*Cairo and Fulton*.....Arkansas.	20,000,000	—	Lands.		12,000,000	8,000,000			—	(Building	—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	.....	.....	.....	....	Cairo and Vincennes.....Illinois.	7,500,000	—			4,000,000	3,500,000			—	(Building	—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	.....	.....	.....	....	Camden and Amboy.....New Jersey.	9,458,328	—			5,847,800				—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,665	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	66
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—			332,925	338,000	44,437		—	(Leased	to United	Companie	s.)	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	.....	.....	.....	....	Canada Central.....Canada.	685,156	—				683,467	3,776		28 5	(9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	167	Cape Cod .....Mass.	1,057,584	*	1,861	4,087					76.5	171,754	265,934	59,298	308,928	76,970	8	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown...Illinois.	550,000	*	51,948	25,712	817,680	177,000	98,824	41,740	17.5	(Open	ed January	1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	474,067	*			350,000	200,000			—	(Compl	eted 18 m	iles Jan. 1	, 1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville.....Penn.	742,151	*			376,594	150,000			—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*			426,000				24.0	64 600	22,430	321,661	128,032	55,521	6	25	....
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota.....New York.	538,000	—			3,359,500	1,740,350			98.5	430,381	.....	487,452	654,328	202,575	—	50	39½
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—			294,469	250,000	11,750		—	(Recently	opened—	No repor	t.)		—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—			1,587,000	1,587,000			—	(Leased	to Illinois	Central.)		113,552	—	100	....
Jun. 30, 1870	100.0	—	15 0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*			7,620,000	3,614,000			—	(Leased	to C. & N.	W.)			—	100	....
Nov. 30, 1871	449.5	—	58.3	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	616,680	786,706	5,000,000	789,000	811,514	92,694	100.0	(No re	turns obta	ined.)		1,379,540	493,449	2½	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*			6,000,000	4,000,000			660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,666	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,589	878,477	330,620	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio.....Ohio.	5,500,000	—			3,000,000	2,500,000			271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,236	10	100	103½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303			54,283,190	82,208,000			137.1	1,200,687	.....	.....	974,994	285,133	5½	100	40½
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,911,920	*			2,578,000	2,100,000	250,000		1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers.....Pennsylvania.	1,095,839	*			635.355	400,000	60,484		194.6	.....	.....	.....	594,473	405,271	—	100	....
Sept. 30. 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,389	11,426,257	1,234,906	.....	223.1	451 522	(Leased to	Pennsylv	ania.)		—	50	....
																				133,427	99,596	769,265	290,008	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	182.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,469	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	—	.....	.....	283,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,926,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson..Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11.381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	568	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	668,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	16,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	.....	2,800,000	8,000,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	91.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	.....	492.000	1,500,000	.....	—	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	35,585,830	*	6,421,233	2,064,502	17,442,945	36,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka.& Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	—	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,178	132,000	61,966	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,800	—	.....	.....	560,000	319,600	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	39
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	—	38,189	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	.....	1,009	4,000,000	4,000,000	40,509	—	116.0	154 414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	...	...	...	....	Hartford and New Haven...Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated in N. Y., N. Haven and Hartford R. R.)											
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill*.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,538	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	....
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,864	1,286,584	1,831,944	8,401,142	2,732,847	10	100	214
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	107½
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,407	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	267	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600.000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,784	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	126,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,380	—	82,617	34,292	4,658	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800.000	.....	—	—	(Leased to Michigan Central.)					8	103	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)			6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,575	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	18.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2 020.000	6,730	—	....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,078	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300.000	—	.....	.....	1,000.000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	.....	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	510.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P.,O.Ind.Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	93½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley..Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	.....	.....	—	(Recently opened.)					—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5 4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,276	6,290	1,901	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—					New York and Mahopac	New York.	229,110				135,300		74,700		7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124 3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	135½
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733		262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—					Niagara Bridge and Canandaigua	N. York.	3,210,616				1,000,000				—	(Leased	to New Y	Cent. & H	ar. R.)	60.000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,858				500,000	500,000	127,420		35.0	.....	42,948	274.628	154,259	78,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,749	*	326.372	354,566	4,000,000	553.413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72 0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.			(No accounts obtainable.)					72.0			(No accounts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	98
Dec. 31, 1871	84 9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central ¶	Md. and Penn.	11,484 745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979.133	6	50	74
Mar. 21, 1872	69.2	13.4	16.5	—	26	16	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	105½
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,451	*	875,000	.....	1,000,000	400,000	.....				(Leased to | Erie Com | pany.)			8	100	....
Dec. 31, 1871	278.0	—	.....	1,700.0	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	(In progress.)		.....	.....	100,000,000	50,000 p.m	.....		278 0		(No acc	essible re	turns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12 5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371.651	304,710	749,117	261,746	10	100	129½
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Government bonds and cash.)				145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	163 412	388,837	1,027,699	347,857	6	100	62
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	8	Ogden Mine	New Jersey.	452,994	*	.....	34,259	450,000	.....	2,767	24,477	12.0	.....	.....	58,979	48,986	29.048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,373	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,504,850	298,943		393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	39½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	54
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,056	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	600,000	1,699,731	12,564	2,692,540	5,346,676	574,313		292.6	555,236	185.604	121.911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000				375,000	280,000	25,000		25.0	(Operated	by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—					Oswego and Rome	New York.	950,953				268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Ogdensburg.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,269,324	*	.....	.....	1,141.400	183,000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	(Under construction.)				1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	*Pacific* of Missouri ¶	Missouri.	747,670	3,702,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,290	947,801	—	100	40
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	48	Paducah and Gulf	Kentucky.	(Under construction.)				2,425,000	1,071,000	.....	.....	63.5		(No returns	furnished.			—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000				—		(Under	construct	ion.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177			47.5		(No | returns.)			—	100	116
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000		800,000		600,000	1,200,000			34.0		(Construc	tion in pro	gress.)	245.662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000				330,000				14.5		(Leased to | Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000				500.000	500,000			12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350.000				248,000	80,000			15.1		(Leased to | Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250		87,758		1,500,000	1,076,000			67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N. Jersey.	538,692				342,150	160,000	36,542		22.0	(Leased	to United	Companies.)			6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000				500,000	375,000			18.0	(Leased	to New J	ersey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recently	opened	—No returns.)			—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	27,151,999	7,458,101	30,452.616	16,009,353	41,339,475	34,418.205	13,660,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,890,404	10	50	109
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,937,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	240½
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098				132,412	700,000	100,000		—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187,119	862,065	1,271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000				1,200,000	600,000			46.0	(Leased	to Chicago	R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,581				57,200	100,000	57,381		6.5	(Oper. b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	1,719,113	*	.....	63,753	1,342,200	558,500	50,305	31.860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089		58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	18	192	Phila., Germantown and Norristown	Pa.	1,146,528	868,282	.....	.....	2,231,900				33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	174
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	111
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600		329,620	.....	1,259,100			286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	121½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997.900	1,745,000	284,988	496,889	105.1	1,065.517	1,608,033	348,216	2,678,865	1,069,943	8	50	110
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	*	.....	.....	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,619	Phg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,565	540,576	1,236,303	3,316,973	942,895	—	50	....
Dec 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8,629	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678		.....	.....	450,000				—	(Lease	d to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,833		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in r	unning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	651,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	0.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000				51.5	331,257	389,322	.....	628,430	180,561	10	100	126
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....				(Not in op	eration at	date.)		—	100	....
Mar. 21, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170.000	200,000	.....		26.0	.....	.....	.....	97,204	83,511	—	100	91½
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,454	380,300	226,830		.....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol	R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611		13.6	49,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	295,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	623,731	457,484	1,576,494	441,122	7	100	108
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,989	*	454,301	160,946	1,509,829	735,554	114,075	504,776	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,000,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.6	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	.....	—	20.0	.....	(No returns furnished.)				—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	85
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	.....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,522,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central.)				—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	—	112.0	.....	(No returns furnished.)				—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26,	1871—No returns.)			—	100	55
Dec. 31, 1872	308.0	60.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	....	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	165	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,577,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St. Paul.)	—	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,800	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	12.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,989	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowell.)		17,711	14	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	231,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	6,096,600	*	.....	.....	2,667,600	1,624,000	.....	—	157.0	.....	(No report furnished.)				—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,286,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,338	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	66,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	—	....	(Recent	ly opened	—No returns.)			—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	72½
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	242	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	261,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	125	193	40	1,328	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	121½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,814,081	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermont Central.)				8	100	70
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	3,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	80
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	262,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	968,905	750,000	78,187	—	47.5	(Recent	ly opened	—No returns.)			—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., Lacka. and Western.)				7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	65,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	25	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State of Georgia.)	—	—	—	306,088	.....	—	138.0	.....	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,268	—	.....	.....	1,022,480	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)				—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.000	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6..	5	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	66	Wilmington and Reading...Pennsylvania.	2,439,817	240,628	82,892	.....	757,729	1,973,600	118,704	—	63.5	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,969	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.9	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	—	143.5	247,360	70,848	126,039	464,798	110,935	—	100	....
Sept. 30, 1871	46.7	—	24.7	—	13	11	5	508	Worcester and Nashua ...N. Hampshire.	1,782,748	268,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,081,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Company.)		8	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,836,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	114½
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	763,361	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,486,000	—	12,323,506	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,978	50	78
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,387	9	50	....
Feb. 28, 1872	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,760	—	.....	.....	4,457,150	2,805,000	460,000	—	380.0	—	—	1,029,287	649,598	88,886	—	50	34
Dec. 31, 1871	108.2	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	661,420	637,811	60c	50	13
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,310	270,505	—	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	—	—	127,237	58,590	21,824	—	50	....
Dec. 31, 1871	123.5	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)				—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	51 50	@ 52 —
Gartsherrie		47 75	@ 48 —
Glengarnock		— —	@ 46 —
Eglinton		— —	@ 45 —
Pig, American, No. 1		46 —	@ 48 —
Pig, American, No. 2		43 —	@ 45 —
Pig, American, Forge		35 —	@ 37 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@137 50

STORE PRICES.

Bar, Swedes, 1½ x ¾ & 1¼ x ⅞ to ¼ & ½ sq. 1½ to 5x⅝ to ¾ & ⅞ to 2 sq. 6 to 12 x ⅜ & ½		175 —	@185 —
Bar, Refined, ⅞ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in		92 50	@ 95 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in		97 50	@100 —
Bar Refined, 1 & 1½ by ¼ & 5-16		100 —	@102 50
Large Rounds, 2½@2⅝ to 3¼ @4 in		102 50	@117 50
Scroll		112 50	@145 —
Ovals and Half-round		120 —	@140 —
Band, 1 to 6 in. by 3-16 to No. 12		110 —	@112 50
Horse Shoe		120 —	@122 50
Rods, ⅜@1-16 inch		97 50	@140 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14		120 —	@170 —
Nail Rod	per lb.	— 9½	@ — 9¾
Sheet Russia, as to assortment	(gold)	— 17	@ — 18½
Sheet, Single, D. and T. Common		— 6	@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7	@ — 8½
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	68 —	@ 70 —
Rails, American, at Works in Penna. c'y.		— —	@ 78 —
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11. 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	— —	@ 4 75
8d. and 9d.	"	— —	@ 5 —
6d. and 7d.	"	— —	@ 5 25
4d. and 5d.	"	— —	@ 5 50
3d.	"	— —	@ 6 25
2d. and 3d. Fine		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— —	@ — 35½
Straits	(gold).	— 31	@ — 31½
English	(gold).	— 29½	@ — 30

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal...per box.	11 25 @11 50	13 25 @ 13 50
I. C. Coke	9 — @ 9 50	10 75 @ 11 25
Coke Terne	8 — @ 9 —	9 50 @ 10 50
Charcoal Terne	10 20 @10 50	12 75 @ 12 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 7½	@ — 7¾
Crude 40@47 gravity (in shipping order)		— 12½	@ — 12¾
Refined, Standard White (in ship'g order)		— 17¾	@ — 17½
Refined, S. W. (in jobbing lots)		— 18	@ — 18½
Refined, S. W. (in tin)		— 23	@ — 25
Naptha, Refined (65@73 gravity)		— 9½	@ — 10½
Residuum...(in shipping order)	per gall.	— 10	@ — 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@— 38
Copper, Bolts		— —	@— 40
Copper, Braziers' (over 16 oz.)		— —	@— 40
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 26	@— 27
Copper, American Ingot		— 26½	@— 27
Copper, English Pig		— —	@— —
Yellow Metal, New Sheathing & Bronze		— —	@— 27
Yellow Metal, Bolts		— —	@— 32
Yellow Metal, Nails, Sheathing & Slating		— 27	@— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50	@ 6 62½
German Ordinary	(gold)	6 50	@ 6 62½
English	(gold)	6 62½	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb. Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		— —	@13 —
Liverpool House Cannel		— —	@22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 25	@ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu 22	W.23
Boston, Hart. & Erie	3	2½	2½	2½	2½	2½
Canton Co	102	....	....	100	104	101
Central Pacific 6s	100½	....	100½	....	100½	100½
Central of N. Jersey	....	....	....	103½	103½	103½
Chicago & Alton	109½	109	109½	....	....	....
" pref	....	....	....	....	....	....
" 1 M	102½	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	98½	98½	98½	....	99	99½
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	71½	70½	71½	70½	69½	69½
" pref	82	84	83½	85½	....	84
" 1st M	102	102	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	....	....	....	....	92½	....
Chic., Rock Isl. & Pac.	110½	111½	111½	111½	110½	110½
Chi., R. I. & Pa. 7s, 1896	102½	....	....	....	....	....
Clev., Col., C. and Ind.	86½	88	88	88	....	....
Clev. & Pittsburg guar.	88	88½	88½	.. ..	88½	88½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	85½	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	32½	32½	33½	33½	32½	32½
" 1 M	87	88½	....	88½	....	88½
" 2 M	....	72½	72	....	....	....
Del. & Hudson Canal	114½	....	....	....	....	....
Del. Lack. & Western	101½	101½	....	101	100½	100½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	59½	58½	64½	62½	59½	61½
" pref	....	....	72	....	....	72
" 1 M. 7s, 1897	....	....	103½	103½	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	102	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	99	....
" 5 M. 7s, 1888	97	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	88½	....	....	....	....	....
Hannibal & St. Joseph.	41	41	41	41	40½	39
" pref	....	....	....	....	....	....
" 8s, conv.	91½	....	....	91½	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	106	107½	107½
" 7s	103	....	....	102	....	....
Lake Shore & Mich. S'th.	94½	94	93½	93½	93½	93½
Lake Shore Div. bonds	....	....	....	....	97	96½
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	93½	93½	93	94½	94	94½
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	105	....	....	....
" 2 M	....	....	98½	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Milw. and St. Paul	53½	53½	53½	53½	52½	51½
" pref	74½	74½	74½	74½	....	....
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con.	100	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	94	....	94	....	93½	94
" H. & St. J. 8s	....	....	....	....	....	93
Morris and Essex	92½	92½	....	92	92½	92½
" 1st mort	....	....	....	104½	105	104½
" 2d mort	103	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	104½	104½	104	104½	104	104½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	93	93	92½	....	....	....
N. York and Harlem	128½	128½	129½	129	129	129
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	135½	135	135½	....	....	....
N. Carolina 6s, old	....	....	....	....	28	....
" new	....	....	....	....	....	....
Ohio and Miss	40½	41	41½	41	40½	39½
" pref	....	....	....	....	....	....
" 2d M	....	84½	....	....	84½	....
Pacific Mail S. S. Co	38½	38½	38½	39½	37½	36½
Panama	110	111½	113	117	115½	116
Pitts., Ft. W. & Chi. gtd.	93½	....	....	....	93½	93½
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	98½	....	....
" 2 M. pref	90	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	81	....	....	....	81	....
" new	80½	....	....	81	81	....
Tol., Wab. & Western	71½	71½	72½	72½	72	71½
" pref	....	....	....	....	....	....
" 1 M	98½	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	83	....
" St. Lou. Div	....	....	92½	....	....	....
Union Pacific	28½	28½	29	27½	28½	27½
" 1st mort	82	82	81½	82	81½	82½
" L. Gt. 7s	70	70½	70½	70½	70½	70½
" Inc. 10s	60	....	59½	....	....	59½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	53½	53½	55	54	....	53½
" def. cert	10½	....	....	....	11	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 23.

	Th.17.	F.18.	Sat.19.	M.21.	Tu.22.	W.23
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	114½	....	114½	....	....	....
U. S. 5s, 10-40s, coup	....	....	115	115	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	115½	....	115½	....
U. S. 6s, 1881, reg	118½	....	....	118½	....	118½
U. S. 6s, 1881, coup	119½	....	....	....	120½	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	116½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	117½	....	117½	...	117½	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	118½	119	....	119	119½	....
U. S. 6s, 5-20s, r. n. '65	116½	....	116½	....	....	115½
U. S. 6s, 5-20s, c. n '65	117½	117½	....	....	117½	118
U. S. 6s, 5-20s, reg. '67	....	....	....	116½	....	117
U. S. 6s, 5-20s, c. 1867	118½	118½	....	118½	119½	119
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	118½	118½	....	....	118½	....
U. S. 6s, Pac. R.R issue	114½	....	....	....	114½	115½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Catawissa preferred	43	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '80	97	....	97	....	....	96½
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	38½	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	39½	....	39½	39½	....	39
" 6s, 1884	90½	....	90	....	90	....
" Gold L	90½	....	90½	....	91½	90½
" R. R. L	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R	61½	61½	61½	61½	61½	61½
" 6s new coup	....	....	....	....	....	95
" 6s new reg	....	97	97	....	....	97
Little Schuylkill R.R	....	....	....	....	46½	....
" 7s	....	....	....	....	....	....
Minehill	51½	....	....	51½	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	49½	....	49
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	101½	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	37	....	....
Oil Creek & Allegh. Riv	27	....	27	26½	27	....
" 7s	....	....	....	....	....	....
Pennsylvania R. R	54½	54½	54½	54½	54½	54½
" 1st M	100½	....	....	....	....	....
" 2d M	....	....	99½	....	....	....
" Gen. mort	....	....	91½	....	....	....
" reg	....	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	....
" new	101	101	101	101	101	101
Philad., Germ. & Nor	....	....	....	....	....	87
Phila. & Reading	55½	55½	55½	55½	55½	55½
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	90	....	....
" 7s	....	....	....	89½	90	90
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	6½	....	....	....	....	13
" pref	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	122	121½	121½	121½	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 22.

	W.16.	Th.17.	F.18.	Sat.19.	M.21.	Tu.22
Baltimore City 6s, 1875	99	99½	99½	99½	....	....
" 1886	....	....	....	....	....	....
" 1890	98½	98½	98½	98½	98½	99
" 1884	99	....	....	....	....	....
" 1900	....	....	....	98½	....	98½
Balt and Ohio	....	173½	....	....	....	173½
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	98	....
Marietta & Cin. 1st M	103½	....	102½	....	....	....
" 2d M	91	91	91½	....	91½	....
" 3d M. 8s	81½	....	....	....	81½	81½
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	88	....	....	....
Pittsb. & Connellsv. 7s	94	92½	93½	....	....	93½
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	53	52	54	54	....	54
" Defer. Certif	....	10½	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 23.

	Th. 17.	F 18.	Sat. 19.	M. 21.	Tu. 22.	W. 23
Boston and Albany	146	....	145¼	145¾	....	145¼
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	....	....	....	....	119¾	....
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	33¾	33	33¼	33¾	....	....
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	98¼	98½	99	....	99½	....
Concord	....	....	....	....	....	....
Connecticut River	....	137¼	....	....	....	....
Eastern	103½	....	....	....	....	103
Fitchburg	129	129	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	93	92¾	93	93½	94¼	94
Northern, N. H.	....	....	....	....	105¼	....
Ogdens. & Lake Champ	62	....	....	....	....	....
" pref.	99	99	....	....	....	....
Old Colony	111	....	111	111¼	111¼	111
Ph., Wil. & Baltimore	53¾	53¼	54	54⅞	55	55
Portl'd, Saco & Ports.	126	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	81½	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	....	....
Vermont & Canada	69	....	....	70	....	....
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	101	....	101	101¼	....	101¾
Metropolitan	59	....	....	....	59¼	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	23¾	....	....	....	22¾	....
Franklin	7	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	9	....	....	....	....	....
Quincy	42¼	....	42	41	40¾	

London Stock Exchange.

	Closing Prices. July 11.	July 4.
Atlantic & Gt. W. 1st mort., $1,000	74 — 76	76 — 77
Do. 2d mort., $1,000	66 — 68	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	43 — 45	46 — 48
Do. Reorg. Scrip	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds	90 — 91	90¼ — 91⅛
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	— —	— —
Erie shares 100 dol. all paid	47 — 47½	49 — 49½
Do. 6 per cent Convertible Bonds	96½ — 97½	96½ — 97½
Cons. Mort. amount autho. to be issued for conv. of existing bonds	94 — 95	— —
Illinois Central $100 shares all paid	86 — 88	85 — 87
Do. Redemption mort. bonds 6 p.c.	99 —101	98 —100
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	86 — 89	86 — 89
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.	78 — 82	78 — 82
Panama General mort.	91 — 93	91 — 93
Pennsylvania, 2d mort.	99 —101	99 —101
Do. General mort.	96½ — 97½	96½ — 97½
Do. $50 shares	42¾ — 43¼	42½ — 43⅛
Philadelphia and Erie 1st mort.	97 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	96 — 98

American Railroad Journal.

Saturday, July 26, 1873.

Stock Exchange and Money Market.

The Money movement has been in favor of borrowers as a rule, though no marked changes in rates have been noted, since our last; call loans having been quoted generally at from 2@5, mainly at 3@4; and choice to good mercantile credits at from 6@8 per cent per annum. The offerings on both bank and private account have been very liberal, and lenders have been even more accommodating in their views. The renewed activity at the Stock and Gold Exchanges has tended to stimulate the speculative demand; but the wants of responsible borrowers have been quite promptly provided for at the ruling quotations. The heavy specie exports diminished the coin reserves of the city banks; while the deposit and legal tender averages were enlarged. The percentage of reserve to liabilities held by the national banks is 30.87, and by the state banks, which are under no restrictions as to reserve, 26.62, making the average of both classes, 30 34 per cent. The U. S. Sub-Treasury at this point augmented both its currency and specie reserves, during the week. The reports from trade circles are of a more encouraging movement in the Dry Goods line. The domestic jobbing houses are better employed, and there is no great excess of foreign goods coming in to discourage the Importers. Of course a good many of the latter complain of inadequate profits and make frequent references to the poor trade in the Spring, but it is abundantly evident that the fine promises of the new or coming crops, and the large receipts to meet the export demand for the produce of last year's crops, have put a very cheerful look upon the prospects of trade. In turn, the same causes are helping the traffic of the railroads, and indirectly, financial confidence in Wall-street. The city banks last week reported an increase of over 1¼ millions in their deposit line, and over half of a million in their legal tender, with a decrease of about 2⅜th millions in their specie reserves. They enlarged their loan and discount averages nearly 1¾ millions and reduced their circulation slightly.

The city banks again receded slightly on their obligatory reserve, the last statement showing that they had $14,274,125 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, augmented its coin balance nearly half a million; and its currency reserve nearly 1½ millions. Its currency reserves at the close of the week were $27,238,653; and its coin hoard, $40,700,374.

The clearances of the city banks averaged through the week about 87⅞ millions a day, and amounted in the aggregate, for the whole week, to $527 666,746, as against $462,657,569 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,475,453 and its coin reserve $908,716 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $32,273,600, against $29,571,800 same time last year. The city bank deposits are now $240,206,400 against $247,551,300, week ending July 20, 1872. The legal tender reserve amounts to $48,872,500, against $52,895,600 same time last year. The circulation now stands at $27,281,500 against $27,376 000 same time last year. The loans are now $289,878 100 against $297,214,500 at this date last year.

The coin reserve of the city banks is now a little over 32¼ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is 48⅞ millions against about 34⅞ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 240¼ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

Under the official programme for July, Government proposes to sell Gold, as follows: Thursday, July, 31, $1,000,000.

The cash balances in the Treasury Department on Tuesday were as follows: Currency, $8,090,529; special deposit of legal tenders for the redemption of certificates of deposit, $33,995,000; coin, $78,939,813; including coin certificates, $43,268,200; outstanding legal tenders, $356,000,000.

Government revenues have been on a rather more liberal scale, since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year commencing with July 1, 1873, $5,774,064. The customs at the port of New York, for the week, were $2,344,198, and at the outports, about $800,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $4,180,506 of currency, and $6,001,531 of gold, the latter including $2,473,000 from customs; and disbursed $2,705,052 of currency and $5,092 815 of gold, the latter embracing $1,243,849 of coin interest.

There has been quite a spirited speculative movement noted in Gold, since our last, the operators for higher rates having evinced decidedly more determination and confidence though the actual dealings have not been very extensive. The customs drain has been on an enlarged scale, while the export movement has been quite heavy, said to have been in good part, on speculative account. The range of the price during the week has been from 115¾@116⅜, and the quotation on Wednesday was 115⅞ against 116 on Wednesday of the preceding week. The specie outflow last week, was $4 944 534. The Gold Exchange Bank clearances have averaged about 36⅛ millions per day during the week.

The specie exports on Wednesday were $337,575.

The customs demand for Gold last week, averaged $412,170 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873 have been $1,932,198, against $2,732,839 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $69,692,400 against $81,311,255 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $46,281 524, against $51,829,645 during the same time in 1872.

The export drain of specie was $4,944,534 last week, against $4,641,026 same week preceding year. The shipments since January 1, 1873, have been $36,569,889 against $48 254,281 during the same portion of 1872.

Foreign Exchange has been in better supply and quoted cheaper, on a less active inquiry. Bankers' sixty day bills on London closed on Wednesday at 109⅛@109⅜; sight bills on London, at 110@110¼. The week's exports of Domestic Produce have been to the currency value of $6,529,662.

Government securities have been quite confidently dealt in, in good part by purchaser, for investment account at higher prices, closing buoyantly. Most of the favorite issues have been in limited supply, in the open market.

U. S. sixes of 1881 closed on Wednesday of this week at 120@120¼; U. S. Five-Twenties of 1862, 117@117¼; U. S. Five-Twenties of 1864 at 117¾@118; U. S. Five-Twenties of 1865 119⅛@119⅜; U. S. Five-Twenties of 1865 consolidated 118@118⅛; U. S. Five-Twenties of 1867, 119@119¼; U. S. Five-Twenties of 1868, 118⅛@118¾; U. S. Ten-forties at 115⅛@115¾; U. S. Fives of 1881 (Funding Loan) 115¾@116; Six per cent. currency Sixes from 114⅜@114⅝.

In the Railway and Miscellaneous share speculation the dealings have shown much more activity, with values quoted much stronger, though fluctuating widely, especially on Erie Shares, which have been very freely dealt in, the operators for a higher range of prices having had the advantage, very decidedly.

State bonds have been rather stronger in price, on a fairly active inquiry for the favorite loans, chiefly on investment account.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 9.	July 16.	July 23.
Consols	92⅞	92⅝	92¾
U. S. 5-20s, 1865	93½	93¾	93⅞
" 1867	93⅛	93¼	93¾
" 10-40s	90⅛	90¾	91
New Fives of 1881	90¾	*89⅞	90¼
Erie	48⅞	46½	46⅞
Ill. Central	....	*82	83

* Ex interest.

Railway Mortgage Loans of the more substantial character have been in very good request at generally firm and buoyant prices. Central Pacific Sixes have been in good demand at from 100½@100¾ ex the July three per cent coupon. The Chesapeake and Ohio Seven per cent gold bonds have been more inquired for at 90, and interest. Chesapeake and Ohio Sixes have been of ready sale at 88½ and interest. Western Pacific Sixes at 92¼@92½, ex the July coupon of three per cent. The Northern Pacific 7-30 Loan has been more actively sought after, by investment buyers, at par and interest.

General business has shown more life, though the dealings thus far have not been indicative of anything like a comprehensively active movement. Metals have been in moderate supply. Copper has been depressed and lower, with sales reported of 75,000 lbs. at 26½c.@26¾c. per lb. Pig iron has been held with more firmness, though on a rather moderate demand, with sales reported of 30 tons Gartsherrie at $50; 75 tons Coltness at $51 50; 50 tons Eglinton, in lots, at $47, with full parcels quoted at $44@$45, and Glengarnock at $45@$46, here, and $43 to arrive; and 650 tons American on private terms. Other kinds of Iron quiet. We now quote: Eglinton Pig at $44@$45; Glengarnock, at $45@$46; No. 1 American Pig at $45@$48; No. 2 do. at $41@$45; Wrought Scrap at $46@$48; English rails at $65@$68, gold; American Rails, at works, at $75@$80. Old Rails $50@52. Pig Lead has been quiet since our last with foreign quoted at 6⅝c., gold, for ordinary. Spelter has been dull at 7½c.@7⅝c., gold. Pig tin has been inactive with sales reported of only 5 tons English, to arrive, at 29c., gold.; Straits quoted at 31½c.@31¾c.; English at 29½c., and Banca, at 35c., gold. Tin Plates slow of sale; Charcoal Plates quoted here at $11 12½@$11 50; Charcoal Terne, $9 75@10 50; Coke, $8 75@$9 25; Coke Terne, $7 75@$9, gold, per box. Zinc neglected. Hardware and Earthenware have been quiet.

Domestic produce has been attracting more attention; and Breadstuffs, Provisions, Cotton, Wool, and Tobacco have been quoted steadier in price, though Flour, Wheat, Corn, Oats, Pork and Lard closed rather weak. Middling upland Cotton left off tamely at 21c. per lb. The receipts at all the ports, since Sept. 1, have been 3,532,574 bales, against 2,665,965 bales same time in the preceding year; exports 2,582,744 bales against 1,915,936 bales in the previous year; stock at the ports at latest dates, 191,840 bales against 126,625 bales same date 1871.

Foreign goods have been in more general request, especially Dry Goods, and Groceries, and held with more firmness. The week's imports of foreign goods and merchandise amounted to $6,530,355 including $2,256,767 of dry goods.

Ocean freights have been more active, and rates have been generally well maintained. The main call has been for room, suited to the Grain, Petroleum, Tobacco, and Naval Store trades.

At the Live Stock Markets, Beeves have been in less demand yet held more firmly at from 8½@13¼ cts. Veals in moderate request at 3@9½ cts.; Sheep at from 4½@6¼ cts.; Spring Lambs, 7@11½ cts.; Swine at 5¼@5¾ cts. per lb., all live weight. The week's receipts were 7,311 Beeves, 3,025 Veal Calves, 31,035 Sheep and Lambs, and 30,267 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 26½; New Jersey R. R., 121; Rome, Watertown and Ogdensburg R. R., 85; Pacific R. R. of Mo., 40; Canada Southern 1st mort., 89½; Burlington, Cedar Rapids and Minnesota 1st mort., 88¼; Mil. and St. Paul 1st mort. Iowa div, 81½; Ohio and Mississippi consol., S. F., 92; New Jersey Southern 1st mort., 74; Clev., Paines. and Ash. 7s, old, 97; Buffalo and Erie 7s, new, 97½; Boston, Hartford and Erie 1st mort., 33½; Toledo, Peoria and Warsaw 1st mort. E. D., 91; do. W. D., 90½; do. 2d mort., 75; do. Burlington div., 84; Detroit, Monroe and Toledo 1st mort., 100½; Michigan Central 7s, 98¾; Delaware, Lackawanna and Western 7s, conv., 101; Hannibal and Naples 1st mort., 85½; Cedar Falls and Minnesota 1st mort., 80; Western Pacific Bonds, 92¾; Western Union Telegraph, 90¾; do. 7s, 100; Atlantic M. S. S. Co., 1¼; Consol Coal of Md., 55½; Maryland Coal, 23; Am. Coal 65; Great Western 1st mort., 1888 97; U. S. Exp., 71½; Adams Exp., 95; Am. Exp. 65; Louisiana 6s, old, 51; N. Y. State 7s B. L. reg., 104¾; do. coupon, 105½; Georgia 6s, 73; Alabama 8s, 1893, 84; do, 5s, 45; South Carolina 6s, new, Jan. and July, 14½; Brooklyn 6s, P. L., 92¼; do. W. L., 93⅜.

Philadelphia.—Pennsylvania and New York Canal 7s, 99; Morris Canal 1st mort., 94; Schuylkill Nav. 6s, B. L., 74; West Jersey 7s, 102; Lehigh Valley 7s, 105; Oil Creek 1st mort., 80; Philadelphia and Reading Gen'l mort. 7s, reg., 103; do. coupon, 100¾; do. 7s, new, conv., 103; Ithaca and Athens 7s, 100; West Chester and Philadelphia 7s 102¼; Pittsburg, Cincinnati and St. Louis 7s, 78; Huntingdon and Broad Top Mt. 1st mort., 104¼; do 2d mort., 90; Catawissa R. R. 19⅞; Camden and Atlantic pref., 42; do. 2d mort., 94; Nesquehoning R. R. 55; Wilmington and Reading 1st mort., 98½; Schuylkill Nav. 6s, 1895, 71; Camden City 7s, 104. The latest quotations are: City 6s, 97@97½; do. free of tax, 100⅞@101; Pennsylvania State 6s, 1st series, 100¼@101; do. 2d series, 102¼@103; do. 3d series, 105½@106½; Philadelphia and Reading 55½@55½; do. Gen'l mort. 7s, coup., 100¾@101½; do. reg., 102¾@103; do. mort. 6s, 1880, 95@97; do. 7s, new, conv., 102½@102½; United New Jersey R. R. and Canal Co., 122¼@121½; Camden and Amboy mort. 6s, 1889, 96½@97; do. 1883, 90@92; do. 1889, —@92½; Pennsylvania R. R., 54⅜@54½; allotment, 54¼@54½; do. 1st mort., 100@100½; do. 2d mort., 99¼@99½; do. General mort. coupon, 91@92; do. reg., 96@96¾; Little Schuylill R. R., 46⅜@46⅝; Morris Canal, 49@50; do. pref., 125@127; do. 6s, 93@95; Susquehanna Canal, 6@7; do. 6s, 74½@75; Schuylkill Nav., 6@7; do. pref., 12½@13⅜; do. 6s, 1882, 71@74; do. 1872, 78½@80; Elmira and Williamsport pref., 37½@38½; do. 7s, 1873, 95@96; 5s, do. 58@60; Lehigh Coal and Navigation 39@39⅛; do. 6s, 1884, 90@90⅛; do. R. R. Loan, 92¼@92¾; do. Gold Loan, 90¾@91; North Pennsylvania, 48@50; do. 6s, 97@—; do., 7s, 100½@101⅛; do. Chattle 10s, 110@111½; Philadelphia and Erie, 24¼@25; do. 6s, 89¾@90; Minehill, 51¼@51½; Catawissa, 19¾@20; do. pref. 42⅝@42⅞ do. new pref., 32⅝@33; do. 7s, 1900, 102@103; Lehigh Valley, 61⅛@61¼; do. 6s, new coupon, 94@95; do. reg., 96@97; do. 7s, 104½@105; Fifth and Sixth streets, (horse,) 51@54; Second and Third, 56½@58; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 31@33; Green and Coates 50@50; Chestnut and Walnut, 58@65; Hestonville, 18½@19½; Germantown, 80@—.

Boston.—Michigan Central 8s, 1880, 105; Burlington and Missouri R. R., 97½; do. 8s, in Nebraska, 98¾; Vermont and Canada Equipment 8s, 80; Jackson, Lansing and Saginaw 8s, 100; Boston and Providence R. R. 7s, 105; Chicago, Burlington and Quincy 7s, 95; Portsmouth, Gt. Falls and Conway R. R., 91½; Connecticut and Passumpsic Rivers R. R. 90; Rutland pref. 55; Cincinnati, Sandusky and Cleveland R. R., 13½; Norwich and Worcester R. R., 129½; Atchison, Topeka and Santa Fe R. R. 14½; do. 1st mort., 72¼; Boston Water Co., 26; Cary Imp., 9⅝; New Hampshire 6s, 98½; Chicago 7s, 99½; Cambridge 5s, 1893, 95; do. 1883, 96⅜; Allouez Mining Co., 17; Calumet and Hecla, 153¼; Hanover, 50c.; Humboldt, 1; Madison, 60c.; Petherick, 2; Pontiac, 87½c.; Ridge, 9¼; St. Clair, 2½; Shuniah Silver, 50c.

Baltimore.—Western Maryland 3d mort. guar., 95; Union R.R. guar. by Canton Co., 93½; Orange, Alex. and Manassas 7s, 79¾; Orange and Alexandria 1st mort., 93½; do. 2d mort., 36½; Virginia and Tennessee 8s, 88; Central Ohio 1st mort., 89; Northern Central 6s, 1900, gold, 90¾; Santa Clara Mining Co., 3; Virginia consols, coupons, 75½; Memphis City 6s, 53. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78@79; Pittsburg and Connellsville 7s, 1898, 93¾@93⅞; Baltimore and Ohio, 178¼@178⅞; do. 6s, 1875, 97@97¾; do., 1880, 96¾@97; do., 1885, 98@—; Parkersburg Branch, 11@—; Northern Central, 87@38; do. 6s, 1885, 90½@90¾; do., 1900, 88@88½; do., 6s, 1900 gold, 90¾@90⅞; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, 97@97; Marietta and Cincinnati 1st mort. 7s, 1892, 102½@103; do., 2d mort., 7s, 91¼@91⅜; do., 3d mort., 8s, 81⅜@81½; Central Ohio, 41⅛@42; do. pref., 40@41; do. 1st mort., 88¾@89¼; Western Md. 1st mort. 6s, 1890, 86½@90; do. 1st mort. guar., 95@97; do. 2d mort. guar., 94¼@95; do. 3d mort., guar., 95@95¼; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 81@84; Richmond and Danville 1st mort., 75@76; Orange and Alexandria 1st mort. 6s, —@96; do., 2d mort. 6s, 86⅛@86¼; do., 3d mort. 8s, 89⅝@91; do., 4th mort. 8s, 82@82; Orange, Alex. and Manassas 7s, 79½@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 76@—; do. 8s, 3d mort., 87⅞@88; Baltimore 6s,

1875, 99¼@99½; do., 1884, 98½@—; do. 1886, 98½@—; do. 1890, 99@99⅛; do., 1893, 100@100; do. 1893, exempt, 103@—; do., 1900, exempt, 98½@98½; do. 1900, new, 99@99½; do. 1902, 98¼@99; Memphis City 6s, 52@53; Maryland Defense Loan, 1883, 104½@104½; Virginia 6s, old, 35@37½; do. coupon new, 37@39; do. consol. 6s, 53⅞@54⅛; do. coupons, 75@75; West Virginia, 11@11¾; City Passenger R. R., 16@18½; George's Creek Coal, 120@—.

The Hudson Highlands Suspension Bridge.

It is stated that the Erie Railway and the New York, Boston and Montreal Railroad have combined in offering the Hudson Suspension Bridge Company a loan of $8,000,000 for the construction and operation of the bridge. The offer has been accepted, but the details of the terms of agreement have not yet been completed. The bridge is to span the river in the Highlands, and is to reach from Anthony's Nose to Fort Clinton, The location will necessitate the building of a branch road from Turner's on the Erie Railway, running in an easterly direction, and another branch road from Anthony's Nose to Lake Mahopac or Brewster's to connect with the New York and New England and other railroads. Surveys have been made for both of these branch roads, but the route has not been definitely settled.

The great piers of the bridge are to be not of masonry but of iron. The estimated cost of the bridge is now over $3,000,000. The design of the bridge is the combination truss and catenary single span. The main cables will consist of two series, the upper and the lower, the former being hung from the towers on each side, and the latter being anchored in the rocks near the base of the towers. There are to be twenty-four cables fourteen inches in diameter each, and divided into four systems. The body of the bridge will be constructed of a combination of steel and iron wire work. There will be two decks, one for the accommodation of foot passengers and the other for railroad trains. The length of clear span of the bridge is to be 1,660 feet, which, with the length of the approaches, will give a total length of 2,450 feet. It will be elevated above high water at least 150 feet. It is estimated that there will be required to construct the bridge 70,000 miles of wire, 17,000 tons of iron and steel and 60,000 yards of masonry.

☞ The National Railway Company has filed in the office of the clerk of the county of Mercer, at Trenton, N. J., as security to bond holders, a first mortgage, amounting to $3,500,000. The mortgage is secured by the American Trust Company. The bonds are for $1,000 each, to run twenty years, at 7 per cent annual interest in gold, and are convertible at the option of the holder or company into bonds that may be issued under a $5,000,000 mortgage on the same railroad, when consolidated with the Philadelphia and Yardleyville Railroad, the building of the latter in connection with and as part of the through line from New York to Philadelphia, intended by the National Railway Company, furnishing the basis for such proposed increase of bonds from three and a half to five millions.

☞ The Mahoning Coal Railroad Company have filed papers with the Secretary of State of Ohio, looking to the construction of two short branches.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Iron Ore of Piedmont, Va.

The Alexandria *Gazette* says that President Barbour, of the Washington City, Virginia Mid land and Great Southern Railroad, and Major R. F. Mason, of the land bureau of the same road, and Gen. Pleasants and Mr. Lorentz, engineers of the Reading (Pennsylvania) Railroad, and the gentlemen who accompanied them in their tour of inspection over the main line of the former road, have returned to Alexandria, Va., after a most pleasant trip, and then adds:

The engineers are more than satisfied with the result of their inspection of the iron ore in quality, and quantity in which they were particularly interested, and express themselves very confident that at no distant day there will be a large traffic in iron ore over the road. With a view further to ascertain the advantages for the transportation of iron, Messrs. Barbour, Randolph, Pleasants and Lorentz on Tuesday visited Jones' Point and the river front at the southern end of Alexandria, where suitable wharves can, at a comparatively small outlay, be constructed for the shipment of iron and the receipt of anthracite coal, it being the purpose of the Reading Company, if satisfactory arrangements can be effected, to ship coal to that place, and in return take iron, either in the ore or pigs. It is the impression that it will be found much more profitable to have furnaces at Alexandria, where land can be had at a very low figure, and thus save the cost of transporting the ore. General Pleasants and Mr. Lorentz express the opinion that the quality of the iron ore in Albemarle, Nelson and Amherst and on the line of the Danville extension is equal to that of Missouri and Lake Superior, and as being in almost inexhaustible quantity.

☞ Governor Dix has appointed Randolph Wilthaus, Abram Duryea, Edward R. Bell, J. F. DeNavarro and Q. A. Gilmore, commissioners to locate the line of the proposed Gilbert Elevated Railroad in New York City.

☞ The appointments of General Superintendents on the Northern Central Railroad are as follows: between Harrisburg and Baltimore, G. Clinton Gardner; between Erie and Harrisburg, W. A. Baldwin; between Williamsport and Canandaigua, J. A. Redfield.

☞ BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST.,
NEW YORK, July 25, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds—

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold in New York; interest payable Jan. 1 and July 1; coupon or registered. Price **90** and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD, IS A GREAT EAST AND WEST TRUNK LINE, 420 miles in length, extending from Atlantic tide-water at Richmond to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest IRON, COAL, AND TIMBER regions in the United States.

IT IS COMPLETED AND DOING A LARGE, PROFITABLE, AND RAPIDLY INCREASING BUSINESS.

ITS FREIGHT TRAFFIC, PASSENGER TRAVEL AND EARNINGS during the current year will be much larger than has heretofore been anticipated, and they are developing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the SUBSTANTIAL AND ENDURING CHARACTER OF THE ROAD ITSELF, ITS ADVANTAGES FOR ECONOMICAL AND PROFITABLE OPERATION, AND THE UNQUESTIONABLE SECURITY OF THE BONDS OF THE COMPANY, enable us to recommend them with the utmost confidence.

Pamphlets, containing full information concerning the Road and the country it traverses, will be furnished upon application.

We continue to deal in Government Securities, CENTRAL PACIFIC, WESTERN PACIFIC, AND CHESAPEAKE AND OHIO SIX PER CENT. BONDS, buy and sell Stocks and Bonds at the Stock Exchange on Commission, for cash, make Collections, receive Deposits, on which we allow interest at the rate of 4 per cent., and do a general banking business.

FISK & HATCH.

☞ The point of connection of the Shenandoah Valley Railroad with the Chesapeake and Ohio Railroad will soon be decided. Two points are spoken of—Staunton and Fishersville. Colonel A. W. Harman, one of the contractors on the Valley Railroad, left for Lexington Thursday, to break ground there for the extension from Staunton to Salem. Friday, ground will be broken in Rockbridge, Botetourt and Roanoke. The line will go by way of Fincastle.

☞ The Richmond *Dispatch* states that the Church Hill tunnel under that city, by which the Chesapeake and Ohio Railroad will be enabled to land its freights on the wharf of the James river, is nearly completed, and that a double track is to be laid by that company through the tunnel.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending July 8, are: freight, $34,027 00; passengers, $32,999 98—total, $67,026 98.

☞ Mr. Henry Tyson, the Fourth Vice President of the Erie Railway Company, is also President of the Baltimore City Passenger Railway Co.

Journal of Railroad Law.

COMMON CARRIERS—THEIR LIABILITY FOR SAFE DELIVERY OF GOODS BEYOND THEIR OWN LINES—RULES AS TO LIMITING THEIR OWN LAW LIABILITIES.

The facts of the recent case of The Illinois Central Railroad Co. *vs.* Frankenberg (54 Ill., 88) are fully and clearly stated in the following opinion by—

BREESE, C. J.—The question presented by this record is one of great importance to the public and to the railroad interests of this country, and has our most careful consideration.

It is a question on which the courts of this country are not in harmony with themselves, nor with those of England, to whose decisions we are accustomed to refer as evidence of what the common law is, on any subject which has engaged their deliberations.

The question is, as to the extent of the liability of a railroad company as common carriers of goods and property.

While there is no difficulty in defining, in general terms, when the liability of common carriers begins, the courts of this country are not agreed as to the point when it terminates.

A common carrier is defined to be one who undertakes, for hire, to transport the goods of such as choose to employ him, from place to place. Railway companies are under obligations to receive and transport all goods which may be offered to them for such purpose, and without delay. They can not lie by, as the wagoners in early times were accustomed to do, for a rise in the price of freights. They are regarded by all courts as common carriers, resting under a duty to transport such articles as may be delivered to their agent authorized to receive them. They may demand the freight money in advance and if not paid, refuse to carry the goods, but when they are received they are at the risk of the carrier, and from which time he is regarded as an insurer, and held to the most stringent responsibilities, from which he can only be relieved by the operation of one of two causes, the act of God or the public enemy. Public policy has always demanded this rule, inasmuch as the goods are entirely in the power of the carrier, and it being so easy for him to conceal his fraud or misconduct, and so difficult for the owner to prove it, that the law does not permit the inquiry, but supplies the want of proof by a conclusive presumption. Porter *v.* Chicago and Rock Island R. R. Co., 20, Ill., 407. Baldwin *v.* American Express Co., 23 ib., 197.

The liability of the carrier commencing with the receipt of the goods, it necessarily continues until they are delivered by him at their place of destination, where the owner or consignee is bound to be present to receive them, and pay the freight for them, if not previously paid. If he be not present to receive the goods, they can be placed in a safe and sufficient warehouse when the liability of the carrier ceases, and that of a warehouseman begins.

The important question now arises, is he thus bound to carry and deliver to a point or place not on his route?

This is a question not settled by the courts of this country, though the received doctrine may be said to be, that the carrier is not responsible beyond his own route, except upon his special undertaking so to be liable.

By the law of common carriers, their liability was fixed on the receipt of the goods to be carried. They are insurers of the goods, and if not delivered at their place of destination, they are accountable for them, and when called upon to account for them, the onus of proof is upon them, and they are chargeable with their value, unless the loss was caused by a force superior to human agency, which no foresight could have guarded against, or by the public enemy.

This is the extent of the liability of common carriers by the common law. The receipt of goods by them is all that is necessary to fix this liability, so that if a parcel or package be delivered to a railroad at Chicago, marked for Louisville, Kentucky, or at any other place off their route, and they receive it to carry, they are bound, by this rule of common law, if the parcel or package be lost, to account to the owner for its value. The contract of the shipper is with the carrier in whose custody he placed the goods.

A responsibility so vast being cast upon carriers by the common law, it soon became a question how they could remove or lessen it. A resort was had to a general notice, which was held by this court and other courts to be insufficient. Western Transportation Co. *v.* Newhall, 24 Ill., 466. But it was held by this court, in the case of the Illinois Central R. R. Co. *v.* Morrison *et al.*, 19 *ib*, 136, that such carriers may relieve themselves from their general liability by special contract. In that case Morrison, by his writing, under seal, in consideration by a reduction of freight charges upon a lot of cattle, assumed the risk of transportation, and released the company from all claims which might arise from damage or injury to the stock while in the cars, or for delay in its carriage or for escape from the cars and, generally, from all claims except such as might arise from the gross negligence or default of the agents or officers of the company.

We have examined all the cases cited upon both sides of this question, and pondered them, anxiously desiring to recognize a rule which, while it shall not perplex and injure the commercial interests of the country, shall at the same time protect the carrier's interest, or, at least, be of so much service to it that the proprietors of that interest may know and understand the full extent of their obligations to the public.

So long ago as 1860, in this court in the case of same company against Copeland, 24 Ill., 332, expressed a decided partiality for the rule in Muschamp's case, 7 Mees. and Wels., 421, so much relied on by the appellee, and in which case all the authorities, English and American, were fully examined, and we said though this point was not in the case we were inclined to yield to the force of the reasoning of the English courts, on principles of public convenience, if no other, and to hold, when a carrier receives goods to carry, marked to a particular place, he is *prima facie* bound to carry to and deliver at that place. By accepting the goods so marked, he impliedly agrees so to do, and he ought to be answerable for the loss.

Again, in the case of the same company against Johnson, 24 ib., 389, there was an express understanding to transport the goods to Wheeling, but the court referring to Copeland's case *supra*, considered that case as holding that a carrier who receives goods to carry marked to a particular place, was bound to carry to, and delivered at, that place—that it was an agreement implied from the mark or direction on the goods, and accepting them so marked, that the liability arose.

Now, on the point of public convenience, which consideration has great weight with us in determining which rule should be adopted, it seems to us that consignors of the productions of our country or other property, by railroad, should not be required, in case of loss or damage, to look for remuneration to any other party than the one to which they delivered their goods. It would be a great hardship, indeed, to compel the consignor of a few barrels of flour, delivered to a railroad in this State, marked to New York City, and which are lost in the transit, to go to New York, or to the intermediate lines of road, and spend days and weeks, perhaps, in indeavors to find out, on what particular road the loss happened, and having ascertained it, in the event of a refusal to adjust the loss, to bring a suit in the court of New York for his damages. Far more just would it be to hold the company who received the goods in the first instance, as the responsible party, and the intermediate roads its agents to carry and deliver, and it is the most reasonable and just, for all railroads have facilities not possessed by a consignor, of tracing losses of property conveyed by them, and all have, or can have, running connections with each other. Above all, when it is considered the receiving company can at the outset, relieve itself from the common law liability, by a special definite agreement, such a rule cannot prejudice them. This rule being known, all parties can readily accommodate their business to it, and no inconvenience can result to any one from its operation.

In the case of the Illinois Central R. R. Co. *v.* Morrison, 19 Ill., 136, there was a formal stipulation under hand and seal, by which the consignor, for a valuable consideration, agreed to release the company from their common law liability as carriers.

In Adams Express Co. *v.* Haynes, 42 ib., 89, it was said, if a shipper takes a receipt for his goods from the company, with a full knowledge of its terms and conditions, intending to assent to the restrictions contained in it, then it becomes his contract as fully as if he had signed it.

By such a contract the rights and duties of the parties to it must be governed, and if the liquidations go to limit the common law liability, and they plainly appear in the instrument, and are not covertly inserted in it and are understood by the consignor, then it must be enforced as any other contract of parties made in good faith.

Testing this case by these considerations, the receipt or bill of lading executed by appellants and accepted by the consignors reciting, as it does, that the goods in question were consigned to Pana, and charges paid to that point, and that appellants should not be liable for loss or damage save on their own road, amounts to a special contract, relieving the company from their common law duty.

It is a question for the jury to determine, whether the terms of the receipt were understood by the consignors and assented to by them. If they were they are bound by them.

The fact that the charges were guaranteed from

Pana, was not for the benefit of appellants but for the benefit of the connecting road whose usuage was to decline the receipt of perishable articles, as these were, unless the charges were guaranteed.

We think justice would be promoted by sending this case back for trial, in the light of the views here presented, and of the rule we think necessary to be established for the government of all such transactions, and for that purpose reverse the judgment and remand the case.

Judgment reversed.

Virginia Railroads.

A letter to the Baltimore *Sun*, dated Richmond, July 13, 1873, says:

The fear that by the building of the railroad from Baltimore down the Virginia valley a great portion of the trade of the West, to come over the Chesapeake and Ohio Railroad, will be diverted from Richmond to Baltimore, is moving our people to take steps for the construction of a "straight shoot" from this city to Lynchburg, and from Lynchburg to Clifton Forge. At this latter point the road would intersect the Chesapeake and Ohio road, and bring us much nearer than we now are to the great West. On the 7th of August a convention to promote this scheme will be held in Richmond. The road from Richmond to Lynchburg will cost, they say, about $8,000,000, and Richmond, Lynchburg and all the counties along the line are reported to be willing to subscribe sums sufficient to build and equip it. The Chesapeake and Ohio, and the Atlantic, Mississippi and Ohio Railroad Companies, have promised to lend their aid for the construction of the branch from Lynchburg to Clifton Forge.

In a few weeks the Richmond and Atlanta Airline Railroad will be completed, and a large and rich section of country opened to the enterprise of Richmond and Baltimore merchants. I say to Baltimore as well as to Richmond merchants, because the new owners of the Richmond and York River Company are about to put five steamers on the route from West Point to Baltimore, and with this connection your merchants may send and receive goods with convenience and cheapness, to and from the very heart of the cotton country.

Milwaukee and Nashua Railway.

The articles of incorporation of the above named company are advertised in the St. Paul *Dispatch* of the 11th inst., and state that the incorporators—consisting of E. P. Greeley, Andy Felt, S. L. Eastman, Wm. B. Perrin, and C. A. Greeley, have associated themselves and become incorporated for the purpose of constructing a railway from some point on the boundary line between the States of Iowa and Minnesota, and within the county of Fillmore, in said state of Minnesota, thence in a northeasterly direction to some point on the Mississippi river in the county of Houston or Winona in said State of Minnesota. The principal place of business of the company is Nashua, Chickasaw county, Iowa, where all of the incorporators reside. Capital stock, $2,500,000.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending July 12, at 854,959 tons, and for the coal year 9,651,261 tons, against 9,515,007 tons to corresponding time last year, being an increase of 136,254 tons. The bituminous tonnage for the week is 47,449 tons, and for the year 1,224,851 tons, giving a total of all kinds for the week of 404,408 tons, and for the year of 10,876,112 tons, against 10,573,864 to same time last year, being an increase of 302,248 tons.

☞ The earnings of the Erie Railway Company for the week ending July 7, 1873, were $344,516, against $337,535 for the corresponding week of the previous year—an increase of $6,981.

NOTICE TO CONTRACTORS.
ENGINEER'S OFFICE BALTIMORE AND AND OHIO RAILROAD.

CAMDEN STATION, Baltimore, July 14, 1873.

PROPOSALS will be received at this office until the 1st of August for the following work on the Ohio and Baltimore Short Line Railway, in Washington county, Pennsylvania:

1st. Section 2, Brady's Tunnel, near Washington, Pennsylvania.

The bid per cubic yard of tunnel excavation, to include timbering and all other expenses incident to the work.

The bid for arching to be for, all stone or all brick, or walls of stone and arch of brick, and to include every expense, except cement. Outside work bid for separately.

2d. Section 16, from station 336 to 386, 130,000 cubic yards embankment, 7,000 cubic yards bridge masonry.

3d. Section 23, west of, and next to the Monongahela river, 200,000 cubic yards excavation, and 25,000 cubic yards stone, quarried and cut (to dimensions to be furnished,) and delivered on the company's barges on the Monongahela river, at points to be agreed upon, which should be named in the bid.

The profile can be seen at Section 2, at the office of J. A. Boyd.

Payments monthly in cash, with reservation of twenty per cent. until completion of work.

The company reserves the right to reject any or all bids.

JAMES L. RANDOLPH,
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DREDGING MACHINES AND SCOWS
FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.
One, Almost New. Price $22 000.
Two Large Dumping Scows, $3,500 Each.
Apply to
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Second Hand Locomotive For Sale.

ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.
NEW YORK, June 23, 1873.

A DIVIDEND OF FIVE PER CENT. HAS BEEN declared by this Company, payable on the first day of August next to the holders of full-paid shares, registered at the close of the fifteenth day of July next, after which and until the fifth day of August, the transfer books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

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THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

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Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to
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35tf 5 and 7 DEY STREET NEW YORK.

VOSE, DINSMORE & CO.,
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MANUFACTURERS OF
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Railway Car Springs;
ALSO IMPORTERS OF AND DEALERS IN
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No. 32 WARREN, cor. of Church Street,
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Machine Works,
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MACHINISTS' TOOLS,
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Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.
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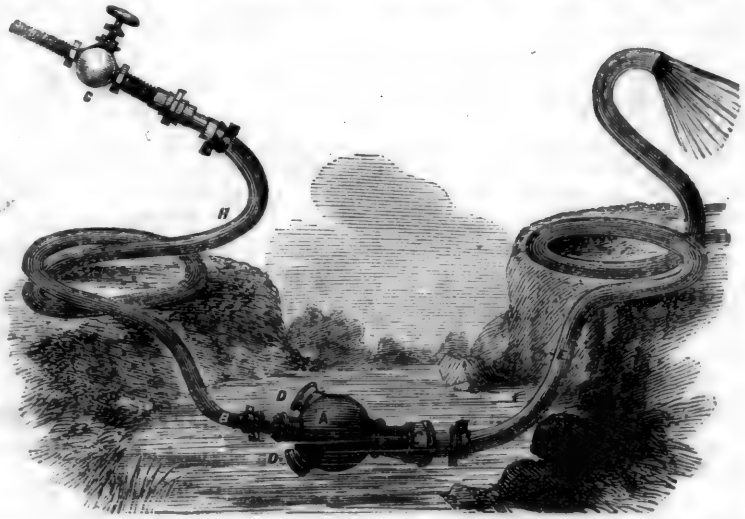
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RAILROAD IRON.
2,000 tons best Welsh make 56 lbs.
2,000 " Extra quality 56 lbs.
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Patent Portable Railway Syphon.



The Portable is invaluable on a freight or construction train, being used to take water at points where there are no water stations. With it water can be taken from any point within one hundred feet of the track where there is water six inches or more in depth. The valve C is tapped into the locomotive boiler; steam is let on through the hose B, water is drawn through the orifices D D, and forced through the hose E into the tender, filling any tender with warm water in from six to twelve minutes.

Lansdell's Patent Steam Syphons, Double Suction, adopted by the United States Board of Supervisors, and approved by the Secretary of the Treasury for use on Steamboats.

For Price and particulars, apply to the General Agents of the Steam Water Station Company,

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Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

REFERENCES:

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Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,

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The best and cheapest material for FIREBOX PLATES, and all Machinery uses

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PACIFIC MAIL
Steamship Company's
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VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Aug. 5, 1873—Steamer RISING STAR, Capt. J. B. HILDRETH, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer NEVADA, Capt. ——— leaving Panama for San Francisco, and calling at San Diego, Acapulco, Mazatlan and Manzanillo; also connecting for all Central American and South Pacific Ports. Departures of 10th and 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The splendid steamship COSTA RICA will leave San Francisco on or about Aug. 24, for Honolulu, Sandwich Islands.

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For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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MATHEMATICAL & ENGINEERING

Instrument Manufacturers,

AT THEIR OLD LOCATION

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

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THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

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FOG SIGNALS,

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ALARM TORPEDOES

ALWAYS RELIABLE.

W. BAILEY LANG & CO.,

54 CLIFF STREET, NEW YORK,

No. 9 LIBERTY SQUARE, BOSTON.

Commerce of New York.

The foreign imports at New York for the month of June, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$9,769,316	$10,797,542
Do. for warehousing....	17,913,638	10,936,539
Free goods.....	2,926,874	6,463,404
Specie and bullion.....	48,724	950,051
Total entered at port...	$30,658,552	$29,147,536
Withdrawn fr. wareh'use	7,584,971	8,972,554

The foreign imports at New York for six months from January 1, were:

	1872.	1873.
Entered for consumpt'n.	$108,754,644	$94,888,863
Do. for warehousing...	106,288,001	71,973,195
Free goods.....	16,960,413	41,394,219
Specie and bullion.....	777,578	2,791,705
Total entered at port...	$232,780,636	$221,047,982
Withdrawn fr. wareh'se.	64,053,290	68,842,246

The foreign imports at New York for the fiscal year ending June 30, were:

	1872.	1873.
Entered for consump..	$212,397,830	$183,093,637
Entered for warehous'g.	171,011,048	137,809,334
Free goods.....	30,015,900	91,862,826
Specie and bullion.....	2,384,134	7,608,335
Total entered at port..	$415,808,912	$420,374,032
Withdrawn from warehouse.....	126,516,331	153,872,861

The following is a description of imports for the year ending June 30:

	1872.	1873.
Dry goods.....	$139,903,902	$125,086,690
General merchandise..	273,520,876	287,679,007
Specie and bullion....	2,384,134	7,608,335
Total imports	$415,808,912	$420,374,032

Revenue from customs at New York:

	1872.	1873.
In June.....	$6,943,232 70	$7,533,957 98
Add 5 months.....	66,879,477 06	54,447,558 67
Six months.....	$73,822,709 76	$61,981,516 65
Fiscal year.....	147,900,891 51	126,374,609 58

The exports from New York to foreign ports in the month of June, were:

	1872.	1873.
Domestic produce.....	$19,048,152	$23,225,558
Foreign free goods.....	97,264	106,465
Do. dutiable.....	946,144	1,111,303
Specie and bullion.....	12,538,202	6,655,996
Total exports	$32,629,762	$31,099,322
Do. exclusive of specie.	20,091,560	24,443,326

The exports from New York to foreign ports for six months from January 1, were:

	1872.	1873.
Domestic produce.....	$100,442,308	$133,403,183
Foreign free goods....	679,087	1,256,069
Do. dutiable.....	5,337,088	4,828,629
Specie and bullion.....	37,114,899	27,819,284
Total exports.....	$143,573,382	$167,307,165
Do. exclusive of specie..	106,458,483	139,487,881

The exports from New York to foreign ports for the fiscal year ending June 30, were:

	1872.	1873.
Domestic produce.....	$215,729,972	$258,436,562
Foreign free goods....	1,279,250	2,174,992
Do. dutiable.....	9,053,551	9,277,141
Specie and bullion....	59,425,823	62,663,427
Total exports	$285,488,596	$332,552,122
Do. exclusive of specie.	226,062,773	269,888,695

☞ The extension of the Old Colony Railroad to Provincetown was formally celebrated on the 22d inst.

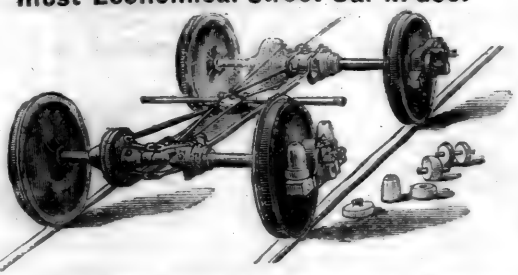
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The Lightest Running, Easiest Riding, and most Economical Street Car in use.



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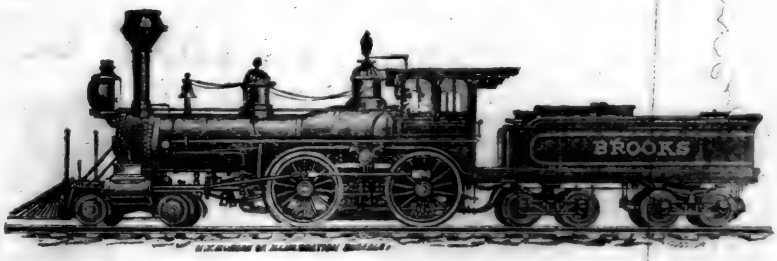
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ESTABLISHED IN 1852.

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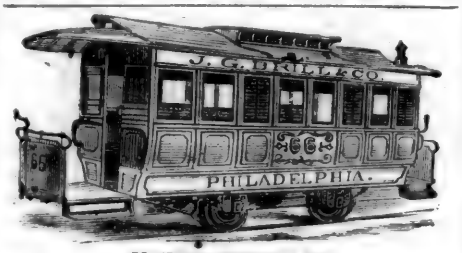
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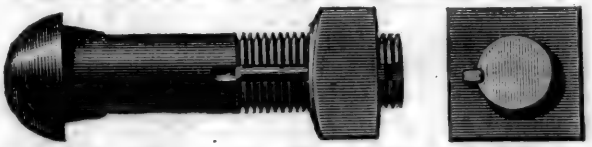
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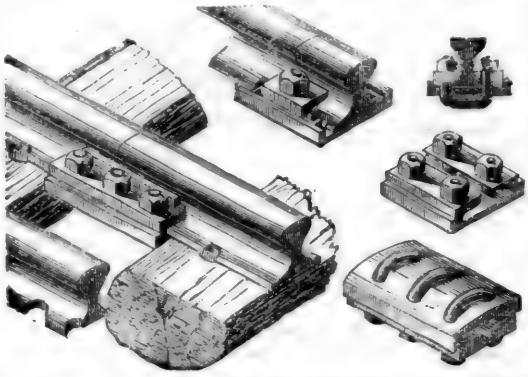
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DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

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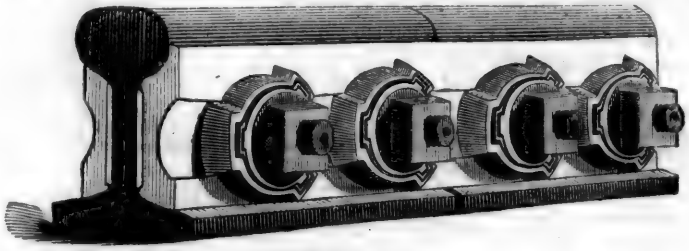
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PATENT COMPENSATING FISH-JOINT,



MADE BY

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IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, August 2, 1873.

The New Pacific Mail Steamship.

The hull of the new Steamship *Grenada*, recently built at Wilmington, Delaware, by the Harlan & Hollingsworth Company—being the third of the new steamers building for the Pacific Mail Steamship Company—has arrived at this port from Wilmington, Del., and is now lying at the Morgan Iron Works, at the foot of East Ninth-street. The machinery for this ship was built in Scotland, the contract having been given for the work some time ago, as the cost abroad was much less than it would have been in this country. The Granada is to be one of the finest American iron steamers ever built. Her length is 300 feet, beam 40 feet, and depth of hold 30 feet 6 inches, and her registry 2,572 tons. She is to be fitted up for both first-class and steerage passengers. She will carry 2,500 tons of dead weight upon a draft of nineteen feet. One marked peculiarity in the construction of this vessel is the large open wells left for the reception of the boilers and machinery. These spaces are open from the bottom of the ship to the hurricane deck, and the boilers and the heaviest parts of the machinery may be lowered into place without disturbing anything. The vessel will be ready to take its place upon the line in September.

Railroad Trains Momentarily Reporting their own Progress by Electricity.

A patent has been secured by G. Natcher, Esq., at present of this place, and which is now controlled, we learn, for the purpose of introduction, by a company of enterprising gentlemen, under the firm name of G. Natcher & Co., for an Electric Railway Reporter or Signal, which is operated on ordinary telegraphic wires attached to tappets, so placed as to receive the weight of the car wheels, which thereby open and close the current of Electricity, which current, striking upon a bell or bells, causes an alarm to be given a rod, a mile or miles, if advisable, in advance or rear of a train. A signal, stationed at a crossing, will be rung instantaneously at any fixed distance as the train approaches thus giving fair notice to all persons to clear the track. One of these alarms placed at a station will report a train, tappet after tappet, until it passes on to the tappets of the next signal station, where a similar report is made and so on to the end of the route. If a train is delayed or wrecked it will be immediately reported at the station and other trains regulated accordingly by which means hundreds of lives and vast quantities of property may be saved. The improvement that enables trains to give notice of their approach to crossings and to approaching trains meets a want that has long been one of the most serious embarrassments to railroading. We doubt whether this invention is second in importance to the Westinghouse brake. The general speed at which trains are now run, owing to the late inventions, makes it absolutely necessary to use electricity as an alarm or signal agent.—*Huntingdon (Pa.) Journal.*

New Freight Line to the West & Southwest.

Another through line of transportation has gone into operation between the leading coast cities and the interior towns. The "Clyde" Lines of Steamers running between Boston and Providence and Philadelphia and Richmond, making close connections with the Chesapeake and Ohio Railroad at the latter point, are now shipping through freight to Portsmouth, Cincinnati, Louisville, Indianapolis, Nashville, Memphis and Saint Louis. The Old Dominion Line of Steamers from New York to Richmond are giving through bills of lading between New York and the same points at the west. The certainty of making good time, and the low rates, are attracting quite a large traffic over this line. It is supposed that cotton, wool and raw products will find their way east over this route, and a corresponding amount of manufactured fabrics in the other direction.

A Second Great Bridge at Louisville.

The great project of building another bridge across the river at this point is assuming a more tangible shape, and it is probable will be shortly pushed to a final consummation. Some time since a charter was obtained for the bridge, and it is now proposed to present to the General Council at one of its earliest meetings, an ordinance providing that a subscription of $500,000 shall be submitted to the people of the east end of the city to aid in its construction. This subscription is conditional upon a like sum being obtained from other sources; and it is stated, seemingly with authority, that the Chesapeake and Ohio and the Ohio and Mississippi Railroads have each promised to take $250,000 of the stock if Louisville votes the other half million. The subscription is only to be submitted to the voters of that part of the city lying east of Third street. It is said there is no doubt of its being carried by a large majority. This bridge will cross the river somewhere between Third street and the eastern limit of the city, the exact location not having yet been decided upon. It is proposed to arrange for two railroad tracks, two street-car tracks, a carriage-way and a foot way. This will make the bridge one of the most complete in the country. By it the Chesapeake and Ohio Railway which within the year will be completed, establishing another unbroken rail communication between this city and the Atlantic seaboard, will make connection with the Northwestern Railroad system. An accurate survey has been made of the river bed. The project is entirely feasible, and there is but little doubt that within the next few years the bridge will be completed.—*Louisville Courier-Journal.*

Portsmouth, Columbus and Michigan R. R.

The Portsmouth, Columbus and Michigan Railway Company filed a certificate of incorporation with the Secretary of State of Ohio on the 15th inst. The proposition is to construct a railroad from Portsmouth through Scioto, Ross, Pickaway and Franklin counties to Columbus, and thence in a northwesterly direction through Franklin, Madison, Union, Logan, Hardin, Auglaize, Allen, Hancock, Putnam, Henry, Defiance and Williams counties to the northern boundary line of Ohio, in the town of Madison. The capital stock is $200,000. The corporators are James S. Gibbs, F. W. Bathrick, G. W. Merrill, Henry Merrill and J. D. Cook.

Central Railroad of Georgia and Leases.

The Central Railroad and Banking Company of Georgia operate about 660 miles of railroad. They have absorbed the Southwestern, the Macon and Western, and the Augusta and Savannah Railroads, all of which are leased by the company, as are also the minor roads known as the Milledgeville and Eatonton and the Upson County Railroads.

The following table gives the details of the several lines embraced in the organization:

Central Railroad—Savannah to Macon	192	miles.
Southwestern Railroad—Macon to Albany, Eufaula, &c	257½	"
Macon and Western Railroad—Macon to Atlanta	102½	"
Augusta and Savannah Railroad—Augusta to Millen	53	"
Millen and Eatonton Railroad—Gordon to Eatonton	89	"
Upson County Railroad—Barnesville to Thomaston	16½	"

—making a total of 660½ miles, or including 59 miles of siding, &c., 719½ miles of equivalent single track.

The company make separate reports for each of the lines operated by them, but they also report in aggregate, which shows that the fiscal results for the last three years have been as follows:

	1869-'70.	1870-'71.	1871-'72.
Central Railroad	$2,308,284 88	$1,855,487 30	$1,656,153 70
Central Railroad Bank	182,029 16	79,789 78	64,906 15
Southwestern Railroad	1,824,179 60	1,079,455 28	896,155 86
Macon and Western Railroad	.....	674,921 44	706,646 85
Gross earnings	$3,764,493 14	$3,689,653 80	$3,323,862 56
Central Railroad	$1,535,544 73	$1,127,202 35	$966,846 09
Central Railroad Bank	23,797 51	23,339 69	21,389 59
Southwestern Railroad	906,107 47	676,182 25	698,480 32
Macon and Western Railroad	.....	408,072 33	451,115 51
Operating expenses	$2,465,449 71	$2,234,796 62	$2,137,831 51
Central Railroad	$772,739 65	$728,284 95	$689,307 61
Central Railroad Bank	108,231 65	56,450 09	43,516 54
Southwestern Railroad	418,072 13	403,373 03	197,675 56
Macon and Western Railroad	.....	266,849 11	255,531 34
Net earnings	$1,299,043 43	$1,454,857 18	$1,186,031 05
Interest on bonds, viz:			
Central Railroad	$55,160 00	$55,160 00	$55,160 00
Southwestern Railroad	48,370 00	48,370 50	36,645 00
Macon and Western Railroad	.....	10,500 00	10,500 00
Rent Augusta & Savannah R. R.	73 000 00	73,000 00	73,000 00
Rent Eatonton Branch Railroad	14,000 00	14,000 00	14,000 00
Dividends on stocks, viz:			
Central Railroad, June	245,007 00	256,250 00	250,000 00
" " December	239,178 50	256,250 00	.....
Southwestern Railroad, June	166,117 89	172,411 10	183,780 00
" " December	162,056 20	172,675 60	185,908 00
Macon & Western Railroad, June	.....	128,125 00	125,000 00
" " " Dec.	.....	128,125 00	.....
Balance to credit of income	289,885 55	139,989 98	252,038 05

The final income balance in each year has been consumed in the purchase of iron, real estate, &c. The results of the year 1871-'72 do not show as favorably as the year preceding owing mainly to competition which forced the lowering of rates, and in a large measure also to short crops. In relation to these facts and other company matters, the President in his report makes the following observations:

The foregoing statement shows that the net earnings for the past year have not been equal to the usual dividends, but inasmuch as the deficit has occured on the Southwestern Road, which was more seriously affected than either of the other two by the very short crop of 1871, and in view of the fact that that company brought a very considerable surplus over and above its dividend at the time of its lease, the board has determined to declare the usual semi-annual dividend of $5 a share, payable so soon as securities which are held can be made available, or whenever the financial condition of the company from other sources will justify.

These securities consist in stocks and bonds of the Savannah, Griffin and North Alabama, and Southwestern Railroads, received for advances to extend said roads, and for advances to other roads tributary to the main line. The company has also paid matured bonds of the Southwestern Railroad (which by the terms of the lease of that road were to be paid by this company). The last amount it is proposed to refund by sale of our joint bonds.

In the last annual report reference was made to competition from other lines of transportation which would be likely to seriously affect the interest of your company, and the amount of the earnings for the past year proves that the fears then entertained by the board have been fully realized. While it is true that the falling off in the receipts of the Central and Southwestern Roads is to a considerable extent due to a very short crop, it must be admitted that low rates for transportation, and a division of the business offering, has contributed largely to the result.

The board feels that it is unnecessary to enlarge upon the injurious effect that has resulted from the construction of competing lines in a section of country where there is but a limited amount of business to be had. They are, however, in existence, and, being fixed capital, must continue. If they are to be maintained, the production of the country must increase, or higher rates for transportation must be charged. That the former will take place, there is no immediate prospect, and while all admit that we are working at too low rates for the amount of business we have, yet there is no one line willing to incur the odium of making an advance. It is, however, believed that this cannot continue for any considerable length of time, and whenever there shall be a change, there can be no doubt that yours will be among the best paying stock in the country.

For a connection with the city of New York by sea since the war, the company has been dependent upon a contract with private parties owning steamships. This plan has been attended with many inconveniences, and as the owners of ships could not be expected to continue in a business without being fairly compensated for the capital invested, and the risk taken, either by a subsidy or in the division of rates on through business, the board has for some time contemplated the purchase of ships whenever a favorable opportunity should offer. In the month of March last, Wm. R. Garrison, Esq., of New York, made a proposition to the board to sell six steamships to the company. Four of them were being run under a contract with us, the other two were owned by the contracting parties as a reserve. The proposition for the sale of the ships was, to receive three hundred thousand dollars in the bonds of the company, at par, and an obligation or bond for an additional three hundred thousand dollars, conditioned that the interest on it should be equal to the dividends declared and paid on three thousand shares of the capital stock of the company. This proposition, after mature deliberation, was accepted by the board, and the six ships became the property of the company after the 1st of May last. At the time of the purchase, Mr. Garrison was constituted agent of the company to manage and control the ships.

Accurate accounts of the ships to date cannot now be had, but for the purpose of approximating to the result, Mr. Garrison has estimated their earnings and expenses, not yet positively ascertained, showing that the probable net earnings of the ships, for the past seven months, has been, in round numbers, seventy-five thousand dollars.

By this it will be seen that the ships are not only self-sustaining, but that they will yield a profit even at low rates and laboring under disadvantageous circumstances. The board feels perfectly satisfied that the purchase was judicious, and that it has and will continue to benefit, not only the road, but the local business of the city.

Looking to the maturity of the bonds that were issued for rebuilding the road, as well as for the payment of bonds of the Southwestern and Macon and Western Roads; and to provide for refunding amounts that the company has been called upon to pay for extending the roads referred to above; and for the purpose of perfecting our connections with distant points, it was seen that it would become necessary to issue bonds. The board therefore procured the passage of an act by the last Legislature authorizing the three companies, Central, Southwestern and Macon and Western, to issue joint bonds to the extent of five millions of dollars. Acting under this authority the respective boards have authorized the issue of these bonds as the requirements of the companies demand. Three millions have been executed, which are all that it is proposed to issue at present; one million of which are set apart for the redemption of the bonds that will fall due in 1875.

The extension of the Southwestern Road to Blakely and the branch from Fort Valley to Perry, referred to in the last report, have not progressed as rapidly as was expected; but the track is now being laid upon both, and the citizens along the line will soon begin to avail themselves of their advantages.

The report of the chief engineer and superintendent, (Virgil Powers) contains much valuable information relating to the condition of the works under his charge, and the progress of branches, &c., now being built, or which are contemplated as future auxilliaries, of existing roads. We copy the following—

There has been received during the year, for repairs of road, 95,032 cross ties; 3,416,408 feet B. M. Stringers; 510,945 feet B. M. Bridge, and 242,621 feet B. M. Building and miscellaneous lumber, and 29,000 shingles.

Of the three thousand tons of new (40 pounds to the yard) T. rail, with fish bar joinings, received in September and October, there has been laid on the Columbus line, between Butler and Wimberly, about 18 miles, and the old flange rail removed to the Blakely Extension. This will be continued until all the old flange rail (32 miles) is taken up from this line and removed to the Perry Branch and Blakely Extension.

The new T rail is being laid on 6 x 8 inch stringers, 24 feet long, with gain ties at the joints and in the centre, and makes a very fine track. I think as good as any in the country. The flange rail on the extension, where the business will be light, will wear a number of years, and the old road, where the heavy business passes, be much improved by the change.

Having very recently passed over the entire line of road, I am pleased to be able to say that the road is in very fine order. The iron is wearing out and we should have annually from 20 to 25 miles of new rail, until all the old rail is removed, to keep the road up to its usual standard. We need about 5 miles of heavy T rail to lay between 24 and 29 mile posts (from end

of present heavy rail and Fort Valley). I prefer that this part of the line should be laid with heavy rail on ties, because there is about twice as much business passes over the line between Macon and Fort Valley as any other part of the road. The balance of the road, for years to come, should be laid on stringers with a light T rail; even as light as 30 pounds to the yard would answer very well for a considerable portion of the road. All below Americus, about 125 miles, (exclusive of the Blakely Extension) might be renewed with a 30 pound rail that would answer all purposes for years to come.

The motive power is in good condition, but a number of our old engines are giving out, and we should have at least two new locomotives annually to keep up our stock. We have been very much pressed for motive power the past two months, owing to letting the Macon and Western Road have two of our freight engines for the past six or eight months, and they cannot now be spared from their service.

A large amount of repairs has been done on our freight cars the past year. A large number of old worn wheels have been replaced with new ones; they are now generally in good order. Our passenger coaches have been considerably improved by repairs, paint, &c. The number of freight cars have been reduced; 11 box, 7 platform, and 1 cab car condemned and 2 platform changed to coal cars.

PERRY BRANCH.—The grading, clearing, and grubbing, and log drains for this line, was completed the 15th of September. The bridging and track laying is progressing, and I hope to have it so far completed as to run trains to Perry in January.

BLAKELY EXTENSION.—The grading, clearing, and grubbing of this line, for the first forty miles, is very nearly completed; some grading in Chickasawhatchie, Little Spring, Nockaway, and Perry Creek Swamps, and some dressing up, only remains to be done. The clearing is completed to Blakely, and the grading on the last two miles progressing. The track is laid ten miles to Walker's Station, and as soon as the turnout is put in, the trains will be run to that point.

GRISWOLDVILLE AND JEFFERSONVILLE RAILROAD.—A preliminary survey for this branch road was made in April last. The line was started at Griswoldville and run down north side of Big Sandy Creek to near the head of Gen. Myrick's Mill Pond, where it was carried across, and down the south side of that stream, about four miles, then deflected to the south, was carried up the east side of a small stream to Jeffersonville. Total distance seventeen miles. A very good line can be had between these points.

LOUISVILLE BRANCH.—Three preliminary lines for this branch was run, one reaching the Central Railroad at Bartow, (No. 11) another at or near Bethany, and the third at Perdue, (No. 10½). There is very little difference in cost or length of the first two, the Bethany being a little the cheapest.

SANDERSVILLE BRANCH.—This line has been located and leaves the Central Railroad east of the depot at Tennille, and, after deflecting to the left on a four degree curve sufficiently, the line is carried in nearly a straight line on the east side and not far from the public road, to its terminus in the rear of Messrs. Gilmore and Jones' lots. The line passes about one thousand feet east of the court house, and direction nearly north from Tennille. The depot will be a little north of the street leading east from the Court House Square.

TALBOTTON BRANCH.—Two preliminary lines were run for this branch, one leaving the Southwestern Railroad at or near the east end of turnout in Geneva, is carried across the head of the branch east of Geneva, and crossing the dividing ridge is carried down the west side of a small branch to Upitoi Creek. Crossing the creek, it is carried up the west slope of a branch a short distance, when a ridge, dividing two branches, is attained and pursued to the main or dividing ridge between the Chattahoochee and Flint Rivers. Crossing this main ridge and the public road at same time, the line is carried along, not far from the public road, on the ridge on which Talbotton is situated to that place, passing in the rear of the residences on the south or east side of the main street leading to the Court House Square, and terminating about 1000 feet east of the street, running south from the west side of the square. Total length 7¼ miles.

The other and cheapest leaves the Southwestern Railroad a thousand feet west of water station known as Bostick's, and deflecting to the right, soon attains the dividing ridge between Flint and Chattahoochee Rivers, and is carried along that ridge to within three miles of Talbotton in Col. Smith's plantation, when it leaves the ridge and is carried down its slope a short distance to the head of a small branch, and down the west slope of that to the creek running south of Talbotton. Crossing that stream, it is carried up the north slope to intersection of Geneva line in the rear of Mrs. Week's, and twenty-seven hundred feet west of terminus of that line. The length of this line is 7¼ miles.

NEW LINE, FROM SAVANNAH TO WHITESVILLE.—This line was started on present line of road near the 1 mile post, and deflected to the right or north, with a curve of 6,875 feet radius, until the course N. 45, 37 W. was reached, and continued on straight line to Whitesville, intersecting the present line with a curve of 10,000 feet radius at the 30 mile post, and 3,083 feet, making a saving in distance of 5 miles and 2,734 feet.

The new line will be entitled to credit of cost of iron, chairs, spikes, and track laying of 5½ miles, the distance saved, less the value of the old rail, as this additional distance will have to be laid on old if new line is not built.

We now proceed to the accounts of the several roads which are included in the Central Railroad system of Georgia. The fiscal year is closed as of November 30.

CENTRAL RAILROAD OF GEORGIA.

The main line of the Central Railroad extends from Savannah to Macon, 192 miles, and is thence extended west and southwest by the Macon and Western and the Southwestern, &c., &c. The Augusta and Savannah and the Eatonton Branches are parts of the operative mileage of the main line of the system, making an aggregate length of 284 miles.

The gross earnings, operating expenses, &c., on this road for the past three years, have been as follows:

	1869-'70.	1870-'71.	1871-'72.
Passenger	$389,480 77	$349,632 63	$307,149 63
Freight	1,891,878 61	1,477,724 72	1,319,211 19
Mail, &c	26,925 00	28,119 95	29,792 88
Total earnings	$2,308,284 38	$1,855,487 30	$1,656,153 70
Operating expenses	1,535,544 73	1,127,202 35	966,846 09
Net earnings	$772,739 65	$728,284 95	$689,307 61

The reports are not very detailed in their statistics, and in relation to freights are very partial, alluding only to the principal materials transported.

The following are the results for the three years represented in the above table of earnings:

	1869-'70.	1870 '71.	1871-'72.
Passengers	177,054	135,513	109,119
Freights:			
Cotton (bales)	425,370	413,470	402,024
Guano (tons)	45,302	23,183	30,155
Salt (tons)	5,851	4,125	5,340
Lime (tons)	605	533	431

The equipment of the road consists of 53 locomotive engines; and cars as follows: passenger 44; baggage mail express 27; freight, stock and other cars 792. No essential change in the three years under review.

The following is a statement of the financial condition of the company at the close of each of the fiscal years 1869-'70, 1870 '71 and 1871 '72—

	1869 '70.	1870 '71.	1871-'72.
Capital stock	$4,668,000	$5,000,000	$5,000,000
Bonds of 1852 '65 and '72	789,000	789,000	1,088,000
Bonds for steamships	.....	.....	300,000
Fare notes	.....	.....	246,000
Dividends unclaimed	27,977	28,450	23,521
Forwarding account	32,605	25,879	50,096
Freight account W. and A. R. R.	.....	.....	21,446
Earnings—Central Railroad	2,308,284	1,855,487	1,656,154
" Southwestern Railroad	1,324,180	1,079,455	896,156
" Macon and Western Railroad	.....	.....	796,647
Miscellaneous	23,870	.....	.....
Profit and loss	106,552	92,695	402,385
Total	$9,279,268	$8,870,966	$10,891,955
Railroad and appurtenances	$4,472,000	$5,000,000	$5,000,000
Central Railroad Steamship Line	.....	.....	600,000
Real estate	40,508	121,390	120,188
Depot lots, &c., Macon	168,432	168,432	204,673
Savannah River Railroad	.....	.....	57,727
Steamers (three)	56,964	56,964	60,964
Stocks	699,760	529,260	536,460
Bonds	97,500	65,500	48,500
Cash	611,487	420,505	284,047
Bills and accounts	11,248	20,980	16,298
Treasurer and agents	303,967	300,056	187,847
Due by other roads	48,485	58,177	537,505
Railroad expenditures	2,441,652	1,803,385	2,116,442
Interest account	55,002	55,851	87,478
Rent Southwestern Railroad	166,118	172,140	356,456
Rent Macon and Western Railroad	.....	.....	125,000
Rent Augusta Branch	73,000	73,000	73,000
Rent Eatonton Branch	14,000	17,407	14,000
Purchasing agent	7,602	7,252	5,417
A. Whitney & Sons, Phila	7,251	.....	.....
Steamship interest account	.....	.....	10,013
National City Bank	4,291	715	.....
Total	$9,279,268	$8,870,866	$10,891,953

President.—WILLIAM M. WADLEY.

Directors.—Wm. M. Wadley, Andrew Low, John R. Wilder, George W. Wylly, Wm. Henry Woods, J. F. Gilmer, and John Cunningham, of Savannah, Ga; Wm. B. Johnston, of Macon, Ga; and A. S. Hartridge, of Savannah Ga.

Treasurer.—H. C. CUNNINGHAM.

Auditor.—B. J. CUBBEDGE.

Gen'l Supt.—WILLIAM RODGERS.

SOUTHWESTERN RAILROAD.

The lease of the Southwestern Railroad is perpetual; date of contract August 1, 1869. Annual rental—minimum 7 per cent on stock, and otherwise in the proportion of 8 per cent, when the Central Railroad Stock receives 10 per cent. All the bonded debt is assumed by the lessees.

The railroads of the Southwestern Company may be described as follows:

Macon to Eufaula	Miles 148
Valley Fort to Columbus	" 71
Smithville to Albany	" 23½
Cuthbert to Fort Gaines	" 20

—or a total of 257½ miles. Sidings 25¼ miles. Equivalent single track 283¼ miles.

The rolling stock owned by the company and included in the lease consists of—33 locomotive engines; 17 first-class and 11 second-class passenger cars; 6 baggage, mail and express cars; 234 house freight cars; 147 platform freight cars and 8 stock cars, also 11 conductors' cars. This list makes a total of 434 cars. There has been but little difference in the amount of rolling stock during the past three or four years.

The earnings, expenses, &c., of the roads for the last three years have been as follows:

	1869-'70.	1870-'71.	1871-'72.
Gross earnings	$1,324,179	$1,079,455	$896,156
Operating expenses	906,107	676,482	698,480
Net revenue	$418,072	$403,273	$197,676
Interest on bonds	48,370	48,370	36,645
Dividends	228,174	345,086	369,688
Surplus	41,528	9,817	.....
Deficit	.....	.....	208,657

The December dividend, as is apparent, was not earned; but was declared, and has by this time been paid from assets brought into the partnership by the Southwestern Railroad Company, and sold for said purpose.

The financial condition of the company at the date of the lease of the road to the Central Company was as follows:

Capital stock $4,211,600, and bonded debt $691,000, or a total of stock and bonds amounting to $4,902,600 or $19,040 per mile of road. The bonds as above, consist of Southwestern Railroad convertible 7s due in 1872 to 1876, $391,000, and 1st mortgage (Muscogee Railroad) 7s due in 1872 to 1876, $300,000. These bonds will be taken up as they mature, by exchanging them for the new bonds now ready for issue, guaranteed by the joint companies forming the organization under the several leases, viz: the Central, Southwestern and the Macon and Western Companies. The bonds of the Muscogee Railroad Company as above, may also be converted into Southwestern Railroad Stock at 87½ per cent of their face value.

President.—WILLIAM S. HOLT, Macon, Ga.

Engineer and Supt.—VIRGIL POWERS, Macon, Ga.

General offices, Macon, Bibb Co., Ga.

MACON AND WESTERN RAILROAD.

The lease contract of the Macon and Western Railroad is dated May 25, 1871; but it appears from the accounts, that the results of operations embrace the whole year ending November 30, 1871. By the terms of the lease the Central Company possess all the property of the company, and assume all their debts and liabilities. This is virtually a consolidation, and the stockholders receive identical dividends. The lease is perpetual, and an actual consolidation is contemplated. The Macon and Western Railroad is a continuation of the Central from Macon to Atlanta, at the latter point forming a junction with the railroads into and through the State of Tennessee—by this route Nashville, Bristol, Lynchburg, &c., and the roads thence leading north, northeast and northwest having operative connections. The line is as follows:

Macon to Atlanta	102½ miles.
Barnesville to Thomaston (leased)	16½ "
Total length of line	119 miles.

The Upson County Railroad (Barnesville to Thomaston) is paid for by a nominal rent, and indeed is the property of the lessees, the lessees having ironed and otherwise furnished it after its destruction during the rebellion.

The separate rolling stock in use on the road consists of 19 locomotive engines and 250 cars accounted for as follows—passenger cars 18; baggage, mail and express cars 6; box freight cars 157; platform cars 47; stock cars 17; coal cars 11 and other cars . During the year except the addition of two locomotive engines, the amount of rolling stock has been substantially the same.

The bonds ($150,000,) of this company are assumed by the Central. The stock is $2,500,000, (this latter amount being the nominal cost of the property.)

There is a new road, the Savannah, Griffin and North Alabama Railroad, diverging from this railroad at Griffin of which about 45 miles are already constructed. It will ultimately be continued to Guntersville, and thus become a northern and northwestern outlet for a large section of the southeastern portion of the Union. The Central Company have furnished a large portion of the means for construction, and now operate the line.

President.—ANDREW JACKSON WHITE.

Secretary and Treasurer.—MILO S. FREEMAN.

Rates of Transportation.

The St. Paul (Minn.) *Press* says that, notwithstanding the complaints of the people and of the farmers' granges relative to the extortionate rate of railroad freights, it appears that these rates on the leading trunk lines have been steadily reduced during the last few years. To support this assertion the *Press* gives the following figures:

"Not long ago we quoted the figures supplied by the Michigan Southern and Lake Shore Railroad, which showed a reduction of nearly or quite fifty per cent in the rate of freight charges, while it gave evidence of a heavy increase of traffic. The annual report of the President of the Michigan Central Railroad, which is just received, makes the same showing. As a matter of curiosity and comparison, we subjoin the following exhibit of the freighting business of that road for a series of years:

Years.	Tons of freight moved.	Freight earnings.	Earnings. per ton per mile.
1865	485,275	$2,223,529	3 6 100
1866	533,451	2,206,591	2 60-100
1867	578,177	2,285,521	2 49-100
1868	638,586	2,480,974	2 45-100
1869	802,835	2,755,200	2 9-100
1870	823,770	2,634,438	1 98-100
1871	1,105,875	3,072,557	1 61-100
1872	1,238,313	3,379,625	1 56-100
1873	1,416,792	3,852,933	1 57-100

"Here it will be seen that since 1855 the rate of charges has decreased from 3 6-100 cents per ton per mile to 1 57-100 cents, or more than one-half, while the tonnage has increased from less than half a million tons moved to nearly a million and a half tons. The report of the President says that had the company been obliged to do the business of 1868 at the actual rates of 1873, the gross receipts from freights would have been $1,579,722 instead of $2,480,974, the difference nearly equalling the total surplus of the road for 1868. Whether the rates have now reached the minimum figure at which the road can afford to do business, is not stated in the report, but the only condition on which the lowest rates can be maintained, that of a heavy traffic is most obvious."

Export of Rails from Gt. Britain.

The exports of Iron Rails from Great Britain, as compiled from official returns published by authority of Parliament, compare thus:

	1871. Tons.	1872. Tons.	1873. Tons.
MONTH ENDING JUNE 30.			
United States	44,919	37,978	18,016
British	12,566	10,052	9,669
Russia	12,731	7,911	14,462
Germany	8,509	2,009	8,918
Total to all countries	103 052	81,164	72,692
Old iron to all countries	13,957	14,589	2,674
Pig-iron to United States	14,642	25,178	8,988
SIX MONTHS ENDING JUNE 30.			
United States	244,784	259,011	120,468
British	27,279	28,298	29,774
Russia	46,929	21,064	47,780
Germany	32,220	16,722	26,375
Total to all countries	476,191	448,042	347,757
Old iron to all countries	58,611	56,021	41,355
Pig-iron to United States	92,669	119,173	63,183

☞ At the recent meeting of the stockholders of the Delaware Shore Railroad Company, the following directors were chosen: Henry Allen, Wm. Sommerill, Edwin A. Vanneman, Edward H. Green, Matthew Gill, Samuel Hopkins, David B. Gill, Samuel T. Miller, William Justice, Joseph W. Cooper, and John B. Lawrence. Samuel Hopkins was chosen President, and D. B. Gill Secretary and Treasurer. It was proposed to go actively to work, and a strong hope is entertained that operations will be commenced at an early day.

Railroad Car Manufactories.

On the west side of the Schuylkill, south of Market street, there is a vast aggregated amount of capital invested in manufactures, giving employment to at least 3,000 persons. Perhaps the largest and most important industry here located is that of the manufacture of railroad cars, both for steam and horse railways, which are turned out in thousands, and find their way to every section of the United States, and foreign countries as well. Here are located the works of Wm. C. Allison & Sons, manufacturers of freight and other cars. The works occupy an area all told of about 14 acres from Thirty-first st., to Schuylkill river, and from Chestnut to Spruce, and have a total capacity for the building of 20 eight wheeled cars per day, or over 6,000 cars per annum. The operations for 1872 were up to an average of 100 cars per week. The superficial area covered by shops is 501,221 square feet. The area of roofed buildings, 308,776 feet; wharf line on the Schuylkill, 812 feet, and dock area, 21,758 feet; length of railways through works, about six miles, and length of belting over five miles; steam power employed, 585 horse, including eight engines. Capital invested in the buildings and stock, $2,200,000; value of property over $1,000,000, and amount of business done annually, in building and repairing cars, and in manufacturing of oil well and flue piping, &c., $4,000,000 to $5,000,000. The works are operated upon a system perfected after long years of experiment, by the senior partner, since 1835. There are 18 separate and distinct departments. In these several departments are employed over 1,500 men, whose average pay is equal to $46,000 per month, or $552,000 per annum, the pay ranging from that of the ordinary laborer at $600 a year to the highest grade of employe at $6,000 per year. To provide for the amount of work done, there is consumed of coal 60 tons per day, or over 18,000 tons per annum. Of lumber, 8 to 10 car loads per day, equal to from 8,000,000 to 15,000,000 feet per year. Of iron, about 50 tons per day, all forged here, or 21,000 tons a year. Of iron car wheels, 40,000 a year. Of axles, 20,000 per year. Of brass for journal boxes, &c., 400,000 lbs. a year. Of oils, 85,000 gallons per annum. A brief description of the works will give some idea of their immense proportions. On Chestnut street is a front of 150 feet. Here is received the lumber in the rough, some of it being very heavy, principally oak. It goes first to the getting out shops as they are termed, one building being 480 by 50 feet, and the other 40 by 520 feet. The machinery in these shops comprise planers, drilling machines, saw tables, &c., all of the most approved kind, and the rough hewn oak log which goes in at one end, comes out at the other all ready to form a portion of a freight car. About 175 men are constantly engaged in this building. When finished it is loaded on truck cars, of which 86 are in use in the works, and by a network system of smaller railways, turn tables and transfer tables, is transferred just where it may be wanted, in any other shop, without further handling. Next to this are the truck shop and repair shop, each 50 by 250 feet, and employing 60 men. Walnut street, which crosses the grounds of the company, is temporarily closed, and on the south side are the company's offices, in a handsome and splendidly-fitted three-story brick structure. Here are the principal offices, a telegraph station connecting all over the land being a feature. On the east side of the office is a vast building, 385 by 81 feet, used as the furnace depot, or flue mill, where the iron piping is made, in untold miles of length, and from 350 to 400 men are employed night and day. Adjoining this is the pipe cutting room, covering over 375 by 82 feet, the roof being provided with numerous skylights. Here the cutting, threading and fitting of the pipe are done, when it is transferred either to cars, running into the shops by rail, or to the store-room, 75 by 140 feet, and two stories in height. The machine shop comes next, filled with trip hammers, punches, shears, and other ingenious machinery for the working of iron. This is 140 by 100 feet, and gives employment to over 100 men. The engine, boiler and store room houses adjoin, in which are from 30 to 40 men engaged. The pattern shop is a two-story building, about 40 to 60 feet. The smith shop is a model in its way. It is 200 by 100 feet, and will ere long contain 75 forges, all standing back to back, with a coal tressle beside them, and on the other side a railway track to bear away the iron in cars. Beyond this shop is a building triangular shaped, which covers over an acre of ground, wherein the cars are put together, painted and finished and turned out to the extent of one or two trains per day. It is all under one roof, supplied with about 150 skylights. Within it are thirteen tracks, diverging from a main track, having a total capacity of eighty-four eight wheeled cars, and an area of over 100,000 square feet. The transfer of cars, material, &c., is all done here by an engine owned by the firm, which runs upon a well-regulated time table, and is kept constantly busy in hauling and shifting coal, lumber, iron, damaged and new cars, &c., at stated hours of the day. This building is just completing, and will furnish employment for over 200 men. Just east of this again, below Thirtieth st., the firm have begun still another vast improvement, in the shape of a building to accommodate trains of cars, new and for repair. This will be a sort of triangle, fronting toward the river, and will be built on piles, the low ground having already been filled in. It will bend 405 feet on Spruce street, 370 on Thirtieth street, 428 on Beaver Run, 94 on Thirty-first street, and will have twenty tracks, with a capacity of 143 cars, and a superficial area of about 170,000 square feet, all to be under a single roof. This firm now have an order for 1,000 freight cars for the Pennsylvania Railroad Company, and others equally large for our principal coal companies.

Near the works of Allison & Sons is another car building establishment. Not so large, but still quite extensive, which is devoted exclusively to the manufacture of street railway cars and narrow gauge railway cars. It is the establishment of J. G. Brill & Co., who have a large manufactory 80 by 50 feet and three stories high, with numerous outbuildings for lumber, engine house, &c., where about 100 men are given constant employment. The firm have only been in existence for three years, but are already turning out about 150 street cars and 25 to 50 narrow gauge cars per annum. A great many street cars have been built for the Southern States and a number of combination street and steam cars have been built for a railroad running out of the city of Mexico. They are so constructed as to be shipped in sections, to be put together when delivered to the railroad company. The firm have also just completed two handsome street cars for use in Vienna, the Austrian authorities having purchased the same for an exposition street railway. The cars constructed now-a-days are very different from those of a few years ago. An excursion car, with open sides, was shown, for instance, the total weight of which was only 8,200 pounds, and yet strong enough to carry as many as 75 passengers. They are about to erect another large building, to accommodate an increasing trade.—*Philadelphia Ledger.*

Winona and St. Peters Railroad.

The Milwaukee *Wisconsin* learns from Col. De Graffe that he has just finished the grading of the Winona and St. Peters Railroad, 48 miles beyond the State line into Dakota; the iron on which is to be laid before the first of September, in order that the Chicago and Northwestern may secure the land grant. The Northwestern is taking up the old iron on some of its more traveled divisions, and relaying it on the western division of the Winona and St. Peters. Since Colonel De Graff has finished this job, he is looking around for more railroads to build, and hopes to put his next spade in Wisconsin, into the Lodi Extension Road; though we consider it very dubious whether the Northwestern will be able to raise the money to build this road until the summer of '74.

New Railway Projected.

A new railroad project is being developed in the northeastern end of this State, which, when completed, will not only open up a rich mineral and agricultural region, but serve as an important feeder to lines with which it is to connect. The new road will extend from Binghamton, Broome county, New York, to the State line, near Nichols, in Tioga county, a distance of twenty-four miles of very light grades. From the State line, up the Wappaseening and Mud creeks, six miles to the Beaver Meadow summit. The grade on these six miles will average forty feet, with a maximum of fifty feet to the mile. Then follows a down grade along the valley of the Wysox creek, of twenty-eight feet to the mile, with a maximum of forty feet for ten miles, to Wysanking, a station on the Pennsylvania and New York Railroad. Thence from Wysanking, crossing the Susquehanna River, at or near Towanda, six miles, with little or no grade to overcome, to Monroeton, Bradford county, which is at the junction of the Dushore or Sullivan and Erie Railroad with the Barclay Railroad. Thence from Monroeton, in a westerly direction, up the valley of the Towanda creek, twenty-two miles, with a mean grade of forty feet, and a maximum of forty-five feet to the mile, to Canton, a station on the Northern Central Railroad.

From Canton there is direct communication with Pittsburg, as follows: From Canton to Williamsport, by the Northern Central Railroad, forty miles; from Williamsport to Lock Haven, by the Philadelphia and Erie Railroad, twenty-five miles; from Lock Haven to Tyrone, by the Bald Eagle Valley Railroad, fifty-five miles; from Tyrone by the Pennsylvania Central, one hundred and thirty-one miles to Pittsburg; making the total distance from Binghamton to Pittsburg, three hundred and nineteen miles, with only sixty-eight miles of new road (*i. e.*, from Binghamton to Canton) to build, and that through a country requiring very light grades. The cost along this line will not exceed $10,000 per mile, including right of way and bridges. This route will give a complete connection with the Sullivan and Bradford county coal mines, and an unbroken line of transportation northeast and southwest across two of the most enterprising States in the Union.—*Pittsburg Chronicle.*

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending July 19, at 450,644 tons, and for the coal year 10,113,449 tons, against 9,959,201 tons to corresponding time last year, being an increase of 154,248 tons. The bituminous tonnage for the week is 58,549 tons, and for the year 1,282,909 tons, giving a total of all kinds for the week of 509,193 tons, and for the year of 11,396,358 tons, against 11,083,216 to same time last year, being an increase of 313,142 tons.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending July 15, are: freight, $44,448 89; passengers, $28,340 87—total, $72,789 76.

☞ The earnings of the Erie Railway Company for the week ending July 15, 1873, were $488,747, and since July 1, $783,263—an increase over the corresponding period of the previous year of $51,937.

☞ The Omemee and Bobcaygeon Railway, connecting the latter place with the Midland (Canada) Railway is likely to be built soon; the necessary stock has been subscribed and bonus voted, and it is said that grading will commence at once.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	96,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,300,767
1869	212,664	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,389	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	636,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	542 223	571,836	875,768	949,588	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,560	691,015	974,460	1,132,920	1,356,378	1,313,790	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	458,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,030	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	634,163	507,617	473,227	465,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,815	352,004	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,065	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,830	390,355	421,363	466,830	565,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	899,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,408
1871	655,428	602, 82	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,894	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,089	226,897	244,182	240,646	2 0,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,480	284,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,922	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	358,612	408,849	465,517	432,928	394,485	.....	.....	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,965	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,493,961	1,559,023	1,525 243	1,642,464	1,743,752	1,704,374	1,392,616	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,329
1869	659,133	624,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,48:
1870	623,383	661,789	601, 26	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	559,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,371	648,955	659,383	609,846	783,255	744,782	881,693	696,475	695,063	8,026,754
1873	580,499	582,949	651,962	544,035	687,630	724,983	.....	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	1 3,673	152,264	267,411	303.915	306 944	266,036	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189 606	191,738	300.783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,704	314,614	.....	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1 082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1.368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1.498,408	1,528,250	1,479 945	1,323,476	1,225,708	1,469,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	1,585,368	.... ..	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,276	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144 026	141,376	1,418,869
1871	130,883	126.224	140,740	113,173	119.650	115,115	118,572	127,341	166,191	175,498	172,587	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384.431	412,030	406,283	363,187	326 891	378,880	487,990	511.447	453,873	387,827	4,755,958
1871	418,755	442 685	486.980	470.703	480 547	427,096	422.015	529,890	628,660	582,802	5 7,434	507,050	5,940.102
1872	411,113	384,058	449 453	485,550	487,282	408,360	402,184	460,101	536,603	641,807	497,663	461,163	5,608,117
1873	379,556	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,564	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	906,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,568	658,017	491,118	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,526	426,192	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,739
1873	334,715	423,716	555,005	569,236	805,799	925,210	.....	.....	.....	.....	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	282,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236.108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275.351	287,540	329,270	384,128	369.887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	.....	... ...	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,396	689,924	8,735,082
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,454,026	1,294,621	1,285,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	893,966	617,058	869,697	1,1 9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,501	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,964
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071 407	1,142,241	1,19 ,695	1,022,847	1,127,031	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168.096	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158 198	140,471	165,969	154,641	147,540	149,832	130,145	161,496	177,085	201,648	17 ,169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,624	120,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,216	122,373	144,633	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	178,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,100	163,254	229,260	208,140	230,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	280,529	293,344	288,833	484,909	450,203	429,806	323,270	300,439	4,013,208
1869	284,198	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4 0,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,099	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	479,598	541,191	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	.....	797,948	706,602	23,560	617,585	755,467	999,665	837,388	716,829	5,709,183
1870	528,829	500 180	580,238	706,608	802,586	746,450	643,058	664 661	726,821	719,698	570.168	606,063	7,654,094
1871	479,573	373,925	499,509	584,540	724,466	728,174	673,696	681,866	800,402	777,362	708,142	489,932	7,521,682
1872	378,936	334,115	505,561	741,802	980,448	855,469	748,882	769,567	968,754	960,706	915,727	757,851	8,592,606
1873	488,975	491,783	709,259	981,266	1,007,831	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	....	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	....	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	56	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	604,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury..Mass'.	58,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	23,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,757	34,200	—	100	100	....
Sept. 30,'71	19.83	....	....	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	48.61	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	102
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	131 3	—	100	100	....
Oct. 31,'71	7.25	302	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.50	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14 667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	8.	16	East New York & Jamaica.N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	18	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	109	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	0.25	....	....	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City .....Pa.	36,957	19,807	20,458	—	14,371	3,288	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	64.25	360	64	Germantown (Phila.).....Pa.	582,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,578	55,592	17.6	50	17	....
Sept. 30,'71	9.00	96	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,592	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	....	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31,'71	7.20	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	49½
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlem Br., Morr. & F'dham.N.Y.	254,295	123,549	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mast. & F'mount (Ph.)Pa.	388,010	299,424	133,100	—	310,958	105,646	13.5	50	....	18½
Sept. 30,'71	3.50	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	8.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	179,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	84,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	0.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,282	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	59
Sept. 30,'71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000	—	5,659	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,800	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	..	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,420	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	706	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	597,022	282,550	546,000	76,700	196,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,253	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31,'71	3.81	....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	....	....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	405	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	18.04	....	16	Philadelphia and Darby.....Pa	257,000	200,000	57,000	—	(Lease	d)	4.0	50	20	10
Oct. 31,'71	12.87	145	25	Phi'adelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa	135,918	100,000	10,000	57,254	84,890	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	....	Poughkeepsie City..... N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	....	Rochester and Brighton ....N.Y.	94,153	80,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.50	52	32	Salem.....Mass.	203,734	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Lease	d)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	580	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	9.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,500	—	100	100	4½
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,611	44,375	10	100	100	67½
Sept. 30,'71	9.50	....	....	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,.07	6,488	7.5	100	100	....
Sept. 30,'71	2.60	....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa	....	997,700	—	—	173,479	49,074	3.50	50	....	20½
Sept. 30,'71	6.50	....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4 992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	299,815	250,000	75,000	83,673	169,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lan	singb.)	—	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,185	31,672	10	100	100	110½
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	490,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	16,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa	584,898	400,000	100,000	—	415,796	105,301	10	50	50	92
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	....	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,850	—	—	3,000	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.	Principal Payable.	Market Price.
	$	pc		
Albany: 1st Mortgage.....	40,000	7	J. & J.	1883 ....
Avenue C: 1st Mortgage.....	681,000	7	M. & N.	1890 ....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & J.	1880 ....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J. & J.	1881 ....
Broadway and 7th Avenue: 1st Mortgage.....1.	600,000	7	J. & D.	1884 ....
Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1872 ....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J. & J.	1881 ....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M. & N.	1878 ....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1881 ....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F. & A.	1882 ....
2d Mortgage.....	200,000	7	M. & N.	1880 ....
Citizens' (P'g): 1st Mortgage.....	50,000	7	J. & J.	1879 ....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J. & J.	1887 ....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M. &	'74'6 ....
Eighth Avenue (N. Y.): 1st Mortgage.....	303,000	7	J. & J.	1881 ....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A. & O.	1872 ....
Frankford and Southwark: 1st Mortgage.....	175,800	7	J. & J.	1877 ....
2d Mortgage.....	51,500	7	M. & N.	1891 ....
Germantown: 1st Mortgage.....	250,000	7	J. & J.	1879 ....
2d mortgage	100,000	7	A. & O.	1884 ....
Grand st. F. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J. & J.	1878 90
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	157,000	7	J. & J.	1877 ....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J. & D.	1880 ....
Lombard and South st. (Ph.): 1st Mortgage.....	62,500	7	.....	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J. & J.	....
Marginal Freight: 1st Mortgage.....	500,000	7	J. & J.	1871 ....
Malden and Melrose: 1st Mortgage.....	60,000	6	J. & J.	1880 ....
Middlesex (Boston: 1st Mortgage sinking func	99,500	6	J. & D.	1884 92½
2d Mortgage.....	25,000	7	J. & J.	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J. & J.	87 ....
Orange and Newark: 1st Mortgage.....	200,000	6	J. & J.	'80'1 ....
2d Mortgage.....	300,000	6	J. & J.	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J. & J.	89 ....
Philadelphia City: 1st Mortgage.....	200,000	7	J. & J.	1881 ....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M. & N.	1887 ....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,300	..	J. & J.	1880 ....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J. & D.	1877 ....
2d Mortgage.....	200,000	7	F. & A.	1876 ....
3d Mortgage.....	150,000	7	A. &	1885 ....
Conv. bonds.....	315,000	7	M. & N.	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J. & J.	'87'8 ....
2d Mortgage.....	16,800	7	A. &	1876 ....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J. & J.	1890 ....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J. & J.	1889 ....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J. & J.	1890 ....
Real estate.....	619,000	7	var.	var. ....
Troy and Albia: 1st Mortgage.....	25,550	7	A. & O.	1890 ....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M. & N.	1886 ....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J. & J.	1879 ....
Union (Phila.): 1st Mortgage.....	300,000	6	J. & J.	1885 ....
General Mortgage.....	100,000	7	J. & J.	1881 ....
Utica, Clinton & Bingham: 1st Mortgage.....	200,000	7	J. & J.	1889 ....
Watervliet: 1st Mortgage.....	130,000	7	A. & O.	1887 ....
West Philadelphia: 1st Mortgage.....	100,000	7	J. & D.	1878 ....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A. & O.	1890 ....
Worcester: 1st Mortgage.....		7	.....	....
2d Mortgage.....		8	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280.000	J. & J.	July '73 3½
Allegheny Valley 50	2,226 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	833,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,503,000	— & —	.....
Avon,Genesee & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	July '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost.,Conc.& Mont.*pref.100	800,000	M. & N.	May '73 3½
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence.100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*.100	950.000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv.100	5,636,900	M. & S.	Mar. '73 5s
" " pref.100	1,485,900	M & S.	Mar. '73 5s
Camden and Amboy* ...100	5,847,800	J A J.O.	July '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,336	J & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,109,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,950,400	M. & N.	May '73 1½
" " pref.100	709,600	F. & A.	Aug. '73 3½
Central of Georgia.....100	4,666,800	J & J	July '73 5
Central of New Jersey.100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*.....50	2,425,000	J. & D.	June'73 3
" pref.....50	400,000	J. & D.	June '73 3
Chemung*.....100	880,000	J.A.J&O	July '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton.....100	8,929,900	M & S.	Mar. '73½
" " pref..100	2,425,400	M. & S.	Mar. '73 5
Chicago,Burl. & Quincy.100	18,652,910	M. & S.	Mar. '73 5s
Chicago,Iowa & Nebras*100	3,916 300	J. & J.	July '73 4
Chicago & N. Western..100	5,033,480	J. & D.	Dec. '72 3
" " pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton..100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Cleve*.. 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	3,067,569	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11 236.150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.. 50	2,80.800	M.J.S.D.	June'73 2
Colum. & Hocking Val..100	2,500 000	F. & A.	Aug '73 5
Concord 00	1,000,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Aug. '73 3
Connecticut River 00	1,854,000	J. & J.	July'73 5
Cooperstown and Susq. 100	307,583	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk ... 50	600.000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	M. & N.	Jan. '73 3
Del. Lackaw & Westn. ...	18,868,850	J. A. J.O.	July '73 5
Detroit & Milwaukee*.. 50	822,140	— & —	.....
" " pref. 50	2 095,000	J. & J	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1 399,250	J. & J.	July '73 3
East Mahanoy*..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.)..... 100	4,202,600	J. & J.	July ' 2 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '7 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,00	Ma n.	Mar '73 1½
" pref.....100	8,536,915	J & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June'73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,166,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug.'73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	800,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug.'73 4½
" " (guar.).100	533,500	F. & A.	Aug.'73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '73 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	July '73 2½
Little Miami.*..... 50	6,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 5½
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug.'73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323 375	J. & J.	July '73 5
Milwaukee and St. Paul..100	11,822,878	J & J	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Feb. 73 3½
M. Hill & Schuyl. Hav.* 50	3,856,455	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May 73 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '73 10
N.Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug 69 12
N Haven & Northamp...100	605,000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	July '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* .100	2 823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,258,450	J A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J. A. J.O.	July '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark *.100	500,000	J & J.	.....
Paterson and Ramap.*..100	243.000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*. 50	6,004,300	J & J	.....
" " " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J. S.D.	June'73 3
Philadelphia & Reading 50	32,684,375	J & J.	July '73 5
" " pref.. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1 259,100	J.A. J.O	July '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J	July '73 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J A. J.O.	Apl. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams .100	400,000	J. & J	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 5
Yarmouth certificates..100	202,400	A. & O	Apl. '72 5
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Feb. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	445,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287.300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War.1st pref.100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*...160	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,880,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua. 7s	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City 100	110,800	— & —	..... 2½
Baltimore City 100	80).000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900.000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl.'73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	 2
D. Dock.E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry--100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.) --- 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Hester, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston 100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston) 100	400,000	A. & O.	Apl.'73 3
Ninth Avenue (N. Y.)...100	797,325	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200.000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '73 2
Second & Third St.(Ph.) 50	962,100	J. & J	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J	July '73 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	July '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson....100	15 000 000	F. & A	Aug. '73 5
Delaware and Raritan*.100	5,847,400	J A. J.O.	July '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739 800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2.002,746	— & —	.....
Union..... 50	.....	— & —	.....
" preferred 50	2,907,850	— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'73 3
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16	731,250	— & —	.....
Consolidation(Md.)Coal.10	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	7,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	2,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700 000	— & —	.....
" preferred ...100	4,200,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Aug '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 3
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities June 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	118¼
.. .. coupon	4,656,000	6	" "	1880	120
Oregon War Bonds of March 2, 1861... coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,560,650	6	Jan. & July	1881	118¼
.. ..coupon	63,760,700	6	" "	1881	120
Loan of Feb. 25, 1862 (5-20s).....registered	30,634,800	6	May & Nov.	1882	116¾
.. .. .. (5-20s).....coupon	232,637,850	6	" "	1882	117¼
Loan of March 3, 1863.....registered	53,552,450	6	Jan. & July.	1881	118¼
.. ..coupon	21,447,550	6	" "	1881	120
Loan of March 3, 1864 (5-20s).....registered	2,292,000	6	May & Nov.	1884	117
Loan of June 30, 1864 (5-20s).....registered	32,434,850	6	May & Nov.	1884	117
.. .. .. (5-20s).....coupon	34,303,300	6	" "	1884	117¼
Loan of March 3, 1865 (5-20s).....registered	36,359,750	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	119,156,700	6	" "	1885	119½
.. .. 2d series (5-20s).....registered	58,758,500	6	Jan. & July.	1885	115¾
.. .. .. (5-20s).....coupon	148,473,100	6	" "	1885	117¼
.. .. 3d series (5-20s).....registered	90,906,000	6	Jan. & July.	1887	116¼
.. .. .. (5-20s).....coupon	224,568,550	6	" "	1887	119
.. .. 4th series (5-20s).....registered	14,174,000	6	Jan. & July.	1888	117¾
.. .. .. (5-20s).....coupon	24,357,900	6	" "	1888	118¼
Loan of March 3, 1864, (10-40s)....registered	140,198,450	5	Mar. & Sept.	1904	114¾
.. .. .. (10-40s).....coupon	54,368,850	5	" "	1904	115¼
Consols of July 14, '70 & Jan. 20, '71.registered	129,581,700	5	F. M. A. & N.	1881	115¼
.. .. coupon	70,418,300	5	" "	1881	115¾
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114½
U. S. Notes and Fractional Currency.....	401,359,265	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	47¼
.. Bonds (new), 866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84¼
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'86	117
.. Bounty and Relief Bonds, 1863 and '64..	954.500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,590):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386.000	6	" "	'83-'84	99.
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,7 8,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44&'48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60&'61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1886	92½
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1890	84
Illinois—($2,133,634):				'90-'92	
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.		....
.. Refunded Stock Bonds, 1859	348,000	6	" "	1878	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	74-'75	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,075):			[illegible]	1881	
.. State Bonds (various) 1863 to 1864.....	110,675	6	[illegible]. & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'83-'84	....
Kentucky—($2,750,510):				76-'89	
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.		....
Louisiana—($21,214,800):				'93-'98	
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	1893	48¼
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	'86-'88	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	1907	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1886	....
.. .. .. 1866	1,000,000	8	Various.	1875	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1910	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1899	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	10-'11	....
.. State B'ds(N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	1906	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1889	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1898	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.		
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99¾
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	99¾
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1888	104½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888.000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718.000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463.000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98¾
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'85	97¾
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'76	98¾
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104¼
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900.000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	345.107	5	" "	please.	....
.. General Fund Stock	1,189,780	6	" "	please.	....
.. Canal Stock.....	1,108,420	5	" "	1874	....
.. Canal Stock.....	7,408.000	6	" "	72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'76	105
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	104¾
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	105¾
North Carolina—($29 900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	10
.. State (new) Bonds, 1867 to 1870	1,889,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg fd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg fd.....	1,000,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg fd.....	1,495,369	6	" "	1881	105
.. Loan of 1856 Bonds, stg fd.....	2,400,000	6	" "	1886	100
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,966):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	102
.. Loan of Feb. 1867 (15-20s).....	723,950	5	" "	'82-'87	....
.. Loan of Feb. 1867 (15 20s).....	9,271,850	6	" "	'82-'87	106
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	22
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81
.. State Bonds (direct)	4,819,644	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43¼
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	...
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	490,250	5	" "	'85-'01	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1906	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $13,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850–'80	579,500	6	" "	"	1880	99
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	98
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60 ,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	34½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. Loan (rec'd for $4,000,000 ler.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,680,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	93
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1876	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	94
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	89½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	102
Chattel Mortgage	158,360	6	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	79½
Cedar Rapids & Mo. Riv. (C. & N. W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1890	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	107½
Loan of Leh. C. & Nav. Co. (asu'd)	2,340,000	6	J. A. & J. O	Philadelphia	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'96–'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds. Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr, Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	350,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9 3,225	7	Jan. & July.	Boston.	1896	95
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	15
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	55
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	900,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	102
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	136,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,5 0,000	7	F. M. A. & N.	" "	1915	93½
Equipm't (Eng & Cars, $2,750,0 0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	597,000	7	May & Nov.	" "	1874	95
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C P.&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund (C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $1,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'72-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1900	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $5,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	103½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	85
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1900	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	89
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1900	72
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	16
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4,	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1896	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	428,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	101
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, prefered & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg.						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	92½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	103½
3d Mortgage	6,060,000	7	" "	" "	1883	101½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,800,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $20,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1891	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1890	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Loud.	1900	...
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston,	1899	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,766 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	91½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	18,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	101
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " " "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	248,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $800,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb (DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss. (TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom. (TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1890	97
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98½
3d Mort. Oct. 1, '61 "	1,000,000	7	April & Oct.	" "	1892	98½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	98½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97½
1st Mort. Aug. 1, 1858 (D.M.& Tol.)	920,000	7	Feb. & Aug.	" "	1876	100
1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.II. & Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	85
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug	" "	1880	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	6	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	654,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol. M. for $6,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	690,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	90
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & R.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	1 M½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	81½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	98⅜
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100⅜
1st Mort (Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	109
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapo is & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700.000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,080,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	...
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	..
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 6*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage.	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Montucello:						
1st Mortgage	429,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	103
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90⅜
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	90½
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000.000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B.& N. S'l.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87½
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	...
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,860	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1880	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	97
2d Mortgage	1,358,500	7	May & Nov.	"	1896	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I.)						
1st Mortgage	133,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90⅜
3d Mortgage skg M	1,223,000	6	April & Oct.	"	1900	88
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2.495,000	6*	" "	"	1900	91
Income Mortgage conv.	1,900,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	96
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Erie)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	72½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	95½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	79½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7	" "	" "	1893	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
*1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	100
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1909	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,800	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,800	6	Jan. & July.	Philadelphia.	1893	78½
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,609	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	103
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,630	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1870	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	79
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1001	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,500,000	.....	7*	May & Nov.	New York.	1889	90
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1869	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1830	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1880	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	250,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	75½
Rich., Fredericksb'g & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,800	7	June & Dec	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct	"	....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$0,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg.Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	150,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	98½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	90½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	102
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	88
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension..... ...	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,870	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	84
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	99
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	98
1st Mort. (Quincy & Tol 84 m.)	500,000	7	May & Nov.	" "	1890	91¼
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87¼
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85¼
1st M. (Dec. & East St. L 109m.)	2,700,000	7	" "	" "	1900	93
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	82½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	72
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	60
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £282,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	91¼
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	97
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	5,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	80
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Ruthand):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	87½
Registered Certificates	123 208	6	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	550,000	7	April & Oct.	Philadelphia.	1882	88
Warwick Valley (Erie):						
1st Mortgage	86,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $2,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	102½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	6	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1883	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	78
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	98½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1883	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1880	86½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,0 0,000	6	A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	& Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1884	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	80
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1857	....
Morris (and Essking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Bont Loan, sinking fund	236,965	7	" "	"	1855	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1857	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	76½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,900	7	" "	"	1878	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	73
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1893	74
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,070,000	6	Jan. & July.	"	1905	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1886	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1886	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1904	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." Stateand Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	... .	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	95
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,341,228	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8		(Phila.&R	eading R.	R.)			—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	—	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000 pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23 3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	670,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	14½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,573	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,198	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn.& O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	4,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	988,966	359,339	—	100	.....
Sept. 30, 1872	406.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.6	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶..N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.6	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)			—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	28,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	173½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	.....	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	.....	.....	5,680,685	893,500	.....	—	103.5	1,608,407	.....	.....	828,803	114,541	—	100	11
Dec. 21, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	.....	—	100	84
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)		36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	7	100	.....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174.297	120,291	42,045	5	100	.....
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	10	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,498	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,269,599	2,862,615	—	100	144½
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,776	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	31	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,450,328	646,052	110,250	95,786	872,600	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,595,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,288,969	241,016	10	500	129
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,662	1,016,686	153.8	1,215,993	4,135,469	520,722	2,004,672	504,116	10	100	119
Sept. 30, 1872	44.0	14 5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	2,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,992	66.5	239,132	702,246	765,733	1,716,399	465,347	—	100	153
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	18	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	peny in ba	nkruptcy.	)		—	100	.....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	.....	40,600	—	100	.....
Sept. 30, 1872	48.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	7	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,064,271	*	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	—	500	.....
Sept. 30, 1872	117.0	—	5.8	—	.....	.....	.....	.....	Buff., New York and Phila..N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Buri., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,520,000	.....	—	160.0	.....	(Recently	completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,988	69,324	467,036	212,119	3½	100	66
Dec. 31, 1872	25.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	50	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,817	75,147	321,798	86,737	8	100	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	60	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,698,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.	)	572,104	183,169	6.7	25	39½
Sept. 30, 1872	14 8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	50	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	24.1	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic.&	North We	stern R. R	.)			—	100	.....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R.....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)			10	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	—	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	—	100	.....
Dec. 31, 1872	502.0	—	16.6	24.0	22	8	6	801	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	—	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)			10	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,832,235	7,649,492	4,310,442	20,000,000	9,200,000	3,058,154	—	291.0	4,889,891	4,478,573	1,490,689	7,120,718	1,957,538	6	100	103
Dec. 31, 1872	187.0	—	81.2	—	40	28	24	787	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	—	100	40½
Dec. 31, 1872	881.0	294.0	72.0	226 0	192	187	37	4,022	*Central Pacific of California* ¶..California.	124,523,199	*	.....	.....	54,283,190	60,284,000	.....	—	1,175.0	.....	.....	.....	12,793,001	7,465,625	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta... S.Car.	5,512,000	*	256,000	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39.140	.....	.....	60,440	20.440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,955	3,387,461	—	227.0	511,475	141,973	115,472	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.
	M.	M.	M.	M.					
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.
Apr. 30, 1872	88.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven...Connecticut.
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill ¶..Conn. & R. I.
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.
Sept 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic.....Connecticut.
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.
Mar. 31, 1871	—	—	—	161.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	267	Indianapolis, Peru and Chicago..Indiana.
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.
Dec 31, 1871	36.5	36.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.
Dec. 31, 1871	88.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.
Feb. 28, 1872	35.0	—	....	515.5	3	2	—	40	Kansas City (3 feet gauge) .....Kansas.
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P. & O. Ind. Ill.
Aug. 31, 1872	92.0	—	5.1	—	10	....	....	800	Lake Shore and Tuscarawas Valley. Ohio.

Years ending.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Dec. 31, 1871	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	3,000,000	273,000	90,000	—	1,056,000	1,871,000	—	—	100.0	200.152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	..
Sept. 30, 1871	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Oct. 31, 1871	383,911	*	.....	.....	288,745	—	99,267	—	22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Mar. 31, 1872	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11.381	85.0	72,651	17.900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Apr. 30, 1872	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	232.0	971,050	.....	.....	1,384,012	527,777	8	100	....
Sept. 30, 1871	290,901	—	49,893	—	104,294	226,500	19,000	—	—	.....	(Recently opened.)				—	100	....
Dec. 31, 1871	—	—	—	—	2,800,000	8,000,000	.....	—	11.6	15,933	18 532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	1,992,000	—	.....	.....	492,000	1,500,000	.....	—	239.0	(Operated by contractors.)					—	100	....
Jun. 30, 1871	95,565,830	*	6,421,223	2,064,502	17,442,945	86,608,620	.....	.....	94.0	(Leased to Michigan Central.)					—	100	....
July 31, 1871	26,528,943	*	2,323,088	3,562,716	20,245,333	10,922,297	675,068	671,998	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
Sept. 30, 1871	320,386	—	.....	.....	200,000	—	120,386	—	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5¼	100	....
Mar. 31, 1872	800,000	*	.....	.....	400,000	640,000	.....	—	5.0	(Leased to Del., Lacka. & Western.)					—	100	....
Sept. 30, 1871	273,893	—	.....	.....	130,000	130,000	.....	—	.....	(Opened December 19, 1871.)					—	100	....
Apr. 30, 1872	—	(No statement furnished.)			—	—	—	—	14.0	17,528	15,714	7,415	26,898	11.061	—	100	....
Dec. 31, 1871	191,246	*	.....	.....	99,700	62,000	.....	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	859,600	—	.....	.....	560,000	319,600	.....	—	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	1,425,000	—	.....	.....	750,000	675,000	.....	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	18,272,284	2,948,434	436,236	111,264	9,254,924	9,508,000	2,679,805	375,497	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Sept. 30, 1871	174,389	37,050	.....	.....	123 300	50,000	—	38,139	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	39¾
Oct. 30, 1871	200,000	56,100	15,384	30,000	126,850	—	222,150	—	7.8	19,200	75,124	13.019	62.662	21,242	—	100	....
Sept. 30, 1871	3,039,500	*	—	1,000	4,000,000	4,000,000	40,509	—	12.2	41,982	31,963	84.714	76,386	17,582	10	100	....
Oct. 31, 1871	1,882,550	—	.....	.....	1,182,550	700,000	.....	—	116.0	154 414	109,915	64,494	207,113	32,298	—	100	....
Sept. 30, 1871	.....	.....	.....	.....	.....	582,000	(Consolidated		—	(Leased to Pennsylvania.)					7	50	101
Dec. 31, 1871	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	in N. Y., N. Haven and Hartford R. R.)						—	100	....
Aug. 31, 1871	710,000	—	.....	.....	703 000	—	7.000	—	130.4	618,637	1,149,689	263.447	939,344	191,062	—	100	....
Sept. 30, 1871	648,638	*	.....	.....	150,000	—	—	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Dec. 31, 1871	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	5.5	.....	.....	83,892	45,628	15,006	—	10[illegible]	....
Sept 30, 1871	450.000	—	.....	.....	200,000	200,000	50,000	—	—	(Leased to Flint & Pere Marquette.)					—	100	....
Dec. 31, 1871	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	1,430,941	287,081	162.601	86,861	1,976,804	—	5,636	—	119.8	$21.600	.....	.....	780,281	92,284	—	100	....
May 31, 1871	7,240,000	*	.....	.....	820,000	6,529,080	.....	—	93.0	(No returns furnished.)					—	100	....
Oct. 31, 1871	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	180.5	.....	.....	.....	1,796,682	943,584	—	100	....
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	62.5	197,972	52,246	453,182	378,689	87,886	—	50	21¼
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	1,110.9	5,710,954	1,286,584	1,851,944	8,401,142	2,732,847	10	100	107½
Mar. 31, 1871	—	—	—	161.5	—	—	—	—	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	—	(Under construction, to cost $4,500,000.)					—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	267	217.0	.....	.....	.....	1,827,824	622,313	—	100	12
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	3,829,175	*	589,143	222,168	909,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	4,581,800	*	16,078	46,841	1,402,000	3,150,000	82,717	—	117.0	215,952	.....	.....	256,684	66,794	—	100	....
Dec. 31, 1871	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec. 31, 1871	275,668	47,000	15,300	37,705	130,009	80,000	10,681	204,977	13.0	.....	28.882	120,501	92,878	23,198	—	100	....
Dec 31, 1871	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11.380	—	82,617	34 292	4,558	—	50	....
Aug. 31, 1871	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months]		357,664	180,164	—	100	....
Dec 31, 1871	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	—	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	2,000,000	—	.....	.....	1,500,000	500,000	.....	—	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	1,100,000	—	.....	.....	300,000	800,000	.....	—	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	898.320	—	.....	.....	185,250	800,000	.....	—	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	1,450,000	—	.....	.....	610,000	840,000	.....	—	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	890,000	—	.....	.....	250,000	640,000	.....	—	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	8,626,158	*	40,000	270,594	2,789.414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	1,440,000	—	.....	.....	720,000	720,000	.....	—	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	53,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	1,871,841	*	513,826	190,333	861,097	2 020.000	6,730	—	....	.....	(Recently opened.)				—	100	....
Dec. 31, 1871	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80 0	969.043	. 297,828	1.628,906	874,410	379,977	—	50	....
Dec. 31, 1871	2,300,000	—	.....	.....	1,000.000	1,300,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	783,073	—	.....	.....	117,073	666,000	.....	—	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	54,309	—	—	138,261	192,510	—	—	—	—	—	—	—	—	—	—	100	....
Aug. 31, 1872	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,593	1,943,162 (Recently opened.)	3,725,425	14,797,975	4,884,369	8	100	94¾

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*italics*." State-aid Railroads are distinguished by a "¶."

Year ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	H. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts	Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,900	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	N.Y. & Conn. New York and Mahopac	229,110	—	.....	.....	—	—	—	—	—	—	—	—	—	—	—	100	....
Sept. 30, 1872	124 3	16.75	169.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	12,161,233	1,840,972	1,675,553	3,228,675	135,300	—	74,700	—	7.0	—	(Recently	opened—	No returns.)	—	—	100	....
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	N.Y., Ct. & Ma. New York and Oswego Midland	10,309,729	1,058,027	.....	.....	15,500,000	1,641,500	377,341	1,377,592	186.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	135¼
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N.Y.	2,568,000	*	.....	.....	5,326,778	6,063,500	265,733	—	262.0	408,262	475,215	137,151	441,741	74,512	—	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	N.Y., Providence and Boston.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	—	—	—	—	C. & R. I. Niagara Bridge and Canandaigua.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	.Cent.& H	ar. R.)	60.000	6	100	....
May 31, 1871	223.0	—	9.0	—	26	28	18	314	N. York. Niles and New Lisbon	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274.628	154.259	73,121	—	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	Ohio. North Carolina ¶	4,947,746	*	326,372	354,566	4,000,000	553,413	292,030	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	—	—	—	—	North Carolina. South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	35	18	684	North Louisiana and Texas	—	—	(No a	ccounts o	btainable.)	—	—	—	72.0	—	(No accou	nts.)	—	—	—	100	....
Dec. 31, 1871	94 9	2.6	271.3	—	24	24	3	60	La. North Pennsylvania. Pennsylvania.	6,815,648	1,166,187	136,436	220,339	3,302,600	3,943,500	705.780	386,725	67.7	529,562	829,651	666,476	1,179.200	530.541	—	50	98
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern, of Canada. Canada.	5,465,409	*	49,191	460,317	2,985 700	2,311,667	857,529	—	97.5	645,593	178,610	307,968	777.499	177,704	—	100	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern Central ¶. Md. and Penn.	11,484 745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995.437	257.0	2,962,397	1,091,356	4,164.400	4,266.899	979.133	6	50	74
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Hampshire. New Hamp.	3,068,400	*	160.570	252,916	3,068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	105
Dec. 31, 1871	278.0	—	—	1,700	0..	—	—	—	Northern New Jersey. N. J. and N. Y. Northern Pacific. Minn., Dak. &c.	527,451	*	875,000	.....	1.000.000	400,000	.....	—	—	—	(Leased to	Erie Com	pany.)	—	8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶. Conn. & Mass.	(In pro	gress.)	.....	.....	100,000,000	50,000p.m	.....	.....	278 0	—	(No acc	essible ret	urns.)	—	—	100	....
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	3 6	Nova Scotia. Nova Scotia.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371.651	304,710	749.117	261.746	10	100	131
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314.257	34,384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	18	N. Y. Ogden Mine. New Jersey.	4,157.796	1,550,422	.....	.....	5.077,000	1,100,000	.....	.....	122.0	634,939	183.412	388,837	1,027.699	347,857	6	100	60
Jun. 30, 1871	340.0	53 0	19.7	—	87	43	24	1,377	Ohio and Mississippi. Ohio, Ind. & Ill.	462,994	*	—	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29.048	6	100	....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River. Penn	30,863,793	*	.....	.....	24.030,000	6,534,8 0	298,943	—	393.0	2,428,696	884.514	664,676	3,197.153	798,212	—	100	40
Sept. 30, 1871	130.5	15.5	48.4	—	40	76	20	274	Old Colony and Newport. Massachusetts.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813.502	1,675.008	651.502	10	50	53¼
Dec. 31, 1871	5.0	4.0	2.7	—	—	—	—	—	Orange and Newark. New Jersey.	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671 478	699,236	6	100	110¼
Sept. 30, 1871	266.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶. Va.	808 922	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195.356	37,874	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas. Mo.	8,500,000	690,600	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185.604	121,911	939,680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome. New York.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)	—	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse. New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogdensburg.)	—	—	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	—	15	Owensboro and Russellville. Kentucky.	1,269,324	*	—	—	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Feb. 29, 1872	93.5	—	45.0	—	97	50	23	1,221	*Pacific of Missouri* ¶. Missouri.	(U der	construc	tion.)	—	1,500,000	1,500,000	—	—	21.0	—	(Opened	April 17, 1	871.)	—	—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Padu ah and Gulf. Kentucky.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669.200	.....	3,597,299	947,801	—	100	47
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Paincsville and Youngstown. Ohio.	(Under	construc	tion.)	—	2,425,000	1,071,000	.....	—	63.5	—	(No return	s furnishe	d.)	—	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama. New Granada.	250.000	*	.....	.....	250,000	—	—	—	—	—	(Under	constructi	on.)	—	—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur. Illinois.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.5	—	(No	returns.)	—	—	—	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson. New Jersey.	1,000,00	—	800,000	—	600,000	1,200,000	—	—	34.0	—	(Construc	tion in pro	gress.)	245.662	5	100	115¼
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark. New Jersey.	330,000	—	—	—	330.000	—	—	—	14.5	—	(Leased t	o Erie.)	—	—	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo. New Jersey.	1,000,000	—	—	—	500.000	500,000	—	—	120	(Leased	to Erie at	35 p. c.)	—	53,410	—	100	....
Jan. 31, 1872	67 3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur. Illinois.	350,000	—	—	—	248,000	80,000	—	—	15.1	—	(Leased t	o Erie.)	—	—	—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown. N Jersey.	2,488,250	—	87,758	—	1,500,000	1,076.000	—	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)	29,758	6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York. New Jersey.	538,892	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)	—	6	100	....
Dec. 31, 1871	118.0	—	14.0	87.0	5	4	2	47	Peninsular. Mich. Ind. & Ill.	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New J	ersey Sout	hern.)	—	—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	14988	Pennsylvania. Pennsylvania	4,774.000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recentl	y opened	—No retu	rns.)	—	—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	6	—	2,435	Pennsylvania. Pennsylvania	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,860,565	1,253,887	699.0	11,904.317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	110
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania Coal. Pennsylvania.	2,000,000	*	2,947,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	240¼
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and Delaware. Penn.	251,098	—	.....	.....	132,412	700,000	100,000	—	—	—	(To be co	mpleted in	1872.)	—	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Pennsylvania and N. York. N.Y. & Penn.	4,829.887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271.226	306,206	—	50	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	16	Peoria and Bureau Valley. Illinois.	1,800.000	—	—	—	1,200,000	600,000	—	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria, Pekin and Jacksonville. Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80.722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Peoria and Rock Island. Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0	—	(Turned o	ver to Co	mpleted in	1871.)	—	100	....
Dec. 31, 1871	61.0	21.8	6.8	—	11	8	8	106	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	—	—	57,200	100,000	57,381	—	6.5	(Oper.b	y Camden	and Amb	boy.)	—	—	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	58	Petersburg ¶. Virginia	1,719,113	*	—	63,753	1,342,200	358.500	50,305	31,860	82.	168,592	34,963	52,345	263,432	85,236	5	100	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Balt. Cent. Penn. & Md.	1,803,848	177,744	.....	.....	220,600	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271.205	29,788	—	50	....
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Philadelphia and Erie ¶. Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	50
Nov. 30, 1871	98.4	178.7	442.7	—	348	457	—	11836	Philadelphia, Germantown and Norristown. Pa.	1,146,528	368,282	.....	.....	2,231,900	—	—	—	33.0	405,665	2,806,100	572,728	700,465	303,186	10	50	174¼
Dec. 31, 1871	28.6	—	36.2	—	—	—	—	—	Philadelphia and Reading. Pennsylvania.	32,166,251	6,510.825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,813	5,008,940	10	50	111¼
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia and Trenton. Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	121¼
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Philadelphia, Wilm. and Baltimore. Penn.	11,001.030	*	2,077,202	446,515	10,997.900	1,745,000	284,988	496,689	105.1	1,065.517	1.608,033	348,216	2,678,865	1,069,943	8	50	109
Dec. 31, 1871	103.6	8.0	36.6	—	102	34	18	1,519	Pickering Valley. Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)	—	—	50	....
Dec 31, 1871	7.0	—	1.0	—	3	1	1	22	Pig, Clin. & St. Louis. Pa. & W. Va. Ohio.	18.0	0,444	*	.....	.....	.....	.....	.....	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Oct. 31, 1871	149.6	1.0	24.6	—	39	24	9	180	Pithole Valley. Pennsylvania.	353,247	*	3,637,306	150,476	5,424,350	10,004,140	6,389,738	—	7.0	9,000	8 639	.....	14.159	Loss.	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	5,912	Pittsburg and Connellsville ¶. Penn.	7,330 816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932.848	700,423	717,299	964,949	178,099	—	50	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsburg, Ft. W. and Chic. P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	93¼
Oct. 31, 1871	66.0	—	2.1	24 0	7	6	3	315	Pittsfield and North Adams. Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas	ed to Bost	on and Al	bany.)	—	6	100	82
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Port Huron and Lake Michigan. Mich.	609,058	101,524	13,131	128,950	83,236	551,000	218,333	—	41.0	.....	41,968	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Ogdensburg. Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	.....	—	(Not in ru	nning ord	er.)	—	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Oxford Central. Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland and Rochester. Me. & N. H.	1,664,882	*	25,000	49,819	681,712	934,000	70,458	—	52.5	106,614	105.285	31,200	85.570	30.616	—	100	....
May 31, 1872	50.0	—	....	60.0	2	—	—	—	Portland, Saco and Portsmouth. Maine.	1,359,636	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	126
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Port Royal. South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—	—	(Not in op	eration at	date.)	—	—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Portsmouth, St. Falls and Conway. N. H.	370,000	*	.....	.....	170.000	200,000	.....	.....	26.0	.....	.....	.....	97,204	33,511	—	100	91¼
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Poughkeepsie and Eastern. New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	.....	....	40,208	53,052	6,110	34,021	5,673	—	100	....
									Providence, Warren and Bristol. R. I. & M.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	128,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142?
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	99,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,600	*	.....	.....	837,600	.....	299,900	— —	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	65	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	623,731	467,484	1,576,494	441,122	7	100	103
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	768,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,214,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	122,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.6	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.3	—	37	15	7	93	Rockford, Rock Island and St. Louis..Ill.	1, 00,000	*	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,236	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No returns furnished.)				—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	324,311	8	100	87
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	.....	.....	65,501	173,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont	Central.)	—	—	—	100	10
Apr. 30, 1872	192.0	—	.....	89.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	.....	112.0	.....	(No returns furnished.)				—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	.....	256.0	.....	.....	.....	940,788	666,966	—	100	28½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	St. Louis and Iron Mountain ¶....Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	782,466	526,618	434,983	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	—	—	2,623,850	2,725,000	—	—	—	(Leased	to Chicago	and Alton.)	—	240,000	—	100	....
Mar. 31, 1872	225.0	120.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 2d,	1871—No	returns.)	—	—	100	55
Dec. 31, 1871	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	.....	(Com	pleted in	January 1	872.)	—	—	100	....
Dec. 31, 1871	158.0	—	6.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,930	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,318,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104.279	424,410	188,528	—	100	....
Sept. 30, 1871	19.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,296	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowell.)	—	17,711	14	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,466	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,566	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	280,146	1,900	104.0	.....	55,592	.....	147,345	57,855	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	880,868	*	50,132	—	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	50
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,059	.....	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	—	—	869,450	700,000	.....	.....	28.0	206.545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,000	*	.....	.....	2,667,600	1,623,000	.....	.....	157.0	.....	(No report	furnished.)			—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,564	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	50
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	8,386,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	62,681	183,197	73,838	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,870,000	500,000	65,000	—	3,825,000	4,692,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,088	—	66.0	.....	.....	.....	301,649	163,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,000,000	.....	.....	.....	(Recently	opened	—No returns.)				100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	.....	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York. N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	90.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,138,909	96.5	671,729	161,457	686,145	1,119,144	612,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	24.0	216,232	100,042	845,385	456,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	18	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	461.6	154.2	60.5	—	182	62	35	3,400	Toledo, Wabash and Western. O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,186	.....	5,736,666	1,959,838	—	100	72½
Sept. 30, 1871	34.9	—	9.1	—	13	1.	6	2.2	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	..	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,325	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,465	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	122½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,966	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,811,681	*	.....	.....	2,558,600	.....	.....	.....	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	—	—	—	2,500,000	—	—	—	—	(Leased	to Vermont	Central.)	—	—	5	100	70
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,074	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	80
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	.....	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recently	opened	—No returns.)				100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., Lacka. and	Western.)	—	—	7	100	83
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,679	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,418	.....	.....	681,650	1,197,300	.....	.....	38.5	186,000	737,473	85,273	326,128	141,816	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	134.0	—	7.8	—	54	2.	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	—	—	306,088	.....	.....	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,855,000	*	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	—	—	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)				—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.059	234,867	842,160	208,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6.	5	171	West Jersey.....New Jersey.	2,241,892	*	1,270,069	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,410	229,080	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford. N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	18,340	42,937	235,616	82,079	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	286	Wilm. Colum. and Augusta. N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	(20 mos.	735,818	210,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,489,837	240,628	82,892	.....	757,729	1,973,600	118,704	.....	63.6	199,868	120,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶....N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	602,792	109,174	89,055	570,330	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	.....	143.5	297,360	70,848	126,639	464,798	110,936	—	100	....
Sept. 30, 1871	46.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	46.7	314,457	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	...
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	—	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	.....	108.0	.....	.....	1,428,755	113,361	loss.	10	100	114?
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,888,749	—	—	—	5,847,400	.....	.....	.....	65.5	.....	.....	.....	1,045,957	763,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,522,500	.....	8,739,850	15,038,656	.....	.....	108.0	.....	.....	982,188	678,462	31,978	—	50	78½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1.008.800	110.000	8,179	.....	85.0	.....	.....	.....	176,120	89,387	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,760	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	.....	.....	1,029,287	649,598	58,886	—	50	84
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,045	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	661,420	637,811	60c	50	13
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,310	270,505	.....	84.0	—	—	501,674	144.099	87.303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)				—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	51 —	@ 52 —
Gartsherrie		47 75	@ 48 —
Glengarnock		46 —	@ 47 —
Eglinton		45 —	@ 46 —
Pig, American, No. 1		45 —	@ 47 —
Pig, American, No. 2		42 —	@ 44 —
Pig, American, Forge		35 —	@ 37 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@137 50
	—STORE PRICES.—		
Bar, Swedes, 1½ x ¼ & ¾ 1½ x ¾ to ⅝ sq. 1¼ to 6x¾ to ¾ & ⅞ to 2 sq. 6 to 12 x ¾ & ⅞		175 —	@185 —
Bar, Refined, ⅞ to 2 in. rd. & sq. 1 to 6 inch x ⅞ to 1 in		92 50	@ 95 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in		97 50	@100 —
Bar Refined, 1 & 1½ by ¼ & 5-16		100 —	@102 50
Large Rounds, 2½@2¾ to 3¾ @4 in		102 50	@117 50
Scroll		112 50	@145 —
Ovals and Half-round		120 —	@140 —
Band, 1 to 6 in. by 3-16 to No. 12		110 —	@112 50
Horse Shoe		120 —	@122 50
Rods, ½@1-16 inch		97 50	@140 —
Hoop, ¼ by No. 22 to 1 & 1½ by 13 & 14		120 —	@170 —
Nail Rod	per lb.	— 9½	@ — 9¾
Sheet Russia, as to assortment	(gold)	— 17	@ — 18½
Sheet, Single, D. and T. Common		— 6	@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7	@ — 8½
Sheet Galvanized		List 10 per ct. disc.	
Rails, English	(gold) per ton.	68 —	@ 70 —
Rails, American, at Works in Penna	c'y.	— —	@ 78 —
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	— —	@ 4 75
8d. and 9d.	"	— —	@ 5 —
6d. and 7d.	"	— —	@ 5 25
4d. and 5d.	"	— —	@ 5 50
3d.	"	— —	@ 6 25
2d. and 3d. Fine		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— —	@ — 35
Straits	(gold).	— 31½	@ — 33
English	(gold).	— 29½	@ — 30

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal...per box.	11 — @11 37½	13 —	@ 13 25	
I. C. Coke	8 75 @ 9 25	10 50	@ 11 —	
Coke Terne	7 75 @ 8 75	9 25	@ 10 25	
Charcoal Terne	9 75 @10 25	11 50	@ 12 25	

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	7½@	-- 7¾
Crude 40@47 gravity (in shipping order)	—	12½@	— 12¾
Refined, Standard White (in ship'g order)	—	17½@	— 17¾
Refined, S. W. (in jobbing lots)	—	18 @	— 18½
Refined, S. W. (in tin)	—	23½@	— 25
Naptha, Refined (65@73 gravity)	—	9½@	— 10
Residuum....(in shipping order) per gall.	—	10 @	— 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	@	— 38
Copper, Bolts	—	@	— 40
Copper, Braziers' (over 16 oz.)	—	@	— 40
Copper, Nails	—	@	— 45
Copper, Old Sheathing, &c., mixed lots	—	26 @	— 27
Copper, American Ingot	—	26 @	— 27½
Copper, English Pig	—	@	— —
Yellow Metal, New Sheathing & Bronze	—	@	— 27
Yellow Metal, Bolts	—	@	— 32
Yellow Metal, Nails, Sheathing & Slating	—	27 @	— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50	@ 6 62½
German Ordinary	(gold)	6 50	@ 6 62½
English	(gold)	6 62½	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 —	@18 —
Liverpool House Cannel		— —	@22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 25	@ 6 25

New York Stock Exchange.

Actual Sale Prices for the week ending July 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30
Boston, Hart. & Erie	2¾	....	2¾	2¾	....	
Canton Co	....	....	101¾	102½	102	
Central Pacific 6s	100¾	100¾	100¾	100¾	....	
Central of N. Jersey	102¾	102	101¾	102¾	....	103
Chicago & Alton	....	....	....	108¾	....	
" pref	....	....	....	....	....	
" I M	....	....	....	....	....	
" S. F	....	....	....	....	....	
" Ins. bds	....	....	....	....	....	
Chicago, Burl. & Q	....	101¼	....	....	105	
" 8s, 1883	110	....	....	....	....	
Chic. & Northwestern . 71	6	69¾	69¾	69¾	69¾	
" pref	....	83½	....	85¾	83	
" 1st M	....	....	102	....	....	
" S. F	....	....	....	....	....	
" Consol. 92¾	....	92¾	....	....	93¾	
Chic., Rock Isl. & Pac. .110¾	110¼	110¾	110¾	110¾	110¾	
Chi., R. I. & Pa. 7s, 1896	....	....	102¾	....	....	
Clev., Col., C. and Ind	....	87¼	....	89	88¾	
Clev. & Pittsburg guar.. 88¾	89	89	89¾	.. ..	88¾	
" 2 M	....	....	....	....	....	
" 3 M	....	....	....	....	....	
" 4 M	85¼	....	....	....	85	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	....	....	....	....	....	
Col., Chi., & Ind. C	32¾	31¾	31¾	33¾	32¾	31¾
" 1 M	88¾	....	88¾	89	....	
" 2 M	72	72	....	....	....	
Del. & Hudson Canal	115	....	114¾	114¾	....	
Del. Lack. & Western..100¾	100¾	100¾	100¾	100¾	100¾	
" 1 M. 7s	....	....	....	....	....	
" 2 M 7s	....	....	....	....	....	
Erie Railway	62¾	61¾	59¾	58¾	60¾	59¾
" pref	....	....	....	....	....	
" 1 M. 7s, 1897	....	....	....	....	....	
" 2 M. 7s, 1879	....	....	103¾	....	....	
" 3 M. 7s, 1883	....	....	101¾	101¾	101¾	
" 4 M. 7s, 1880 99¾	99	....	....	....	....	
" 5 M. 7s, 1888	....	....	....	....	....	
" 7s, con. gold	....	....	....	....	....	
Great Western 2d mort	....	....	88	....	87¾	
Hannibal & St. Joseph. 38¾	38¾	....	40	40¾	39¾	
" pref	....	....	....	....	....	
" 8s, conv	....	....	....	....	....	
Hudson River	....	....	....	....	....	
" 2 M. S. F	....	....	....	....	105	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	....	106¾	....	107¾	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th. 93¾	93¾	93¾	93¾	94¾	94¾	
Lake Shore Div. bonds. 95¾	95¾	96	....	97	....	
Marietta & Cin. 1st pref	....	....	....	....	....	
" 2d pref	....	....	....	....	....	
Michigan Central 95	....	94¾	....	94	....	
" S.F. 8s, 1882	....	....	....	....	....	
M. S. and N. I. 1 M. S. F	....	....	....	....	....	
" 2 M	99¼	....	98¾	99¾	....	
Mariposa Mining Co	....	....	....	....	....	
" pref	....	....	....	....	....	
Milw. and St. Paul	52	51¾	51¾	52¾	52¾	52¾
" pref	73¾	73¾	....	74¾	....	
" 1st mort	....	....	....	....	....	
" 2d mort	....	....	....	....	....	
" 8s	....	....	....	....	....	
" 7 3-10s con	....	....	....	....	....	
" 7s, gold	....	....	....	....	....	
Missouri 6s	93¾	93¾	93¾	93¾	....	93¾
" H. & St. J. ins	....	....	....	....	....	92
Morris and Essex	92½	92¾	92¾	92¾	....	92
" 1st mort	....	....	....	105	....	
" 2d mort....103	....	....	....	....	....	
N. Y. Cen. & Hud. Riv. 104¾	104¾	104¾	104¾	104	105¾	
" 7s, S.F. 1876	....	....	....	....	103¾	
" 6s. S.F. 1883	....	....	....	94	....	
" 6s, S.F. 1887	92¾	....	....	....	....	
N. York and Harlem...129¾	129¾	133¾	133¾	129	132¾	
" pref	....	133	....	....	....	
" 1 M. 7s, 1873	....	....	....	....	....	
N. York, N. Hav. & Hart	....	....	....	....	....	
N. Carolina 6s, old	....	....	....	28	....	
" new	....	....	10	....	....	
Ohio and Miss	39¾	39¾	39¾	39¾	41	40
" pref	....	....	....	....	....	
" 2d M	....	....	85	84¾	85	
Pacific Mail S. S. Co	38¾	38¾	38¾	38	37¾	37¾
Panama	115	115¾	....	....	115¾	115¾
Pitts., Ft. W. & Chi. gtd.	93¾	93¾	....	93¾	....	
" 1 M	....	....	....	....	....	
" 2 M	....	....	....	....	....	
" 3 M	....	....	....	....	....	
Quicksilver Mining Co	39	....	....	....	....	
St. L., Alton & T. H	....	....	....	....	....	
" pref	....	....	....	....	....	
" 1 M	....	....	....	....	....	
" 2 M. pref	90¾	....	....	....	....	
" Income bds	....	....	....	....	....	
Tennessee 6s, old	81	....	81¾	81	....	
" new	80¾	81	81¼	81¾	81	81
Tol., Wab. & Western.. 71¾	71¾	71¾	72¾	72	72¾	
" pref	85	....	....	....	....	
" 1 M	99	98¾	....	99	....	
" 2 M	....	....	....	....	....	
" Equipment	....	....	....	83	....	
" St. Lou. Div	93	....	....	....	....	
Union Pacific	28¼	27¾	27¾	27½	28¼	28¾
" 1st mort	81¾	82	82	82	82	82¼
" L. Gt. 7s	70¾	....	....	....	70¾	72
" Inc. 10s	59¼	....	....	....	60	60
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	50	....
" consol	53	....	....	....	....	....
" def. cert	....	....	....	....	11	....

New York Stock Exchange.

Actual Sale Prices for the week ending July 30.

FEDERAL STOCKS:—	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	115	....	....	....	114¾	....
U. S. 5s, 10-40s, coup	115¾	115¾	115¾	....	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	....	....	115¾
U. S. 6s, 1881, reg	....	118¾	....	....	....	118¾
U. S. 6s, 1881, coup	120	120	119¾	....	120	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	116¾	....	117¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	....	....	116¾	117¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	119¾	118	119	....	119¾	119¾
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	117¾	....	....	....	117¾	117¾
U. S. 6s, 5-20s, reg. '67	116¾	....	....	....	116¾	....
U. S. 6s, 5-20s, c. 1867	119	....	118¾	....	119	119
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	117¾
U. S. 6s, 5-20s, c. '68	....	....	....	....	118¾	118¾
U. S. 6s, Pac. R.R. issue	114¾	....	114¾	114¾	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending July 29.

	W. 23.	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29
Catawissa preferred	43	....	....	....	....	....
Camden and Amboy		....	....	....	....	....
" 6s, 1875		....	....	....	....	....
" 6s, 1883		....	....	....	....	....
" 6s, 1889		....	....	....	....	....
" mort. 6s, '80		98¾	....	....	97	....
Elmira & Williamsport		....	....	....	....	....
" pref		....	....	....	....	....
" 7s		....	....	....	....	....
Lehigh Navigation		....	39	39¾	39¾	39¾
" 6s, 1884		....	....	....	....	....
" Gold L		91¾	91	90¾	....	90¾
" R. R. L		....	....	....	....	....
" Conv. L. '77		....	....	....	....	....
Lehigh Valley R. R		61¾	61	61	61	61¾
" 6s new coup		....	....	....	95¾	....
" 6s new reg		97	97	....	....	....
Little Schuylkill R.R		46¾	....	....	46¾	46¾
" 7s		....	....	....	....	....
Minehill		51¾	51¾	....	....	51¾
Morris Canal		....	....	....	....	....
" pref		....	....	....	....	....
North Pennsylvania		....	....	....	....	....
" 6s, 1880		....	....	....	....	....
" 7s	100¾	....	101¾	....	....	....
" 10s, 1887		....	....	....	....	....
Northern Central		....	....	....	....	....
Oil Creek & Alleg. Riv.	27	27¾	27	26¾	—	....
" 7s		....	....	....	....	....
Pennsylvania R. R	54¾	54¾	54¾	54¾	54¾	55
" 1st M		....	....	....	....	101
" 2d M	99¾	99¾	....	....	....	100
" Gen. mort		....	....	....	....	91
" " reg		....	....	....	....	....
Penn. State 6s, 1st series		....	....	....	....	....
" 6s, 2d series		....	....	....	....	102
" 6s, 3d series	106	....	....	....	....	....
Philadelphia City, 6s	97¾	....	97¾	97¾	97¾	97¾
" new	100¾	100¾	100¾	100¾	101	101¾
Philad., Germ. & Nor	....	87	....	87	87¾	87¾
Phila. & Reading	55¾	55¾	55¾	55¾	55¾	55¾
Philadelphia and Erie	24¾	....	....	25	....	....
" 6s		....	....	....	....	....
" 7s		....	91	....	....	....
Phila., Wilm. & Balt		....	....	....	....	....
Schuylkill Navigation		....	....	....	....	....
" pref		....	....	....	....	12¾
" 6s, 1882 73		....	....	....	....	....
" 6s, 1876		....	....	....	....	....
" 6s, 1872		....	....	....	....	....
United Co. of N. Jersey	121¾	122	122	123	....	122¾
Hestonville, (Horse)		....	18¾	....	....	....
Chestnut & Wal.		....	....	....	....	....
Green & Coates		....	....	....	....	....
2d and 3d streets		....	....	....	....	....
Spruce and Pine		....	....	....	....	....
13th and 15th sts.		....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending July 29.

	W. 23.	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29
Baltimore City 6s, 1875	99¾	....	....	....	....	....
" 1880		....	....	....	....	....
" 1890	99	99	99	99	99	99
" 1884		....	....	....	....	....
" 1900		....	....	....	....	....
Balt and Ohio		....	....	....	....	....
" bonds, 1875		....	....	....	....	....
" " 1880		....	....	....	....	....
" " 1885		....	....	98¾	98	 98
Marietta & Cin. 1st M		....	....	....	104	104¾
" 2d M	91¾	....	....	91¾	91¾	91¾
" 3d M. 8s	81¾	....	81¾	81¾	....	81¾
Northern Central		....	37	....	....	....
" bonds, 1885	90¾	90¾	....	....	90¾	....
" " 1900	88	....	....	....	....	....
Pittsb. & Connellsv. 7s	93¾	....	....	....	94	....
N. W. Va. 1st mort		....	....	....	....	....
" 2d mort		....	....	....	....	....
" 3d mort		....	....	....	....	....
Virginia 6s, Consol	53¾	....	....	53¾	53	53¾
" Defer. Certif		....	....	11¾	....	....
City Passenger R. R		....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending July 30.

	Th. 24.	F. 25.	Sat. 26.	M. 28.	Tu. 29.	W. 30
Boston and Albany ...	145½	145¾	....	....	144¾	144¾
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....	119½	119½	....	119½	119	....
Boston and Providence.....	....	....	....	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s, new	33½	33¾	....	....	....	34¼
Cheshire, pref.....	....	....	....	....	....	....
Chi., Burl. & Quincy...	100	....	....	....	104	104
Concord.....	....	....	....	....	....	82½
Connecticut River.....	....	....	....	....	....	....
Eastern.....	....	....	....	....	103½	103
Fitchburg.....	131	....	131½	131	....	....
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central.....	94¾	95	....	95	95¼	....
Northern, N. H.....	105½	....	....	105	....	....
Ogdens. & Lake Champ....	60½	....	60	....	....	....
" pref.....	....	99	....	....	....	....
Old Colony	110¾	....	....	....	....	110½
Ph., Wil. & Baltimore..	55	54¾	54¾	54¾	54¼	54¼
Port'd, Saco & Ports.....	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.....	....	81½	....	....	....	....
" Land Grant 7s....	....	....	....	....	....	....
" Income 10s.....	....	....	....	....	....	....
Vermont & Canada.....	....	....	....	....	....	....
Vermont & Mass.....	....	....	....	....	....	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	101½	102	....	....
Metropolitan	....	....	....	....	59	....
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	22	....	....	22¾	....	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	40½	....	....	41	....	....

London Stock Exchange.

	—Closing Prices.— July 11.	July 18.
Atlantic & Gt. W. 1st mort., $1,000..	74 — 76	73 — 75
Do. 2d mort., $1,000.....	66 — 68	65 — 67
Do. Con. mort. B'nds Bisch's Cert.	43 — 45	41 — 43
Do. Reorg. Scrip.....	96 — 98	96 — 98
Do. Leas. Lines, Rental Bonds....	90 — 91	89 — 91
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	— — —	— — —
Erie shares 100 dol. all paid.....	47 — 47½	45½ — 45¾
Do. 6 per cent Convertible Bonds..	96½ — 97½	96½ — 97½
Cons Mort. amount autho. to be issued for conv. of existing bonds..	94 — 95	94 — 95
Illinois Central $100 shares all paid..	86 — 88	80 — 82
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds.	86 — 89	86 — 89
Michigan Central 8s 1882, conv.....	85 — 90	85 — 90
Panama 2d mort.....	78 — 82	78 — 82
Panama General mort.....	91 — 93	93 — 95
Pennsylvania, 2d mort.....	99 —101	99 —101
Do. General mort.....	96½ — 97¼	96½ — 97¼
Do. $50 shares.....	42½ — 43¼	42½ — 43¼
Philadelphia and Erie 1st mort.....	97 — 98	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, August 2, 1873.

Stock Exchange and Money Market.

Money has been in unusually liberal supply all through the week, and rates have been working very easily for all responsible borrowers. Call loans have been quoted at from 3@4 per cent, as the rule, with offerings at these figures largely in excess of the requirements of the leading street firms. Choice to very good discounts have been quoted from 5½@7½ per cent per annum, with the better grades of commercial paper in very good request at the current rates. Short time loans to the Stock Exchange houses have been offered quite freely at from 4@6 per cent per annum. The city banks, in their latest weekly statement, exhibited more than the customary steadiness near the close of July. The Gold Notes average is off about a million of dollars, and the Greenbacks are up a corresponding amount. The general line of deposits is slightly lower, as well as the loans and discounts. The surplus of Gold Notes and Greenbacks over the required 25 per cent to deposits and circulation is $14,610,000, against $14,274,000 last week. The city banks last week reported a loss of over a million in their deposit line, with a gain of over a million in their legal tender, and a decrease of more than a million in their specie reserves. They reduced their loan and discount averages nearly half a million, and their circulation slightly.

The city banks gained slightly on their obligatory reserve, the last statement showing that they had $14,610,450 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance slightly; and augmented its currency reserve nearly a million. Its currency reserves at the close of the week were $28,182,099; and its coin board, $40,615,-433.

The clearances of the city banks averaged through the week about 91¼ millions a day, and amounted in the aggregate, for the whole week, to $547,225,952, as against $527,666,746 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $943,446 and reduced its coin reserve $85,210 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $31,249,300, against $28,498,700 same time last year. The city bank deposits are now $239,118,300 against $245,062,700, week ending July 27, 1872. The legal tender reserve amounts to $49,957,000, against $53,751,900 same time last year. The circulation now stands at $27,225,100 against $27,350 000 same time last year. The loans are now $289,389,100 against $295,136,900 at this date last year.

The coin reserve of the city banks is now a little over 31¼ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is nearly 50 millions against about 34⅞ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 239⅛ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

Government revenues have been yielding moderately, since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year commencing with July 1, 1873, $7,536,280. The customs at the port of New York, for the week, were $2,311,420, and at the outports, about $775,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $3,569,896 of currency, and $4,433,379 of gold, the latter including $2,395,000 from customs; and disbursed $2,626,449 of currency and $4,518,589 of gold, the latter embracing $841,000 of coin interest.

The Gold speculation has been moderately active, and the operators for a rise have been more decided in their efforts to work up the price, though, in the face of a weaker range in the foreign exchanges, their success has not been very encouraging, the later dealings showing less firmness. The customs call has been moderate, and the export drain light. The range of the price during the week has been from 115⅜@116⅛, and the quotation on Wednesday was 115⅞ against 115⅞ on Wednesday of the preceding week. The specie outflow last week, was $624,839. The Gold Exchange Bank clearances have averaged about 46⅝ millions per day during the week.

The customs demand for Gold last week, averaged $899,120 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $16,105 and thus far in 1873, have been $2,081,190, against $2,739,453 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $72,078,400 against $83,080,584 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873 $47,122 524, against $52,972,890 during the same time in 1872.

The export drain of specie was $624,839 last week, against $4,376,713 same week preceding year. The shipments since January 1, 1873, have been $37,194,727 against $52,630,994 during the same portion of 1872.

Foreign Exchange has been lower and irregular, on more liberal offerings, in part from second hands. The demand has been moderate at the reduced figures. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, at 109⅛@109¼. The week's exports of Domestic Produce have been to the currency value of $5,764,223.

Government securities have been in very light supply and held with much firmness, with a good demand noted.

U. S. sixes of 1881 closed on Wednesday of this week at 119¾@120; U. S. Five-Twenties of 1862, 117¼@117⅛; U. S. Five-Twenties of 1864 at 117⅝@117⅞; U. S. Five-Twenties of 1865 119¼@119⅛; U. S. Five-Twenties of 1865 consolidated 117⅝@117⅞; U. S. Five-Twenties of 1867, 118⅞@119; U. S. Five-Twenties of 1868, 118⅛@118¾; U. S. Ten-forties at 115⅛@115¾; U. S. Fives of 1881 (Funding Loan) 116@116⅛; Six per cent. currency Sixes from 114⅛@114⅜.

The Syndicate is represented as having made a final and satisfactory settlement with the Treasury Department, on account of the Five-Twenties called in, under the call of March 1.

The Railway and Miscellaneous share speculation has been quite active, with the Vanderbilt Stocks, Erie, and Western Union leading off, and prices showing decidedly more firmness.

State bonds have been in fair demand chiefly on investment account, at firmer rates.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 16.	July 23.	July 30.
Consols	92⅝	92¾	92⅛
U. S. 5-20s, 1865	93¾	93⅞	94⅛
" 1867	93¼	93¾	94⅛
" 10-40s	90¾	91	91⅛
New Fives of 1881..	*89⅞	90¼	90⅝
Erie	46⅛	46⅞	46¼
Ill. Central	*82	83	....

* Ex interest.

At the auction sale of Scranton Coal on Wednesday, 75,000 tons were disposed of at advanced figures, the range having been from $4 65@$5 42½, as against $4 42½@$5 32½ in June.

Railway Mortgage Loans have been more sought after at generally stronger prices for the favorites of the old issues. Central Pacific Sixes have been in quite active demand at from 100¼@100½ ex the July three per cent coupon. The Chesapeake and Ohio Seven per cent gold bonds have been in fair request at 90, and interest. Chesapeake and Ohio Sixes have been selling readily

at 88½ and interest. Western Pacific Sixes at 92½, ex the July coupon of three per cent. The Northern Pacific 7-30 Loan has been in good demand at par and interest.

General business has been more active. Prices of domestic produce have been unsettled; Breadstuffs, generally lower; Cotton steady; Provisions stronger. Middling upland Cotton left off tamely at 21c. per lb. The receipts at all the ports, since Sept. 1, have been 3,545,726 bales, against 2,668,757 bales same time in the preceding year; exports 2,597,616 bales against 1,920,500 bales in the previous year; stock at the ports at latest dates, 185,429 bales against 118,600 bales same date in 1871.

Metals have been moderately dealt in, as a rule. Copper has been decidedly more active and quoted stronger in price, with sales reported of 3,000,000 lbs. Lake at 27c.@27½c. for prompt, and 28c. for forward deliveries. Iron has been in comparatively fair demand, and quoted firm, with sales reported of 150 tons Scotch Pig, in lots, at $45 75 for Glengarnock, and $44 for Eglinton now quoted higher; 400 tons No. 2 American Pig at $44. We now quote: Eglinton Pig at $45; Glengarnock, at $46@$47; No. 1 American Pig at $45@$48; No. 2 do. at $43@$45; Wrought Scrap at $46@$48; English rails at $65@$68, gold; American Rails, at works, at $75@$80. Old Rails $50@52. Pig Lead has been inactive, with foreign quoted at 6⅝c., gold, for ordinary. Spelter has been very quiet at 7⅛c.@7⅜c., gold. Pig-tin has been in slack demand, with Straits quoted at 31½c.@31¾c., with English at 29c., and Banca, at 35c., gold. Sales, 5 tons English at 29c., gold. Tin Plates have been in fair request, but at easier rates, with sales reported of 500 boxes Charcoal Terne on private terms; 1,500 boxes Coke at $8 75, and 300 boxes Coke Terne at $8 50, gold. Charcoal Plates quoted here at $11 @$11 87½; Charcoal Terne, $9 75@$10 25; Coke Terne, $7 75@$8 50, gold, per box. Zinc dull and wholly nominal.

The public debt statement, to be issued on the first of August, will not report the full amount of new fives issued and five-twenties redeemed, for the reason that all bonds redeemed have to pass through the books of the Register, Auditor and Comptroller before being credited to the Treasurer of the United States, from whose books the debt statement is made out. This necessarily takes a great deal of time, and more than usual now that so many of the clerks are away on their summer leave of absence, thus reducing the clerical force, which, when full, is just sufficient for the ordinary current business; so that, although the Syndicate have received and paid for fifty millions of new fives, but little more than thirty millions can appear in the debt statement.

There has been more activiy in the line of foreign goods, and prices have shown more steadiness. The week's imports of foreign goods and merchandise amounted to $6,967,706 including $2,756,867 of dry goods.

Ocean freights have been moderately active, and rates have been generally steady, with the main inquiry for room, for Grain, Cotton, Cheese, Bacon, Tobacco, Petroleum, and Rosin.

At the Live Stock Markets, Beeves have been n moderate demand at from 8@13 cts. Veals at @9 cts.; Sheep at from 3¾@6¼ cts.; Spring Lambs 6½@10 cts.; Swine at 5¼@5¾ cts. per lb., all live weight. The week's receipts were 10,084 Beeves, 2,901 Veal Calves, 28,699 Sheep and Lambs, and 30,216 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Mil. and St. Paul 1st mort. Iowa div., 82; do. LaCross div., 90½; Cleveland, Columbus, Cincinnati and Indianapolis 1st mort., 103¾; New Jersey Southern 1st mort., 74¾; Buffalo, New York and Erie 1st mort., 93¼; Burlington, Cedar Rapids and Minnesota 1st mort., 88¼; Delaware and Hudson Canal reg. 7s, 1891, 102½; Detroit, Monroe and Toledo 1st mort., 100; Boston, Hartford and Erie 1st mort., 34½; Cleveland and Pittsburg consol. S. F. 95; Louisville and Nashville consol. 7s, 1898, 97; Lafayette, Bloomington and Mississippi 1st mort., 85½; Galena and Chicago 2d mort., 98; Gt. Western 1st mort. 1888, 98; West Pacific bonds, 92½; Lake Shore and Michigan Southern consol. 7s, coupon, 99½; Delaware, Lackawanna and Western 7s, conv., 101; Long Dock bonds, 96; Michigan Central 7s, 98¾; Nashville and Decatur 1st mort., 90½; Canada Southern 1st mort., 89¼; Cedar Falls and Minnesota 1st mort., 79½; New York and New Haven R. R. 6s, 101; Quincy and Toledo 1st mort., 91½; Clev., Paines. and Ash. 7s, 98½; Toledo, Peoria and Warsaw 2d mort., 76; St. Louis, Jacksonville and Chicago 1st mort., 93; Warren R. R. 83; Atlantic and Pacific pref., 27¼, Pacific R. R. of Mo., 47; Dubuque and Sioux City R. R., 58; Rome, Watertown and Ogdensburg R. R., 87; Western Union Telegraph, 92½; do. 7s, 99½; Adams Exp., 95; U. S. Exp., 69; Wells-Fargo Exp., 72; Am. Exp. 64; Quicksilver pref., 48; Consol Coal of Md., 55½; Maryland Coal, 24; N. Y. State 7s B. L. reg., 104¾; Arkansas 6s, Fund Act., 38; North Carolina 6s, Fund Act, 1866, 17; South Carolina 6s, new, Jan. and July, 15; Alabama 8s, 1893, 84⅜; do., 5s, 47½; Georgia 7s, new, 90; Louisiana 6s, 48¾; Brooklyn 6s, W. L., 93⅜; do. 7s, Park Loan, 102½.

Philadelphia.—Philadelphia and Reading pref., 55½; do. 7s, 1893, 104; do. 7s, new, conv. 102⅜; do. Gen'l mort. 7s, reg., 103; do. coupon, 101; do. deben. bonds, 78½; do. 6s, 1880, 96, Lehigh Valley 7s, 105; Pennsylvania and New York Canal 7s, 99½; Huntingdon and Broad Top Mt. 7s, consol., 62; Allegheny Valley 7 8-10s, 93½; Cayuga Lake 1st mort 7s, 96; Pittsburg Cincinnati and St. Louis 7s, 79; Oil Creek 1st mort., 80; West Jersey 7s, 102; Reading C. and I. mort., 90⅝; Morris Canal 1st mort., 94; Schuylkill Nav. 6s, B. L., 74; Camden and Atlantic pref., 42; do. 2d mort., 94; Catawissa R. R. 19⅞; Allegheny Co. 5s, 75¾. The latest quotations are: City 6s, 97½@97½; do. free of tax, 101⅛@101⅛; Pennsylvania State 6s, 1st series, 100¼@100½; do. 2d series, 102@102¾; do. 3d series, 106@106¼; Philadelphia and Reading 55¾@55¾; do. Gen'l mort. 7s, coup., 100⅛@101½; do. reg., 102¾@103; do. mort. 6s, 1880, 96@98; do. 7s, new, conv., 102¼@102¾; United New Jersey R. R. and Canal Co., 122¼@122¼; Camden and Amboy mort. 6s, 1889, 96¾@97¼; do. 1883, @9692; do. 1889, —@92½; Pennsylvania R. R., 54⅞@55; allotment, 54⅝@55; do. 1st mort., 100@101; do. 2d mort., 99¾@100; do. General mort. coupon, 90⅛@91¼; do. reg., 96@96¾; Little Schuylkill R. R., 46⅜@46⅝; Morris Canal, 48@50; do. pref., 120@127; do. 6s, 94@95; Susquehanna Canal, 6@7; do. 6s, 72@76; Schuylkill Nav., 6⅛@6⅜; do pref., 12½@12½; do. 6s, 1882, 71@73; do. 1872, 78½@80; Elmira and Williamsport pref., 37@38½; do. 7s, 1878, 95@96; 5s, do. 58@60; Lehigh Coal and Navigation 39⅛@39¼; do. 6s, 1884, 90@90⅛; do. R. R. Loan, 91¼@—; do. Gold Loan, 90¾@91; North Pennsylvania, 48@49; do. 6s, 98@100; do., 7s, 101@101½; do. Chattle 10s, 110@111½; Philadelphia and Erie, 24½@25; do. 6s, 89¾@90; Minehill, 51¾@52; Catawissa, 19½@20; do. pref. 42⅝@43; do. new pref., 32¾@33; do. 7s, 1900, 102@103; Lehigh Valley, 61@61¼; do. 6s, new coupon, 95@96; do. reg., 96½@97; do. 7s, 104½@105; Fifth and Sixth streets, (horse,) 51½@54; Second and Third, 56½@58; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 31@33; Green and Coates 46@50; Chestnut and Walnut, 60@65; Hestonville, 18@19¼; Germantown, 20@—.

Boston.—Vermont Central 1st mort., 30; Vermont Central and Vermont and Canada Equipment 8s, 80; Chicago, Burlington and Quincy 7s, 95; Dixon, Peoria and Hannibal 8s, 95; Carthage and Burlington R. R. 8s, 95; Boston and Providence 7s, 105; Rutland R. R., 10; Burlington and Missouri River R. R. in Iowa, 102⅝; do. 8s, 97; do. 8s, in Nebraska, 98½; Boston and Lowell R. R., new, 107; Norwich and Worcester R. R., 131; Cincinnati, Sandusky and Cleveland R. R., 13½; Cary Imp., 9⅞; Boston Water Power, 30; do. scrip, 75; Brookline Land, 5¼; Waverly Land, 4½; Maine 6s, 99¾; New Hampshire 6s, 1874, 98¾; Boston 6s, 1880, currency, 99; Chicago 7s, 99½; Allouez Mining Co., 16½; Calumet and Hecla, 151½; International Silver, 40c.; Petherick, 2; Ridge, 8⅞; St. Clair, 2; Shuniah Silver, 50c.

Baltimore.—Virginia consols, coupons, 78; Maryland Defense 6s, 104½; Orange and Alexandria 1st mort., 93½; do. 2d mort., 36¼; Virginia and Tennessee 3d mort. 8s, 87⅝; Wilmington, Columbia and Augusta 7s, 78; Central Ohio 1st mort., 89; Northern Central 6s, 1900, gold, 91; Memphis City 6s, 53; Santa Clara Mining Co., 8¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 77¾@78; Pittsburg and Connellsville 7s, 1898, 93½@94¼; Baltimore and Ohio, 170@174; do. 6s, 1875, 97⅞@98; do., 1880, 97½@—; do., 1885, 98@98¼; Parkersburg Branch, 11@—; Northern Central, 37@38; do. 6s, 1885, 90½@91; do., 1900, 88@88; do., 6s, 1900 gold, 90¾@91½; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, 94@97; Marietta and Cincinnati 1st mort. 7s, 1892, 104@105; do., 2d mort., 7s, 91¼@91⅜; do., 3d mort., 8s, 81½@81¾; Central Ohio, 41@42; do. pref., 40@41; do. 1st mort., 88¾@89; Western Md. 1st mort. 6s, 1890, 86¼@—; do. 1st mort. guar., 94@97; do. 2d mort. guar., 94@97; do. 3d mort., guar., 96@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 81@84; Richmond and Danville 1st mort., 75@75¾; Orange and Alexandria 1st mort. 6s, 93@96; do., 2d mort. 6s, 86@86½; do., 3d mort. 8s, 89⅝@91; do., 4th mort. 8s, 82@82; Orange Alex. and Manassas 7s, 79½@81; Virginia an Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort. 76@78; do. 8s, 3d mort., 87½@88; Baltimore 6

1875, 99¼@100; do., 1884, 98⅛@98¾; do. 1886, 98⅛@—; do. 1890, 99@99⅛; do., 1893, 99¾@100; do. 1893, exempt, 103@106; do., 1900, exempt, 98@99; do. 1900, new, 99@99⅛; do. 1902, 98⅜@98¾; Memphis City 6s, 52@53; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 35@37½; do. coupon old, 37@38; do. consol. 6s, 53⅛@54¼; do. coupons, 77@79; West Virginia, 11½@11¾; City Passenger R. R., 16½@18½; George's Creek Coal, 120@—.

Jersey City and Albany Railroad.

On Wednesday, July 30th, at the invitation of the managers, a number of gentlemen of the press made an inspection of the completed portion of this road. It is now finished as far north as Tappantown, Rockland county, N. Y., just over the New Jersey border, and about a mile and a half back from the Hudson. Thence it is to be pushed rapidly on, closely following the course of the river, by Haverstraw and West Point, and so to Albany. The expectation is that between here and Albany this road will be a formidable competitor with the Hudson River road, and that in any event the local opportunities will give it ample support.

The route, generally speaking, from Hackensack (which is reached over the track of the Midland Railroad) through Hudson and Bergen counties in New Jersey and Rockland county, N. Y., as far as Haverstraw, runs to the west of the heights that abut on the Hudson. From Haverstraw it generally hugs the river bank pretty closely all the way to Albany. The portion now completed, from Hackensack to Tappantown, is twenty-five miles long. The whole is to be completed within a year. It is now graded nine miles beyond Tappantown, and workmen are laying the track. All has been paid for thus far at an average cost of $60,000 a mile.

☞ At the annual meeting of the stockholders of the Northwestern North Carolina Railroad, held at Greensboro', N. C., on the 21th ult., the following directors were elected: A. S. Buford, A. Y. Stokes, W. T. Suthedin, H. H. Marshall, and W. L. Owen, of Virginia; Thomas B. Keogh, E. Belo, R. L. Patterson, W. H. Wheeler, H. W. Fries, Charles E. Shaler, and T. H. Holt, of North Carolina. Colonel A. S. Buford was elected president, and was authorized to take immediate steps to extend the road through the Yadkin valley to Tennessee.

☞ The directors of the North Colonization Railway have accepted the tender of Messrs. D. McDonald and H. Abbott, contractors, for the sum of $4,220,500, exclusive of extra works, rating at $29,750 per mile, exclusive of bridges and equipment. It is expected that the railway will be open for traffic by October, 1875.

☞ Surveys are now being made through North and East Brookfield, Leicester and Spencer for the proposed new railroad from Worcester to connect with the Massachusetts Central, probably at Ware. If the road should be built it is yet uncertain whether East Brookfield will be included in the route.

☞ A survey has been commenced for a new railroad bridge across the Kennebec, between Waterville and Kendalls Mills.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

Sheboygan and Fond du Lac Railroad.

The Fond du Lac *Commonwealth* of 16th ult., states that at a meeting of the Directors of the Sheboygan and Fond du Lac Railroad, held that morning, James F. Joy accepted the position of President in place of Mr. Bentley, who retires in his favor. Mr. Bentley also resigned his position as one of the Directors. Brandon Mozley will continue to act as Superintendent. The Commonwealth expects to see the road extended to Grand Rapids where it will intersect with the Wisconsin Valley and the Green Bay and Lake Pepin Railroads, the first of which is on its way to the richest regions of Northern Wisconsin and the second rapidly advancing toward the Mississippi.

☞ The contract for the stone work of the new Union bridge which will span the Allegheny river from the Point in Pittsburg to Grant avenue, Allegheny, has been awarded to Messrs. John and Thomas Megraw, of Allegheny. The contract price is $80,000. This enterprise is in good hands and will be carried to successful completion.

☞ At Battle Creek, Michigan, on the 30th ult., the stockholders of the Peninsular Railroad Company unanimously ratified a proposition to consolidate with the Port Huron and Lake Michigan Railroad, the consolidated line to be known as the Chicago and Lake Huron Railroad. The road will be 250 miles long.

☞ Cars began running to the Twin Mountain House over the Mount Washington branch of the Boston, Concord and Montreal Railroad on the 24th of July.

☞ Work on the Massachusetts Central Railroad is going on vigorously at Oakdale. The abutments for the bridges there are now ready for the timbers.

☞ The Summit Branch Railroad Company has declared a dividend of 3 per cent payable August 11.

☞ Banking House of Fisk & Hatch, No. 5 Nassau-St., New York, July 30, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds:

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold coin, in New York; interest payable Jan. 1 and July 1; coupon or registered. Price **90** and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD IS A COMPLETED TRUNK LINE, BETWEEN THE ATLANTIC SEABOARD AND THE GREAT WEST, 420 miles in length, extending from tide-water, at Richmond, to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest Iron, Coal, and Timber Regions in the United States.

ITS FREIGHT TRAFFIC AND PASSENGER TRAVEL are already large and remunerative, and they are increasing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the thorough construction and superior character of the road itself, its advantages for economical and profitable operation, and the unquestionable security of the bonds of the Company, enable us to recommend them with the utmost confidence.

Pamphlets containing full information concerning the Road, and the country it traverses, will be furnished upon application.

We also have on hand for sale the CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS at 88¼, and accrued interest. Interest payable May and November. Denominations $100, $500, and $1,000—coupon or registered.

We continue to deal in GOVERNMENT SECURITIES, and CENTRAL PACIFIC, and WESTERN PACIFIC BONDS; buy and sell Stocks and Bonds at the Stock Exchange on commission, for cash; make Collections, receive Deposits, on which we allow interest at the rate of Four per Cent., and do a general banking business.

FISK & HATCH.

St. Paul and Pacific Railroad.

We learn from the Milwaukee *Wisconsin* that one division of the St. Paul and Pacific is finished to Breckinridge; it will require the construction of only forty miles to connect it at Fargo with the Northern Pacific. By this construction the company would secure a valuable land grant, which will otherwise be forfeited by the first of December next, yet it is doubtful whether capital can be secured during the current year to complete this gap of only forty miles. Railroad contractors are waiting at St. Paul under the hope that work will be re-commenced on the St. Paul and Pacific.

☞ In the course of the year ending March 31, 1873, new lines were opened in France to the extent of 323¾ miles. The extent of line worked in France at the close of March, 1873, was altogether 11,162 miles.

☞ The Chester and Tasparos and Chester and Iron Mountain Railroad Companies have been consolidated as the Iron Mountain, Chester and Eastern Railroad Company of Missouri.

Journal of Railroad Law.

RAILROAD COMPANIES—LAW OF NEGLIGENCE—THEIR LIABILITY FOR INJURY TO STOCK—RULE AS TO FENCING THEIR ROADS.

The facts in the recent case of The Chicago and Northwestern Railway Co. *vs.* Harris, (54 Ill., 528), are fully and clearly stated in the following opinion by—

WALKER, J.—This was an action on the case brought by appellee in the Winnebago Circuit Court against appellant to recover for injuries to two horses inflicted by a train on their railroad. It appears that about the 21st of November, 1869, appellee let his horses into his yard to water, but being unable to get them back to the pasture, he left them and went to church, it being Sunday. He left all of the gates of the lot in which the horses were left, closed, but on his return from church, a little after noon, the horses had got out and were gone.

It appears the horses entered Hager's land through open bars, and through Delaney's land, and through Amos Harris' land no fence separating these three tracts, and from his land they passed through an open gate at a farm crossing and then passed east on the track about eighty rods, where they were struck by appellant's locomotive and trains, coming from the west, at a culvert, at an embankment. One of the horses was so much injured that he was never removed from the ditch into which he was precipitated, and was finally killed. The other was badly injured, but was removed to appellee's stable, where he remained for about two weeks, when it became necessary to kill him. The horses were proved to be worth from $225 to $250 before they were injured.

The place where the injury occurred, and the gate through which the animals passed to the railroad track, were points at which appellants had fenced their track, and had put in the gate. It seems the gate had been open for some time, and the section foreman had passed frequently while it stood open. The jury found a verdict for appellee. A motion for a new trial was entered, which was overruled and judgment rendered on the verdict, and the case is brought to this court by appeal, and a reversal is asked.

The section foreman testified that he was in the habit of passing that part of the road four times each day, for the purpose of inspecting its condition. And the evidence, we think clearly establishes the fact, that the gate had stood open about a week before the accident. This, then, established negligence on the part of appellants. On that point, we can find no fault with the conclusion of the jury. The evidence fully warranted them in arriving at that conclusion. But it is urged that appellee was also guilty of negligence, and to that degree that he was not entitled to recover. The law requires these companies to fence the track of their roads with sufficient fences to turn stock, and after erecting them, to keep them in repair. The statute also requires them to put in gates at farm crossings. These gates are a part of the fence, and the duty to keep their fences in repair, includes the duty of keeping them safe and securely closed, so as to afford equal protection from stock getting upon their roads at such places as at other points. See Illinois Central R. R. Co. *vs.* Arnold, 47 Ill., 173. And in that case it was held, where an animal entered the close of another, through an insufficient fence upon the highway, and passed thence through a space made for bars, and used as a farm crossing upon the railroad track, and was killed, and it appeared that the bars were left down for three months previously, that the statute required the railroad company to erect and maintain sufficient fences, of which bars formed a part, and the company were guilty of negligence in permitting them to remain down so long a time.

That case differs from this, in the length of time the two fences were permitted to remain open to the passage of stock to their roads. But to permit a gate to remain open for a week is negligence. While the company were not required to keep such a guard on their road as would see a break at the instant it occurred, and repair it at the time, still the law requires them to keep such a force as may discover such breaches and openings in their fences, and to close them in a reasonable time. And to neglect doing so for a week or more is a neglect of duty that will ordinarily render them liable for the injury ensuing therefrom.

As to the fact that appellee's horses entered his brother's field, and passed thence upon appellant's road, does not affect appellee's right of recovery, as we have seen from the Illinois Central R. R. Co. *vs.* Arnold, *supra*. This case is like that in this respect, and that must govern this, as no reasonable distinction can be drawn between the two cases.

It is also urged that appellee was so far in fault in permitting his horse to run at large, when prohibited by the statute, that he should not be permitted to recover. It is manifest that he had not observed the law in that respect. The escape of the horses was involuntary on his part, and it seems he made reasonable efforts to reclaim them soon after their escape, but was unsuccessful. He continued the search for them, as he swears, until dark of the night they were killed. And he says the last he saw of them while endeavoring to get them up, they were going in an opposite direction from the railroad. Had he caught them, he would no doubt have prevented the injury. But while it was a violation of the law to permit them to be at large, the company were violating another law in permitting the gate to remain open, which, if shut at the proper time, would have prevented the horses, from getting upon the track, and receiving the injury. It may be appellee was liable to answer to whoever might prosecute for his breach of the statute he had violated, but that did not relieve appellant's from their duty and the statute that required them to keep their fences in such a condition as to prevent stock from getting upon their road. Because appellee may have violated another law, the company were not at liberty to omit their duty and thereby kill appellee's horses. The evidence seems to be clear, that appellants had permitted this gate to stand open a large portion of the time during the Summer and Fall previous to the accident. Appellee's permitting the horses to be at large was not willful, but it seems he made all reasonable efforts to prevent it. And under the circumstances, we think the negligence of appellants was so much greater than that of appellee, that, when compared, that of the latter was slight, and rendered appellants liable for the injury.

The instructions given are in harmony with the views we have here expressed, and those refused announce different and incorrect rules of law, and the modifications made in appellants' instructions, before they were given, were proper.

The instructions, taken altogether, were as favorable as appellants were entitled to receive, and no error was committed in giving or refusing them. The judgment of the court below must be affirmed.

Judgment affirmed.

Crossing Railroad Tracks.

An important opinion has recently been delivered by Justice Sharswood, of the Supreme Court, relative to the law governing a certain class of railroad accidents. The case in point was that of Beale *vs.* The Pennsylvania Railroad Company, tried in the Common Pleas Court of Juniata county, before Judge Bucher. Mr. Beale was driving across the railroad track in the village of Patterson, and was struck and killed by an eastward bound train. It was not denied that he failed to stop before crossing. At the trial the Judge instructed the Jury in case they found the train could not have been seen or heard by the deceased, to find a verdict for the plaintiff, inasmuch as there was no occasion for stopping at the track when there seemed to be no danger. The case was taken to the Supreme Court on behalf of the widow and children, where the judgment of the lower Court was reversed in the following remarks made by Judge Sharswood: "There never was a more important principle settled, than that the fact of the failure to stop immediately before crossing a railroad track, is not merely evidence of negligence for the jury, but negligence *per se*, and a question for the Court. It was important, not as much to the railroad companies as to the traveling public. Collisions of this character have often resulted in the loss of hundreds of valuable lives—of passengers on trains—and they will do so again, if travelers crossing railroads are not taught their simple duty, not to themselves only, but to others. * * The Judge should, upon the uncontradicted evidence, have directed a verdict for the defendants." The Supreme Court further decide that the "duty of stopping is more manifest where an approaching train cannot be seen or heard, than where it can."

☞ The New Hampshire Legislature recently authorized the Nashua and Rochester Railroad Company to issue bonds to the amount of $700,000, provided they were guaranteed by the lessees of the road—the Worcester and Nashua Railroad Company. The stockholders of the latter road, at a meeting on the 26th ult., voted to accept the act and guarantee the bonds.

☞ The gross earnings of the Northern Central Railway and branches for the six months ending June 30, 1873, were $2,403,409 47, the expenses $1,828,638 77, and the net earnings $574,770 70. For the corresponding six months of 1872 the earnings were $2,076,552 33, the expenses $1,667,453 77, and the net earnings $409,098 56—showing an increase in earnings of $326,857 14, an increase in expenses of $161,185, and an increase in net earnings of $165,672 14.

☞ The Milwaukee and Fond du Lac Air Line Railroad was completed on Saturday, July 26.

Railway Progress in Egypt.

Egypt is making wonderful progress under the rule of the present Khedive. From a recent report of Mr. Rogers, British Consul at Cairo, we find that there are altogether about 750 miles of railroad now working in Egypt. There is a network of railways over the Delta placing most of the principal towns and villages in communication with each other. On the left bank of the Nile there is a railroad from Cairo and Rhoda. The northern terminus is at Embaba, a place just opposite Boulac, which is a suburb of Cairo, and trains are taken across the Nile on a railway ferry. But this ferry is only available during a portion of the year, owing to the rise and fall of the water of the Nile. It is the Viceroy's wish to facilitate the trade with Upper Egypt and Nubia; and for this purpose he intends to abolish the ferry, and carry on the line of railroad still on the left bank, in a northerly direction, as far as Tell el Barud, where it will join the main line, and to extend it in a southerly direction as far as Khartoum. There are telegraph lines on all the railroads, and in Upper Egypt, where there is as yet no railway.

Pittsburgh, Wheeling and Kentucky R. R.

An election was held in Brooke county, last Saturday, to determine whether the authorities should make an additional subscription to the Pittsburg, Wheeling and Kentucky Railroad of fifteen thousand dollars. From a gentleman who came down from Wellsburg, yesterday, we learn that all the precincts but one had been heard from, and that the majority in favor of making the subscription was one hundred and seventy-eight in excess of the three fifths vote required. The precinct yet to be heard from would not materially change the result either way. The board of commissioners of this county subscribed a like sum several weeks since, thus placing an ample fund for the completion of the road to the credit of the company.—*Wheeling Intelligencer.*

☞ The St. Clair and Carondelet Bridge Company have decided on a new railroad bridge across the Mississippi river at South St. Louis, about two miles below the centre of the city. The bridge will have two channel spans six hundred feet long, on the suspension principle, and two shore spans three hundred feet on the truss principle, the design and modes of S. R. Davis, a well known engineer of New Haven, Conn. The bridge will also be arranged for vehicles and foot passengers, and will be commenced as soon as the Government engineers have determined upon the site.

☞ The president and directors of the Wellington, Grey and Bruce (Ca.) Railway recently made an experimental trip over the second section of the line, from Listowel to Bluevale, a point within 4 miles of Wingham. The distance opened is 27¼ miles, and on the line there are 5 stations, Newry, Henfereyn, Ethel, Brussels, Bluevale. The remaining portion to Kincardine is proceeding very satisfactorily. Part of this railway will be opened for traffic purposes very shortly.

☞ The largest casting ever made in Harrisburg was turned out last week, at the foundry of the Harrisburg Car Manufacturing Company. The casting is thirty feet long, two inches thick, about eight feet wide, weighs about fourteen tons, and is intended as a bed plate for the engine being constructed at the Machine Works for the new water works.

☞ The Levant *Times* states, that another section of the railway from Keupruli to Uskup has been finished and is only waiting for the arrival of a Government Commission of inspection from Constantinople to be opened to public traffic. The whole length of the line from Salonica to Uskup is 148 miles. The section from Uskup to Mitrovitza towards the Servian frontier is progressing, and if the Servians would only put their shoul'ders to the wheel and begin their portion of the Turkish network and construct it as quickly and as well as the Turks are doing theirs, four years hence we may have the Indian mails landed at Salonica!

☞ Sir Hugh Allen has been elected President, Louis Beaubien, M. P., Vice-President, Mr. De Bellefeuille secretary-treasurer, and Mr. Murphy, managing director of the Northern Colonization Railway Company. The tenders received for the whole road are now under consideration, and there is every prospect that the work of construction will be commenced at an early date.

☞ Austria and Hungary have been making great progress in the development of railways during the last few years. In 1867 they had 826 German miles of line in operation; in 1872 the total had risen to 1,812 German miles.

☞ The stockholders of the Cincinnati and Baltimore Railroad have determined to construct a branch from its main line, near Eighth Street to a connection with the Ohio and Mississippi Railroad in Storrs Township.

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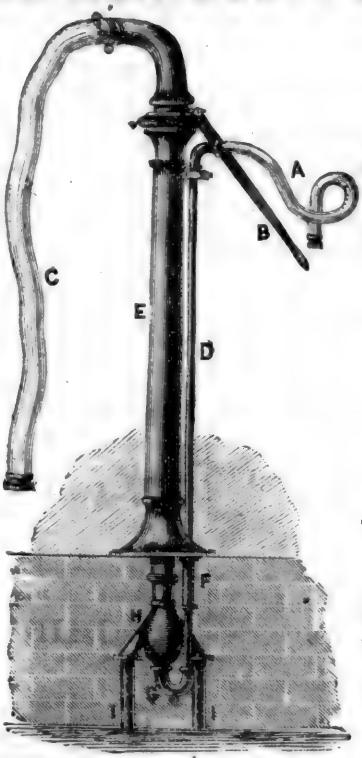
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Opening of the Union Railroad.

Yesterday, at 9.20 A. M. the first train of cars passed through the Union Railroad tunnel, and two other trains passed through later in the day. At that hour the fast train from Washington for New York arrived at the Potomac depot, at Charles street, and in ten minutes it passed through the tunnel, which is 3,410 feet long, and sped on its way northward on the Philadelphia, Wilmington and Baltimore track which forms a junction with the Union Railroad near Bayview Asylum. But one track is laid in the tunnel, but the ballasting for the second track is being put in as rapidly as possible. The cars moved over the track yesterday with great steadiness, the rails in the tunnel being laid with four feet of stone ballasting to give the utmost firmness.

The north bound trains have the right of way over the Union Railroad, an arrangement having been made by which a through train from Washington *via* the Union and Baltimore and Potomac Railroads is established, and through checks and tickets will be given and received *via* the Baltimore and Ohio Railroad, and cars will be switched off at its junction with the Union Railroad for those who prefer that route.

Live stock reaching the city by the Northern Central Railroad is transferred through by the tunnel to the Calverton scales, on the western suburbs. Live stock for the North passes through the tunnel to the east side of the city. Live stock can be thus transferred to this market and to different points in the city and be known only to those interested in regard to it. Two thousand hogs passed through the city Wednesday morning, and no resident of Lexington or Fayette streets was annoyed. It is intended now to deliver hogs to butchers in East Baltimore through this tunnel, but in case such an arrangement cannot be made with the company, the hogs for that section of the city will be well dressed and hauled through the streets.—*Balt. Sun*, July 25.

Green Bay and Lake Pepin Railroad.

The distance between Merrillan, the present western terminus of the Green Bay and Lake Pepin Railroad, and Winona, is between 55 and 60 miles, the country, the Trempealeau valley, being a thickly settled and rich farming country, interspersed at frequent intervals with thrifty and prosperous villages like the New England States, and needing only railroad communication to make them among the most desirable locations in the State. Vast expanses of fields of waving grain, ripening for the sickle, stretch in every direction, and the scenery is magnificent. Twenty-five miles of the road from Merrillan westward are already graded ready for the ties and iron, and it is anticipated that the road will be completed to Winona by the 1st of October. Arrangements are already perfected by which the company will use the Winona and St. Peter Railroad bridge across the Mississippi at Winona. West of Merrillan, the country is destitute of timber both hard and soft, and all the lumber used has to be hauled by teams, some of it a long distance, for building purposes, fencing, etc. The same is true on the line of the Winona and St. Peter Railroad; and the Green Bay and Lake Pepin Railroad will open a new market for the lumber of northeastern Wisconsin.—*Green Bay Advocate.*

☞ F. C. Capreole, President of the Huron and Ontario Ship Canal Co., arrived in Chicago, recently, with Mr. Blaine, a prominent member of the Dominion government. Their mission is to call a meeting of the shippers, Board of Trade and Governors of the Northwestern States, and exhibit to them minutely prepared plans and specifications of the projected canal. The proposition is to run a canal from Georgian Bay and the arm of Lake Huron to the head of Lake Ontario, passing through Lake Simcoe, and it is believed that its advantages to Western shippers will insure its completion.

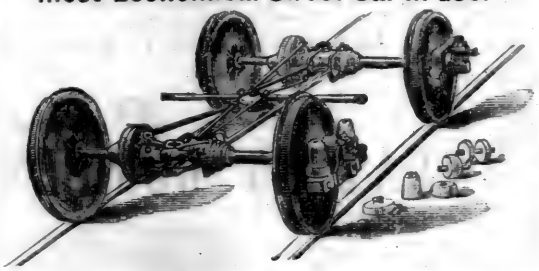
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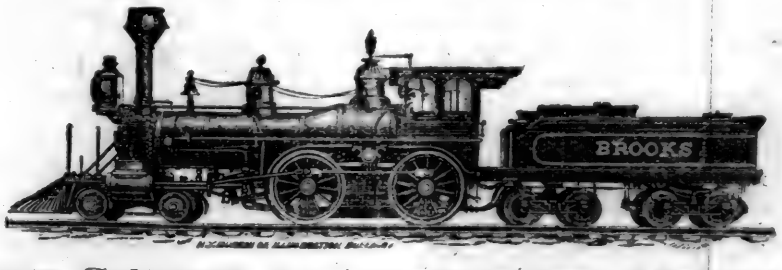
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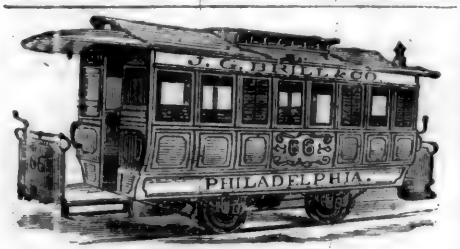
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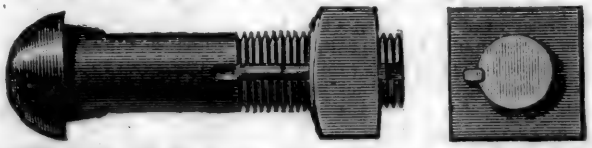
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THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

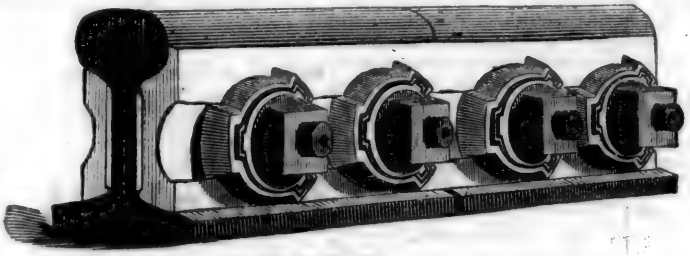
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

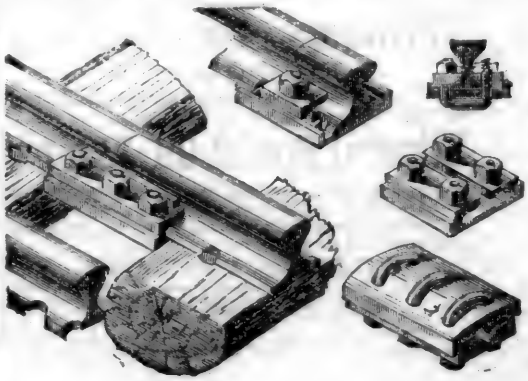
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 9, 1873.

A Parallel Railroad to Boston.

The New Haven, Middletown and Willimantic (Air Line) Railroad was opened from Middletown to Willimantic on the 26th of April, 1873. In reference to the connections of this road, the Middletown correspondent of the New Haven *Palladium* says:

The distance from New Haven to Willimantic is 50 miles, from thence to Putnam about 24, from Putnam to Blackstone 26, from Blackstone to Boston 36, making 136 miles from New Haven to Boston. From Blackstone to Providence is 18 miles, making 118 miles from New Haven to Providence, via the Paovidence and Worcester Railroad from Blackstone. From Willimantic to Providence, via the Hartford, Providence and Fishkill Railroad, is 59 miles, making 109 miles from New Haven to Providence via Willimantic, which is three miles less than the Shore Line route. From New Haven to Boston, via the Shore Line, is 156 miles, which is 20 more than by the Air Line. From New Haven to Boston, via Springfield, is 160 miles. The distance from New Haven to Worcester, via the Air Line to Putnam, is 100 miles; via Springfield, 116; via New London and Norwich, 128. The distance from New Haven to Norwich, via Willimantic, is only 24 miles further than by New London. It is evident that the fares from New Haven, via the Air Line, to Norwich, Providence, Worcester and Boston will not be any higher than by the present routes, and the running times of trains between these places will be as quick as by the old routes. Of course, Middletown will reap greater accommodations than any other city, but New Haven will gain the advantage of having a completed line eastward.

Northern Pacific Railroad Terminus Settled.

We understand that the Northern Pacific Railroad Terminus Commissioners—Judge Rice and Capt. Ainsworth—appointed to select a terminus for the main line of the Northern Pacific Railroad on Puget Sound, have, after a very careful examination of various harbors on the sound, and after having given full hearing to all parties interested, and maturely considering all propositions for aid, by different localities, some of which have been exceedingly liberal, have finally selected a point on the south side of Commencement Bay, in township 21, range 3 East, of Willamette meridian, for that terminus.

In this, we think the commissioners have acted wisely, as the harbor selected cannot be excelled for salubrity of climate, extent, safety, and ease of access both by sea and land, by any harbor in the world. Persons interested in particular locations may for the moment be disappointed in the action of the commissioners, but the commercial world will unhesitatingly approve.

By reference to a map of the country, it will be seen that the location selected is at the head of deep water on Commencement Bay, south of the present town of Tacoma, and combines more advantages for a great commercial city, destined to represent and become a great emporium of trade, beyond any other mart on the Pacific coast, and we sincerely feel assured is to become the second city of the New World.—*Kalama (W. T.) Beacon.*

☞ The extension of the Lexington and Arlington Railroad to Concord has been completed. The new road is leased to the Boston and Lowell for thirty years, the latter company to work the line and keep it in repair, paying six per cent per annum on the cost of its construction ($250,000), reserving the right to purchase the same at cost at the expiration of the lease or at any intervening period.

☞ At the recent annual meeting of the shareholders of the Erie and Niagara Railway Company, the following gentlemen were elected directors: William A. Thomson, M. P., Milton Courtright, Sydney Dillon, John Ross, O. S. Chapman, B. F. Ham and Kenyon Cox. Mr. Thomson was afterwards elected president of the company.

☞ The survey for the continuation of the Chesapeake and Ohio Canal, authorized by Congress last winter, has been commenced.

Wisconsin Central Railroad.

We heard early in the spring that the Wisconsin Central Road designed this year to commence the building of its road from Portage City to Stevens Point, a distance of sixty-eight miles. First we did not credit it, but the persistent efforts of Governor Washburn to prevent the company from obtaining the land grant unless it constructed this section, has brought about its good fruit. The engineers are now at work on the whole line; and as most of the towns on the route have voted some aid, it is probable that the road will be put under contract this season. ☞

The towns north of Portage will be largely benefitted by this improvement. The road pronge at Stevens Point, one line goes to Menasha and the other to Portage City, and as Portage City and Menasha are about equi distant from Milwaukee, passengers can come on either route in about the same time. The lumber at Stevens point can by this road be readily distributed through the towns on the Fox river. That will be a great advantage to farmers in that section, as lumber on account of the uncertain navigation of the upper Fox, is at times very dear.—*Milwaukee Wisconsin, July 30.*

A New Railroad to Baltimore.

A corps of engineers in the employ of the Pennsylvania Railroad Company is now engaged in making a preliminary survey of the route for a branch or extension of the main line of that road to Baltimore. The new road will leave the main stem near Penningtonville—the point at which the latter turns to the northwest to pass through the Gap into the Pequea Valley—and keeping the same southwesterly course which the parent line has maintained through the Chester Valley will pass by Quarryville and the Buck, beyond which latter place it will strike the headwaters of Fishing creek, and will follow this stream to its mouth, where it will reach the Susquehanna at an elevation of some sixty feet above the bed of the river; running now up the river, the road will follow along the side of the bluff, gradually descending to Phites' Eddy, at which point a bridge will be thrown across the Susquehanna, the piers resting on the islands which are here conveniently located in the river. On the York county side the road goes up the valley of Muddy creek, and connects at an eligible point with the Northern Central Railway.

The engineer corps commenced their survey at Phites' Eddy and have now reached a point near the Buck. They believe thatthey have now secured a proper grade; a year or two ago the same route was surveyed at the instance of the Pennsylvania Railroad but it was found that Fising creek descended so rapidly to the river as to

make the grade, following along the bed of the stream, impracticable; this difficulty has been overcome in the present survey, by taking the line along the hillsides bordering the creek, striking the river high up on the bluff and following up its course for between one and two miles to Phites' Eddy.

The contractors on the Columbia and Port Deposit road are rapidly finishing up their work and in the course of two or three months the whole line will be graded, and if the Pennsylvania Railroad is disposed to put the road at once in operation, there is nothing to prevent its being placed in running order by next spring.—Col. McGoven, who has a section of three miles above Cully's falls, tells us he will be done inside of two months. The work below Phites' Eddy is in an equal state of forwardness; between the eddy and Cully's falls a good deal of work remains to be done, but it is not heavy and need cause no delay.—*Lancaster (Pa) Intelligencer.*

Milwaukee and St. Paul Railway.

We have received a copy of the Report of this company for the year ending December 31, 1872, from which we learn that the number of miles of road owned and operated by the company during the year was 1,283, exclusive of side and double tracks—being an increase over the year 1871 of 265 miles. In addition to the 1,283 miles, the company owned from Winona to La Crescent, 27 miles; but this line was not completed or operated during the year 1872. The terminal points and distances are as follows:

	Miles.
Milwaukee to St. Paul, via Prairie du Chien	495
Milwaukee to La Crosse, via Watertown	166
Milwaukee to Portage City via Horicon	95
Horicon to Berlin and Winneconne	58
Watertown to Madison	87
Milton to Monroe	42
Calmar to Algona	126
Conover to Decorah	10
Austin to Mason City	40
Mendota to Minneapolis	9
La Cresent to St Paul	130
Hastings to Glencoe	75
Sabula to Marion	87
Total miles owned by the company	1,310

Since the close of the year 1872, the company has acquired the Chicago, Milwaukee and St. Paul Railway, extending from Chicago to the State Line, and the Wisconsin Union Railroad, extending from the State Line to Milwaukee—the cost of which is not included in this report. The company now own a completed line of railway from Chicago, by way of Milwaukee and La Crosse, to St. Paul, which is the shortest and most desirable route between those cities; also affording the best connection between the Northern Pacific and the great system of roads terminating at Chicago. The distance by this new line is 410 miles.

The company also own $2,001,000 of the capital stock of the Western Union Railroad, being a majority of the capital stock of that company.

The cost of the 1,283 miles of road, including equipment, supplies, bridges and elevators is as follows:

Mortgage bonds	$23,965,500
Preferred stock	10,827,777
Common stock	13,398,554
	$48,189,831
Less cost of Western Union	1,500,750
Cost of 1,283 miles ($36,390 per mile)	$46,689,081

The equipment of the road at the close of 1871 and 1872 compares as follows:

	1871.	1872
Locomotives	155	182
Passenger cars, 1st class	81	62
" " 2d class	11	32
Sleeping cars	9	9
Baggage, mail and express	62	56
Box freight and caboose	2 470	2,720
Flat	590	629
Boarding	....	2

In the following table are shown the mileage of trains, the passenger traffic and the freight traffic on all the roads collectively for the years 1871 and 1872:

Mileage:	1871.	1872.
Passenger trains	1,023,376	1,164,170
Freight trains	2,296,027	2,619,631
Wood and gravel trains	365,386	429,811
Total mileage	3,684,789	4,213,612
Passengers carried	849,631	956,172
Do. carried one mile	45,729 478	49,193,242
Freight (tons) carried	1,463,156	1,697,826
Do. carried one mile	178,676,258	187,361,638
Pass. revenue per mile	3.65 cents.	3 59 cents.
Freight revenue per mile	2.54 cents.	2.43 cents.

The following is a comparative statement of the earnings and expenses during the years ended December 31, 1871 and 1872:

Earnings from:	1871.	1872.
Freight	$4 444,568 11	$4,566,991 24
Passengers	1,698,469 28	1,775,714 84
Mail service	121,535 24	137,032 12
Express service	144,356 78	163,724 43
News service	5,360 09	5,803 36
Rents	7,169 40	4,128 55
Telegraph	5,691 48	5,248 62
Extra baggage	7,057 68	8,652 44
Sleeping cars	40,960 00	48,102 75
Elevator, "A"	89,841 37	105,566 65
Elevators, "B. & C"	97,992 90	100,606 78
Elevator, "D"	11,259 27	19,180 46
Stock yards	16,487 96	17,008 93
Total	$6,690,695 56	$6,957,771 18
Expenses (ordinary)—		
Repairs of track	$640,774 29	763,677 10
" bridges	50,009 16	56,833 06
" fences	17,421 76	27,057 30
" buildings	62,368 79	66,842 22
" loco'tives	242,710 54	250,248 87
" cars	376,560 53	598,275 06
" tools, etc.	38,312 40	43,164 89
Management and general office	115,515 56	128,820 62
Foreign agency & advertising	26,217 98	83,549 77
Station service	454,281 41	472,315 97
Conductors, baggage and brakeman	233,415 59	277,873 12
Engineers, firemen & wipers	295,839 34	329,486 58
Train and station supplies	106,639 05	124,592 89
Fuel consumed	519,094 61	581,597 70
Oil and waste	52 895 53	66,299 93
Personal injuries	11,184 31	13,561 68
Damage to property	14,718 62	18,835 95
Loss and damage of freight & baggage	9,547 08	8 011 86
Legal expenses	20,140 14	20,118 95
New York office exp.	19,360 57	11,700 19
Taxes	197,414 72	178,643 73
Insurance	12,761 64	24 430 14
Miscellaneous	16,856 64	15,340 02
Expenses (extraordinary)—		
Renewal of track	220,156 67	436,643 82
New bridges	20,062 85	19,988 74
New buildings	85,237 80	54,742 74
New tools & mach'ry	1,454 01	12,970 79
U. S. Gov. taxes	810 62	....
Mississippi ferry	41,348 81	53,409 23
Stock yard expenses	6,253 54	6,583 55
Total	$3,850,354 56	$4,695,615 97
Net earnings	$2,840,341 00	$2,262,155 21

The gross earnings of 1872, as compared with those of the previous year, show an increase of $267,075 62, and the expenses an increase of $845,261 41. The net revenue shows a decrease of $578,185 79. The per centage of expenses in 1871 was 58, and in 1872, 67 per cent. Expenses are divided as follows:

	Ordinary.	Extraordinary.	Total.
1872	$4,111,277 10	$584,338 87	$4 695,615 97
1871	3,525,030 26	325,324 30	3,850,354 56
Increase	$586,246 84	$259,014 57	$845,261 41

The earnings and expenses by operating divisions for the two years were as follows:

Gross earnings—	1871.	1872.
La Crosse division	$1,906,896 18	$2 191,920 19
Northern division	720,586 60	718,463 14
Prairie du Chien div.	2,139,116 75	1,810,081 66
Iowa and Minnesota and Iowa & Dakota divisions	1,924,096 03	1,782,989 05
River division	....	415,677 25
Hastings and Dakata division	....	22,386 83
Illinois and Iowa division	....	26,253 06
Total	$6,690,695 56	$6,957,771 18
Expenses—	1871.	1872.
La Crosse division	$1,082,274 42	$1,296,083 29
Northern division	441,023 63	498,066 89
Prairie du Chien div.	1,129,902 11	1,333,468 41
Iowa and Minnesota and Iowa and Dakota divisions	1,197,154 40	1,229,020 52
River division	....	259,881 93
Hastings and Dakota division	....	38,661 58
Illinois and Iowa division	....	80,433 35
Total	$3,850,354 56	$4,695,615 97
Net revenue—	1871.	1872.
La Crosse division	$824,621 76	$895,836 90
Northern division	279,562 97	220,396 25
Prairie du Chien div.	1,009,214 64	466,613 25
Iowa and Minnesota and Iowa and Dakota divisions	726,941 63	543,968 53
River division	....	155,795 32
Hastings and Dakota division	....	*16,274 75
Illinois and Iowa div.	....	*4,180 29
Total	$2,840,341 00	$2,262,155 21

* Excess of expenses.

The earnings, expenses and net revenue per mile of road in the two years compare as follows:

	1871.	1872.
Gross earnings	$6,572 39	$5,535 22
Operating expenses	3,782 27	3,735 57
Net revenues	$2,790 12	$1,799 65

It will be seen that while there has been an increase of $267,075 62 of gross earnings, there has been a decrease of $575,185 79 of net earnings. This decrease of net earnings is chiefly owing to the competition, and consequent low prices which prevailed during most of the summer of 1872.

The average price, per ton per mile, received for freight, for a series of years past has been as follows:

1865	3.76	1869	3.10
1866	3.76	1870	2.82
1867	3.94	1871	2.54
1868	3.49	1872	2.43

The expenditures made by the company during the year 1872, not charged to operating account, amounting to $490,480 55, were as follow:

New locomotives and cars	$106,614 10
Mississippi River Bridge at La Crosse	14,356 72
New buildings, turn-tables, etc., on new lines of road	105 221 76
New fences in Iowa and Minnesota	87,387 66
Depot grounds, wharfs, etc., in Milwaukee	20,920 18
New embankment at Mendota and Fort Snelling	10,509 37
Right of way	6,905 75
La Crosse freight burned	1,270 71
Survey Monroe & Dubuque Railroad.	749 00
New buildings and depot grounds at St. Paul	128,949 64
New shop grounds, Milwaukee	21,400 00
Depot grounds, Minneapolis	5,000 00
Depot grounds, Sabula	2,000 00
Depot grounds, Madison	217 00
Depot grounds, La Crosse	1,473 31
Purchase of road, Chicago and Milwaukee Division	119 00
Purchase of road, St. Paul Division	15,818 00
Purchase of road, Hastings and Dakota Division	3,481 11
Purchase of road, Illinois and Iowa Division	3,596 24
Shares of stock in connecting roads	4,500 00
Total	$490,480 55

During the year the Directors, by the authority of the Stockholders purchased the following roads:

The Hastings and Dakota, from Hastings to Glencoe, in Minnesota, 75 miles.

The Sabula, Ackley and Dakota Railroad, extending from Sabula to Marion, Iowa, 87 miles. This road connects by a ferry with the Western Union Railroad at Savanna, and

The St. Paul and Chicago Railway, from La Crescent to St. Paul, 130 miles.

For the purchase of these roads, on all of which there was an equipment in rolling stock, equal in value to $3,000 per mile, the bonded debt of the company, and common stock have been increased as follows:

For the purchase of the Sabula, Ackley and Dakota Railroad $1,485,000 of bonds, and $825 000 of common stock.

For the purchase of the Hastings and Dakota Railroad $1,350,000 of bonds, and $750,000 of common stock.

For the purchase of the St. Paul and Chicago Railway $4,000,000 of bonds; of this amount $3,000,000 were issued in 1872, and $1,000,000 in 1873, which last issue does not appear in the general account for the year 1872.

The company is also operating, under a lease for twenty years, the Oshkosh and Mississippi River Railway, from Oshkosh to Ripon 20 miles, paying as a rental 35 per cent of the gross earnings.

The company have paid two semi-annual dividends of 3½ per cent each, on the preferred stock of the company, out of the earnings of 1872, in cash. No dividends have been declared or paid on the common stock.

GENERAL ACCOUNT, December 31, 1872.

Cost of road and equipment	$47,375,529 18
Western Union Railroad stock	1,500,750 00
Materials on hand	410 611 23
U. S. Government P. O. Depart	42,589 43
Balances due from agents and other companies	269,716 28
Temporary loans to other railway companies	717,332 08
Bills receivable	5,640 00
Miscellaneous accounts	156 419 61
City of Hastings bonds	14,000 00
St. Paul, Stillwater and Taylor's Falls R. R. Co. stock subscription	15,000 00
City of St. Paul bonds	25,000 00
Madison and Portage Railroad b'ds	129,771 13
New rolling stock	106,614 10
Cash on hand	141,186 00
	$50,910,159 04

Capital Stock, ($24,224,331) viz:	
Capital stock, preferred	$10,825,777 00
" " common	13,398,554 00
Funded debt, ($23,986,023) viz:	
1st mort. 7s	5,514 000 00
" 8s, E. D. (Palmer)	791,500 00
" 7s, Iowa and Minn. Div.	3,808,000 00
" 7s, Minn. Central R. R.	192,000 00
" 7s, Iowa and Dakota Div.	1,008,000 00
" 8s, Prairie du Chien Div.	3,674 000 00
" 7s, St. Paul Div	3 000,000 00
" 7s, Illinois and Iowa Div.	1,485,000 00
" 7s, Hastings & Dak'ta Div.	1,350,000 00
2d mortgage 7-30s	1,815,000 00
" 7s	1,191,000 00
Income 7s	20,000 00
Milwaukee City 7s	233,500 00
Milwaukee and Western R. R. 7s	234,000 00
Real estate 7s	148,500 00
Incumbrances assumed	21,523 00
Accounts, ($2,699,805 04) viz:	
Unpaid pay rolls and bills	691,128 36
Loan account	148,182 19
Due other roads	56.617 18
Miscellaneous	159,116 54
Equipment fund Illinois and Iowa Div	28,617 51
Equipment fund Hastings and Dakota Div	42,894 53
Dividends unpaid	11,871 36
Coupon account	102,966 70
Income account	1,458,460 67
	$50 910,159 04

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Vice President.—RUSSELL SAGE, New York.

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Auditor.—J. P. WHALING, Milwaukee.

Purchasing Agent.—ROBERT WASON, Jr., Milwaukee.

The Hudson River Bridge.

On Saturday two engineers, Mr. Linville, President of the Keystone Bridge Company, and Mr. Crosby, arrived in Poughkeepsie to commence active operations in preparation for the building of our great bridge. They spent the day in taking observations, getting ready tools, &c., and early this week a party will begin examining the bottom of the river. The first locality examined will be on the line from the high bluff at the ferry landing to that on the opposite side. The spot where the first pier is to be placed will be indicated, and every part of the bottom on which it must stand will be thoroughly examined. For this purpose an apparatus will be used somewhat similar to that for boring artesian wells, the operation being as follows: A float is anchored over the point to be tried and the boring tool, encased in a tube, is let down, which penetrates the bottom and brings up, inside the tube, enough of the material to determine its nature. In this way not only the exact distance down to the bed rock is shown, but the depth and character of the earth or mud deposited over it, and the nature of the rock itself. The location of each pier will be examined in the same way, and, if all is found favorable, work will immediately be begun. If the foundation proves bad another line will be taken, or perhaps two or three will be examined before the exact spot where the bridge will be built is determined.

This work of surveying the bottom of the river is, of course, most important, as the stability of the entire structure depends on the foundation of the piers, and, no matter what it costs, they must be carried down to the solid rock. Very much of the expense of building the bridge depends on the depth at which rock is found, and the nature of the rock when reached. At St. Louis it was necessary to dig down many feet below the river bottom, in one instance nearly 150 feet, through all sorts of obstructions, hulls of old sunken vessels, &c., which had been covered by the sand. The builders of the Brooklyn bridge also found it necessary to penetrate a great distance through hard earth mixed with bowlders, but here no such difficulties are anticipated. The preliminary surveys show that the rock is probably only overlaid by a few feet of mud, and if this is the case the obtaining of a good solid foundation will be easy. The apparatus to be used here is one that was made for the East River bridge, and will be managed by Mr. Crosby, who has had experience in this kind of work.

It will probably take several weeks to complete the examination, but as soon as it is completed ground will be broken and work commenced on the shore abutments. Whether the piers will be built by sinking caissons or by surrounding them with coffer dams will depend on the results of the examination of the bottom, but work on these two will be pushed forward as rapidly as possible. For both abutments and piers, stone of the best quality is required, that will quarry out in large blocks, stand weather, and resist the greatest pressure without crushing. A competent man is now engaged in the stone quarries near Poughkeepsie, to see if stone of the kind required can be found in them. It is said that at a point on the Connecticut Western Railroad it can be procured, and perhaps it can be obtained nearer by.

Detailed plans for the superstructure of the bridge have not yet been made, but it will be what is known as the Linville Truss, a modification of the ordinary iron truss, having certain peculiarities of bracing, fastenings, &c., invented by Mr. Linville, from whom it takes its name. This gentleman, who is one of the first, if not at the head of the bridge engineers of this country, will make the Poughkeepsie Bridge his especial care, as he considers it the grandest structure of the kind ever projected, and when completed it will be a masterpiece—one of the wonders of the world.—*Poughkeepsie Eagle, July 21.*

☞ A plain has been submitted to the Canadian Government by which it is proposed to shorten the time of travel between London and New York to seven days and three hours. The purport of the plan is to push the railway system of this continent to St. John's, Newfoundland, from which place to Valentia Bay Ireland, is only 1,600 miles, which it is contended could be made by ocean racers in 100 hours, and from thence to London in sixteen hours. On this side it is proposed to fill the gap by a branch from the main lines from New York to Montreal and Quebec to a point known as Shippegan, on the Gulf of St. Lawrence. Here passengers and mails would take a steamer to St. George's Harbor opposite, on the Gulf coast of Newfoundland, where cars would flash them across the 250 miles, whence the ocean steamers would immediately sail.

☞ The puddlers in the Phœnixville (Pa.) Iron Works struck for higher wages on the first of April and the company laid not a straw in their way. Now after having lain idle nearly four months, they go to work at their former wages, and only on condition that they have nothing more to do with the Union.

☞ The stockholders of the Old Dominion Steamship Company have decided to increase the capital $200,000, the increase to be used in building two new steamers for the line. The contract is already made for building one of the steamers.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100	3 280.000	J. & J.	July '73 3½
Allegheny Valley	50	2,246 350	— & —	----------
Atlanta and West Point	100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf	100	3,693 200	— & —	----------
" " pref.	100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*	100	39,494,900	M. & S.	Mar. '73 2
" " new 1870	100	1,500,000	— & —	----------
Avon, Genesee & Mt M.*	100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio	100	13,151,962	M. & N	May '73 5
Washington Br.	100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref	50	5,680 685	— & —	----------
Berkshire*	100	600,000	J. A J. & O	July '73 1½
Boreburg & Corning.*	50	250,000	J. & D.	Dec. '72 2½
Boston and Albany	100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.	100	633.200	— & —	----------
Agricultural Br guar	100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref	100	800,000	M. & N.	May '73 3
Boston and Lowell	500	2,852,900	J. & J.	July '73 4
Boston and Maine	100	6,816,807	M & N	May '73 4
Boston and Providence	100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*	100	950,000	F & A.	Feb. '73 3½
Burlington and Mo. Riv.	100	5,636,000	M. & S.	Mar. '73 5e
" " pref.	100	1,485,900	M & S.	Mar. '73 5e
Camden and Amboy*	100	5,847,800	J A J.O.	July '73 2½
Camden and Atlantic	50	379,020	— & —	----------
" " pref.	50	752,700	— & —	Oct. '72 3½
Cape Cod	50	1,020,330	J & J.	Jan.'72 2½
Cape May and Millvil e*	50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv	50	426,900	Novemb.	Nov.'71 6
Catawissa*	50	1,1 9,500	— & —	----------
" pref.	50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*	50	689,111	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*	100	6,850 400	M. & N.	May '73 1½
" " pref.	100	769,600	F. & A	Aug. '73 3½
Central of Georgia	100	4,666,800	J & J	July '73 5
Central of New Jersey	100	20,000 000	J.AJ&O.	July '73 4
Central Ohio*	50	2,425,000	J. & D.	June'73 5
" pref	50	400,000	J. & D.	June '73 3
Chemung*	100	380,000	J.A.J&O	July '73 1½
Cheshire, preferred	100	2 100,000	J. & J.	Jan. '73 3
Chicago and Alton	100	8 929,900	M. & S.	Mar. '73 5
" " pref.	100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy	100	18 852,910	M. & S.	Mar. '73 5e
Chicago, Iowa & Nebras*	100	3,916 300	J. & J.	July '73 4
Chicago & N. Western	100	15,033,480	J. & D.	Dec. '72 3½
" " pref.	100	21,229,563	J. & J.	July '73 3½
Chicago, R I & Pacific	100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton	100	3.500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*	50	2,980,550	— & —	Apl. '72 10e
" " pref.	50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind.	100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*	50	2,057,589	M. & N.	May '73 3½
Cleveland & Pittsburg*	50	11,236,150	F.M.A.N	May '73 1½
Col., Chic. & Ind. Cen.*	100	13,000,000	----------	----------
Columbus and Xenia*	50	1,786,800	M.J.S.D.	June'73 2
Colum. & Hocking Val.	100	2,500 000	F. & A	Aug '73 5
Concord	100	1,000,000	M. & N.	May '73 5
Concord and Ports.*	100	350,000	J. & J.	July '73 3½
Conn. & P. asum p. biv.	100	2,100,000	F. & A.	Aug. '73 3
Connecticut Riv	00	1,350,000	J. & J.	July '73 5
Cooperstown and Susq	100	307,383	— & —	----------
Cumberland Valley	00	1,494,250	A & O.	Apl. '73 4
Danbury and Norwal	50	400,000	M.J.S.D.	Dec '71 4
Delaware*	50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn.	50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee*	50	822,140	— & —	----------
" " pref.	50	2,096,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*	100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*	50	1,399,200	J. & J.	July '73 3
East Mahanoy*	50	392,950	J. & J.	July '73 3
Eastern (Mass.)	100	4,262,600	J. & J.	July '73 2 3
Eastern (N. H.)	100	492,600	J. & J.	July '73 3
Elmira, Jef & Canand*	100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport*	50	500,000	M. & N.	May '73 2½
" " pref.	50	600,000	J. & J.	July '73 3½
Erie Railway	100	78,000,000	March.	Mar. '73 1½
" pref.	100	8,539,91c	J & J.	Mar. '73 3½
Erie and Pittsburg*	50	1,090,250	M.J.S.D.	June'73 1½
Fitchburg	100	4,000 000	J. & J.	July '73 4
Georgia	100	4,186,000	J. & J.	July '73 4
Grand River Val.* guar	100	1,000,000	— & —	----------
Grand Trunk, (Ca.)	100	14,367,946	— & —	----------
Great Western, (Ca.)	100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph	100	4,151,700	F. & A.	Aug. '70 3½
" " pref.	100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)	50	116,850	M. & N.	May '73 5
Harlem Extension	100	4,000,000	— & —	----------
Harrisburg & Lancaster*	50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref.	100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top.	50	880,000	— & —	----------
" " pref.	50	450,750	J. & J	July '68 3½
Illinois Central	100	25.280,51	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf.	50	7,885,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*	100	4,625,000	— & —	----------
Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J	Jan. '66 5
Joliet and Chicago*	100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*	100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So.	100	19 466,500	F. & A.	Aug. '73 4½
" " (guar.)	100	533,500	F. & A.	Aug. '73 5
Lawrence*	100	260,200	— & —	----------
Leeds and Farmington*	100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna	50	8,739,800	M & N.	May '67 5
Lehigh Valley	50	21,468 800	J.A. J.O.	July '73 2½
Little Miami*	50	5.871,45	J.A. J.O.	Apl. '73 2
Little Schuylkill*	50	2,646,100	J. & J.	July '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island	50	3,000.000	M. & S.	May '73 10e
Louisv., Cin. and Lex	50	1,623,483	J. & J.	July '69 3
" " pref.	100	848,700	J. & J.	July '72 4½
Louisville & Nashville	100	8,980,000	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi	100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	100	200 000	A. & O.	Apl. '73 3
Lykens Valley	20	600,000	F.M. A N	Feb. '73 2½
Macon and Western	100	2,500,000	J. & J.	July '73 5
Maine Central	100	3,400,500	— & —	----------
Manchester and Law	100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati	50	1,372,891	— & —	----------
" " 1st pref.	50	8,130,719	M. & S.	Sep. '66 3e
" " 2d pref.	50	4,460,368	M. & S.	Sep. '66 3e
Massawippi*	100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston*	25	5,312.725	J. & D.	Jan. '68 3
Michigan Central	100	17,989 548	J. & J.	Jan. '73 4e
Mill Creek & Minehi l*	50	323 375	J. & J.	July '73 5
Milwaukee and St. Paul	100	11,822,878	J & J	Dec. '70 7e
" " pref.	100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.*	50	3,856.450	J. & J.	July '73 3½
Morris and Essex*	50	14,008,100	J & J	July '73 3½
Nashua and Lowell	100	800,000	M. & N.	May '73 5
Naugatuck	100	1,877 900	F. & A.	Aug. '72 6½
Nesquehoning Valley*	50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*	100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton	100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.*	50	1,500,000	J. & J.	Aug'69 12e
N Haven & Northamp	100	605 000	J. A. J.	Sept '72 3
New Jersey*	100	7,295,200	J. A. J.O.	July '73 2½
New London Northern*	100	1,418.800	J. & J	Jan '73 5
N. Y. Cen. & Hudson R.	100	89,428,330	A. & O	Apl. '73 4
New York and Harlem	100	8,500,000	J. & J.	July '73 4
" " pref.	100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf	100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston	100	2,000,000	J. A. J.O.	July '73 2½
Niag Bridge & Canand*	100	1,000,000	J. & J	Jan. '73 3
North Carolina*	100	4,000,000	Irregular.	Jan. '73 3
N. Eastern (N. C.) pref.	100	111,000	M. & N.	May '67 4
North Pennsylvania	50	3 150,150	January.	Jan. '72 5e
Northern Central	50	5 842,000	M. & N	Nov.'72 3
Northern N. Hampsh	100	3,068,400	J. & D.	June'73 4
Northern New Jersey*	100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*	100	2 823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.	100	3,077,800	J. & J.	Jan '73 3
" pref.	100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi	100	19,995,847	J.A. J.O.	----------
" " pref.	100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R.	50	4,250,450	J.A. J.O.	July '73 3
Old Colony & Newport	100	6,297,900	J. & J.	July '73 2½
Oswego and Syracuse*	100	482,400	F. & A.	Feb. '73 1
Pacific of Missouri	100	3,635,750	— & —	July '73 1½
Panama	100	7,000,000	J.A. J.O.	July '73 3
Paterson and Hudson*	100	630,000	J & J.	July '73 4
Paterson and Newark*	100	600,000	J & J.	----------
Paterson and Ramapo*	100	248,000	J. & J.	July '73 3
Pember. & Hightstown*	50	342,150	J. & J.	Jan. '71 3
Pennsylvania	50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*	100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie*	50	6,004,300	J. & J.	----------
" " pref.	50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn*	50	1,626 250	M.J. S.D.	June'73 3
Philadelphia & Reading	50	32.684,375	J. & J.	July '73 5
" " pref.	50	1,551,800	J. & J.	July'73 5
Phila. and Trenton*	100	1.259,100	J.A. J.O.	July '73 5½
Phila., Wil. & Balt.	50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*	100	19,714,285	J A. J.O.	Apl. '73 1½
" Special Imp.	100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams.	100	410,000	J. & J.	July '73 3
Portland and Kennebec.	100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.	100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm	100	1,500,000	J. & J.	July '73 5
Providence & Worces.	100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston	100	1,500,000	J. & J.	July '73 5
Rensselaer & Saratoga*	100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*	110	557,500	— & —	----------
Rome, Watert. and Ogd.	100	2,998,900	J. & J.	July '73 3½
Rutland*	100	2,700,000	— & —	----------
" preferred	100	4,300,000	F. & A.	Aug '73 3½e
St. Croix and Penobscot	100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute	100	2,300,000	— & —	----------
" " pref.	100	2.040.000	May.	May '68 7
St. Louis and Iron Mt.	100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.	100	12,000,000	----------	----------
" " pref.	100	12,000,000	----------	Nov. '72 4½
Saratoga and Schenec.*	100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley*	50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke	100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.*	50	869,450	F. & A.	Feb. '73 3
Shore Line*	100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*	100	438,300	J. & J.	Jan. '72 3
South Carolina	100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *	100	3,939,900	F. & A.	Feb. '73 4
Staten Island	100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*	100	445,700	J. & J.	Jan. '72 3½
Stony Brook*	100	267.300	M. & N.	May '72 3
Summit Branch*	50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)	100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	100	1,670,139	— & —	July '73 3
Taunton Branch	100	500,000	J. & J.	July '73 4
Terre Haute & Indiana	100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.	100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.	100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*	100	274,400	J. & D.	Dec. '71 2½
Utica and Black River	100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*	100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass	100	$2,880.000	M. & N.	May '73 2
Warren (N. J.)	100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley	100	225,000	A. & O.	Apl. '72 2½
West Jersey	100	1,200,000	F. & A.	Feb. '73 4
Winchester & Potomac*	100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*	100	500,00	J. & J.	July '72 3½
Worcester and Nashua	75	1,400,555	J. & J.	July '73 2½

HORSE-POWER R. R.

Albany City	100	110,300	— & —	---------- 2½
Baltimore City	100	80 000	F. & A.	Aug.'72 1
Bleecker st. & F Fy. (N Y)	100	900.00	— & —	----------
Boston and Chelsea	100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)	100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)	100	2,100,000	J. & D.	Jan.'70
Brooklyn City	100	1,500.000	F.M.A.N	May '73 3
Brooklyn City & Newt.	100	600,000	J. & J.	July '70
Brooklyn and Jamaica	100	488 100	— & —	----------
Bushwick (Brooklyn)	100	304,000	J. & J.	July '71 3½
Jambridge	100	727,800	A. & O.	Apl.'73 4½
Cen. Park, N & E. Riv.	100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)	5	500,000	J. & J.	July '73 7
Citizens' (Pbg.)	50	200,00	M. & S.	Nov. '71 7
Coney Island & Brookl	100	800,000	— & —	----------
D. Dock, K. B'dw. & Bat.	100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)	100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark	100	200,000	— & —	---------- 3
42nd St. & G St. Ferry	100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.)	50	491 750	J. & J.	July '73 5
Germantown (Ph.)	50	1,100.000	J. & J.	July '73 3
Girard College (Ph.)	50	800,000	J. & J.	July '71 3
Grand St. and Newton	100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm.	50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.)	25	105,00	A. & O.	Oct. '71 6
Lynn and Boston	100	200 000	— & —	----------
Malden and Melrose	100	200,000	— & —	----------
Metropolitan (Boston)	50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)	100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)	100	197,320	— & —	----------
Orange and Newark	100	282,555	— & —	----------
Philadelphia City	50	750,000	J. & J.	July '73 4
Philadelphia and Darby	50	200,000	J & J.	July '71 2
Phila. and Grey's Ferry	50	284,77	J & J.	July '73 2½
Pbg, Alleg. & Manchester	50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)	100	888,100	J.A. J.O.	July '73 2
Second & Third St. (Ph.)	50	902,100	J. & J.	July '73 5
17th & 19th streets (Ph.)	50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)	100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)	100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)	50	1,000,000	J. & J.	July '73 1
Somerville (Boston)	100	75,000	M. & N.	May '73 3
South Boston	100	400,000	J.A. J.O.	July '73 2½
Union (Boston)	100	200,000	----------	July '72 7½
Union (Phila.)	50	400,000	J. & J.	July '72 6
West Philadelphia	50	400,000	J. & J.	July '73 3

CANALS.

Chesapeake & Delaware	50	1,983,558	J. & D.	June'73 3
Chesapeake and Ohio	25	8,229,594	— & —	----------
Delaware Division	50	1,833,350	F. & A.	Feb. '73 4
Delaware and Hudson	100	15 000 000	F. & A	Aug. '73 5
Delaware and Raritan*	100	5,847,400	J.A. J.O.	July '73 2½
Erie of Pennsylvania	50	64,000	— & —	----------
Lehigh Coal & Navigat.	50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.	50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)	100	1,025,000	F. & A.	Aug. '72 2
" (preferred)	100	1 175,000	F. & A.	Aug '72 5
Pennsylvania	50	4,337,950	— & —	----------
Schuyl. Nav. (common)*	50	1,908,207	F. & A.	Feb'73 30c
" " (pref.)	50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water	50	2,002,746	— & —	----------
Union	50	2,907,850	— & —	----------
" preferred	50		— & —	----------
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 –

MISCELLANEOUS.

Adams Express	100	10,000,000	M.J. S.D.	June'73 2
American Coal	25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.	100	18,000,000	J. & J.	July '73 3
Ashburton Coal	50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship	100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City	100	1,000,000	— & —	----------
Butler Coal	25	500,000	J. & D.	Dec'69 85c
Canton	100	731,250	— & —	----------
Consolidation (Md.) Coal.	100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.	100	500,000	— & —	Apl. '73 6
Maryland Coal	100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold	100	2,836,600	— & —	----------
" pref	100	8,693,400	— & —	----------
" certif	100	2,324,000	J. & J.	----------
Pacific Mail Steamsh p.	100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel.	25	3,000,000	----------	---------- 2½
Pennsylvania Coal	50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car	100	4,000.000	F.M.A.N	Feb.'71 5
Quicksilver, common	100	5,700,000	— & —	----------
" preferred	100	4,300,000	— & —	----------
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	10	1,000 000	— & —	----------
United States Express	100	6,000,000	F.M.A.N	Aug '73 2
United States Trust	100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp	100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.	100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Aug. 1, 1873.					
Loan of June 14, 1858 ..... registered	86,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	118½
.. .. coupon	4,656,000	6	" "	1880	119¾
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,580 550	6	Jan. & July	1881	118½
.. .. coupon	63,755,800	6	" "	1881	119¾
Loan of Feb. 25, 1862 (5-20s) ..... registered	25,457,500	6	May & Nov.	1882	117
.. .. .. (5-20s) ..... coupon	187,446,900	6	" "	1882	117
Loan of March 3, 1863 ..... registered	53,653,500	6	Jan. & July.	1881	118½
.. .. coupon	21,446,500	6	" "	1881	119¾
Loan of March 3, 1864 (5-20s) ..... registered	2,291,700	6	May & Nov.	1884	116¾
Loan of June 30, 1864 (5-20s) ..... registered	32,389,450	6	May & Nov.	1884	116½
.. .. .. (5-20s) ..... coupon	34,118,100	6	" "	1884	117¼
Loan of March 3, 1865 (5-20s) ..... registered	36.285.400	6	May & Nov.	1885	116½
.. .. .. (5-20s) ..... coupon	119,148,750	6	" "	1885	119½
.. .. 2d series (5-20s) ..... registered	58,448.600	6	Jan. & July.	1885	116¾
.. .. .. (5-20s) ..... coupon	148,411,450	6	" "	1885	117¼
.. .. 3d series (5-20s) ..... registered	90,517.650	6	Jan. & July.	1887	117½
.. .. .. (5-20s) ..... coupon	224.495.050	6	" "	1887	119
.. .. 4th series (5-20s) ..... registered	14,025.500	6	Jan. & July.	1888	117¾
.. .. .. (5-20s) ..... coupon	24.309.750	6	" "	1888	118¾
Loan of March 3, 1864, (10-40s) ..... registered	140,516,350	5	Mar. & Sept	1904	112¾
.. .. .. (10-40s) ..... coupon	54,251.950	5	" "	1904	115¾
Consols of July 14, '70 & Jan. 20, '71. registered	141.816.800	5	F. M. A. & N.	1881	114¾
.. .. coupon	89,587,300	5	" "	1881	114¾
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14,000,000	3	.....	irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,623,512	6	Jan. & July.	'95-'99	114¾
U. S. Notes and Fractional Currency.....	400,452,343	nil	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'88-'92	47½
.. Bonds (new), 1866, '67 and '72.....	2,586,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'86	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,590):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386 000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935.500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,78 ,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10.494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276.500	7	Various.		....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1886	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1890	84
Illinois—($2,133,634):				'90-'92	
.. Interest Bonds, inscribed stock, 1847....	971.834	6	Jan. & July.		....
.. Refunded Stock Bonds, 1859	348.000	6	" "	1878	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	77-'78	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,386,675):			Jan	1881	
.. State Bonds (various) 1863 to 1864.....	110.675	6	". & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7		'83-'84	....
Kentucky—($2,750,510):				'76-'89	
.. State Bonds 1834 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.		....
Louisiana—($21,214,800):				'93-'98	
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	1893	48½
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	'86-'88	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	1907	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1886	....
.. .. .. 1866	1,000,000	8	Various.	1875	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1910	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1899	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	10-'11	....
.. State B'ds N.O., Mob. & Chat. R.R.) '70 '71	3,250.000	8	Jan. & July.	1906	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1889	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1898	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.		....
Maine—($7,227,900):				'73-'78	
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'83-'89	....
.. War and Bounty Bonds, 1863 and '64. .	3,832,500	6	"	1889	99½
.. Municipal Equitization Bonds.....	3,084,400	6	April & Oct.		99½
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2.551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	88-'90	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	90-'9	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1875	....
.. $2,000,000 Loan Bonds, 1863...	451,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July	'77-'78	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	82-'9	93
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	87-'8	....
.. S. W. Br. of Pacific R. R. bonds, guar..	11,496,000	7	" "	74-'9	98
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'75-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	72-'8	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	71-'7	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Jan. & Sept.	84-'8	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	72-'7	96½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'8	....
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'87-'0	....
New York—($38,121,608):					
.. General Fund Stock	900,000	6	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1876	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'7	112
.. Canal Stock.....	2,572,000	6	" "	'74-'7	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	104½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	105½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'9	28
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'9	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,559,000	6	April & Oct.	92-'9	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'90-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,000,000	6	" "	18.5	99
.. Loan of 1860 Bonds, stg f'd.....	1,496,309	6	" "	1881	105
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	..
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,780,550	6	" "	72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'8	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	102¾
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9 271,850	6	" "	'82-'92	106½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602 000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	22
.. .. .. '66.-'69.....	2,362,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. & Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	800,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	82
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621.000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'0	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67.....	6,692.425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,230	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1906	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93½
Special Mortgage to Penn.	3,500,000	b	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (265 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3 I Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1860–'80	579,500	6	" "	"	1880	99
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	98
Loan of 1855–'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1875–'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	...
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	...
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	98
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	34½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. L. (sec'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½
Brunswick and Albany:						
1st Mort (gold) end. by Ga. tax fr	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	94½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	...
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,071	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	...
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	94
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	89
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	99
Chattel Mortgage	158,350	6	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	79½
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000 pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Government subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	106
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	.. .
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	350,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1909	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9:3,225	7	Jan. & July.	Boston.	1896	95½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & Wat.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1893	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N.W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N.W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	97
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	103
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1896	95
Consol. skg fund (C. & N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	91½
Equipm't (Eng & Cars $2,750,0 0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	95
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $6,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	800,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S & C.)	1,007,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	488,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73 '84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July	" "	1895	....
Clev. & Mahoning (A. & Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	86
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct	New York.	1908	89½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	6–½
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept	New York.	1810	....
Connecticut and Passumpsic R'v.:						
1st Mortgage sinking fund	448,100	6	June & Dec	Boston.	1876	96
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4,	87
Cooperstown and Sueq. Valley:						
1st Mortgage	100,000	7	March & Sept	New York.	1859	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July	New York	1890	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,783,000	7	Jan. & July	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	600,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	101
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov	N.Y L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.		8	Jan. & July.		1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76–'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	92½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	...
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1874	96
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	64
Loan of 1865–'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868–'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869–'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872–'82	1,500,000	7		"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	104
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	103½
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M. (& 1st on 59, & 2d on 55 m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.		8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	103
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,310,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1*st Preference Bonds* £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2*d Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	...	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,087	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.)						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (252 m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	90½
1st Mort. (Q. & Palm. R.R. 15 m)	400,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F& PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	69
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $2,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	101
Joliet & Northern Ind. (Mich.C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,521,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $500,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1858.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	98½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	93½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97½
1st Mort. Aug. 1, 1856 (D.M. & Tol.)	924,000	7	Feb. & Aug.	" "	1876	100
1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch. & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Alt. & Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	2,546,000	6	June & Dec.	"	1898	95½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1891	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,800,000	7	Jan. & July.	New York.	1877	....
1st Mort. " " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	99
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	280,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	80½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	82
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$350,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	558 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	4,500,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.)asse'd	1,900,000	8	May & Nov	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008.000	7	" "	" "	1870	82
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw, Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	948,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	90½
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1897	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	75
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov.	New York.	1899	74½
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B.& N. S't'k(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1895	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	320,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	88
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,080	6*	" "	"	1900	91
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,800	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	96
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	72
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	100
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	300,000	6	April & Oct.	"	1881	....
2d Mortgage (Pa. & Md. 46 m.)...	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	89
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	100½
	Dollar registered	3,414,000	7	" "	"	1911	103
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg..	624,000	6*	" "	" "	1911	97½
	Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	94
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1890	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R).:						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	78½
Rich., Fredericksburg & Potomac						
Sterling Loan	57,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Rich'd and P.	1875	....
1st Mortgage.....	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	82½
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	97½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	88
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. ..
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	842,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold..	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	"	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,162,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	91
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	84
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,600	7	.....	New York.	1888	.. ..
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	99
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	98
1st Mort. (Quincy & Tol 84 m)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	82½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	73
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	62
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,008	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	88½
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1859	97
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	28
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	65
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	80
Equipment Mortgage	1,000,000	8	" "	"	1889	80
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1830	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	87½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103
Western of Alabama:						
1st Mortgage (Western R.R.)	000,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1880	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
2d Mortgage endor. by Balt	875,000	6	" "	"	1900	95
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	78
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,300	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1895	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage red. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage red. — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102½
1st Mortgage red. — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,0 0,000	6	A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	& Dec.	"	1897	91
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	295,000	6	" "	"	1870	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	76½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1875	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	72
Plain Bonds	85,222	6	" "	"	1876	76
Improvement bonds	302,500	6	May & Nov.	"	1870	90
Boat and Car Loan	756,750	6	" "	"	1888	74
Boat and Car Loan	628,100	7	" "	"	1889	86
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage etg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." Steamer Railroads are distinguished by a "1."

Years ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Company.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	2	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.8	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susc. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal Co.)		1,341,228	423,821	7	100	95
Sept. 30, 1872	51.0	—	2.0	—	8	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44 9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	18,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,341,228	960,684	—	50	.....
Nov. 30, 1872	35 8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35·8		(Phila. & R	eading R. R.)			—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	—	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	28.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23 3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	.....	—	.....	.....	.....	.....	.....	—	100	14½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	(In prog	ress to N. Mexico.)	.....	.....	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	4,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,692,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,988	359,339	—	100	.....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	15	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,827,888	232,575	530,583	1,969,963	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	96.0	.....	(No return	s furnished.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	4	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	73,000	7	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2		(Leased to	Pennsylvania.)			—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	28,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	173½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May 1, 1872.)	.....	.....	—	100	54
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900.000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Central.)	—	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.6	.....	.....	.....	835,380	218,608	7	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600.000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	5	100	.....
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	10	100	.....
Sept. 30, 1872	201.8	48.0	316.8	—	206	181	46	4,113	Boston and Albany.....Mass. & N. York.	19,880,414	4,411,338	1,071,646	2,106,488	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	—	100	144½
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4.023	736,240	—	153,849	12.147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	31	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,738	872,600	1,250,000	62,586	97,180	90.2	441,745	467,986	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.5	—	22	24	19	478	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	121,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,555,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,298,969	241,016	10	500	129
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	25	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,688	153.8	1,215,994	4,135,469	520,722	2,004,672	504,116	10	100	118½
Sept. 30, 1872	44.0	14 5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,992	66.5	239,132	702,246	765,738	1,716,399	465,347	—	100	150
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647.004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	puny in ba	nkruptcy.)	.....	.....	—	100	.....
Sept. 30, 1872	24.0	—	2.0	—	—	—	—	—	Buf., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	.....	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,548,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	7	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,064,271	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	.....	—	500	.....
Sept. 30, 1872	117.0	—	5.8	—	—	—	—	—	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	.....	lum, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	.....	(In progr	ess.)	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	—	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line May, 1873.)	.....	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	—	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	completed.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54.907	9,384	67.0	213,639	417,986	69,324	467,036	212,119	3	100	70
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	50	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	—	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed.)		.....	.....	—	—	—
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,561	43,985	94.0	210,634	286,817	75,147	321,798	86,737	8	100	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	60	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	428,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.)	572,104	183,189	6.7	25	39½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	50	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	24.1	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	*	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.)	.....	.....	10	100	.....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,683	—	284.0	.....	169,119	.....	1,656,154	689,308	—	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,469,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	10	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,832,235	7,549,492	4,310,442	20,000,000	9,200,000	3,058,154	—	291.0	4,889,891	4,478,573	1,490,689	7,120,718	1,957,538	6	100	103½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,9 9	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	—	100	40½
Dec. 31, 1872	881.0	294.0	72.0	226 0	192	187	37	4,022	*Central Pacific of California* ¶..California.	124,522,199	*	.....	.....	54,283,190	60,284,000	.....	—	1,175 6	.....	.....	.....	12,793,001	7,465,665	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	—	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39 140	.....	.....	60,440	20.440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26 542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaqua.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. E. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side.....New York.	989.941	*	.....	.....	306,045	1,625,000	.....	.....	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville..N. Y.	461.409	*	.....	.....	300,000	300,000	27,225	.....	10.6	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	.....	.....	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....	.....	—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	..
Dec 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	.....	—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	288,746	.....	99,267	.....	22.0	70,617	124 254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,546	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17.900	40,709	330,800	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson.Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11.381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,465,739	210,201	4,200,000	722,500	160,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	—	(Recently opened.)					—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown.....New York.	280,901	—	49,893	—	104,294	226,500	19,000	.....	11.6	15,933	18.532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	.....	239.0	(Operated by contractors.)					—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	.....	—	492.000	1,500,000	.....	.....	94.0	(Leased to Michigan Central.)					—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶.....Canada.	95,565,830	*	6,421,233	2,061,502	17,442,945	56,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,523 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	.....	8.0	(Leased to Del., Lacka. & Western.)					—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	.....	.....	400,000	640,000	.....	.....	....	(Opened December 19, 1871.)					—	100	....
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	.....	.....	130,090	130,000	.....	.....	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	—	(No statement furnished.)	—	—	—	—	—	—	18,240	7,264	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	5.7	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	.....	.....	560,000	319,600	.....	.....	28.0	(Leased to Erie Company.)					—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri.Missouri	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	70.0	(Leased to Tol., Wab. & Western.)					—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	.....	.....	750,000	675,000	.....	.....	52.0	(Leased to Tol., Wab. & Western.)					—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,808	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	39½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123 300	50,000	.....	38,159	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension.....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	164 414	109,916	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	.....	.....	1,182,550	700,000	.....	.....	—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven...Connecticut.	.....	—	.....	.....	—	582,000	(Consolidated		in N. Y., N. Haven and Hartford R. R.)									
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill¶..Conn. & R.I.	4,704 866	*	.....	.....	2,037,939	2,055,500	.....	.....	130.4	518,637	1,149,889	263.447	939,344	191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	.....	.....	703 000	—	7.000	—	47.6	.....	.....	.....	17,774	12.780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine.....New Jersey.	648,538	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe.....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased to Flint & Pere Marquette.)					—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.003	—	.....	.....	200,000	200,000	50.000	.....	10.3	(Leased to New Haven & Northampton.)					—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic.....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321.600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No returns furnished.)					—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,340,000	*	.....	.....	820,000	6,520,000	.....	.....	180.5	.....	.....	.....	1,796,682	943.564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,098	.....	.....	62.5	197,972	52,246	453,182	378,689	87,686	—	50	21½
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central*.....Illinois.	33,610,185	*	.....	1,212 539	25,280,510	5,764,500	16,370	.....	1,110.9	5,710,954	1,286,584	1,831,944	8,401,142	2,732,847	10	100	109
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	65.5	(Leased to Chicago Burl. & Quincy.)					—	100	....
Mar. 31 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000	.....	—	(Under construction, to cost $4,500,000.)					—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	.....	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette..Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	.....	217.0	.....	.....	.....	1,827,824	622,313	—	100	12
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	257	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	...	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	.....	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	.....	117.0	215,952	.....	.....	255,084	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased to Illinois Central.)			304,369	120,369	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)					—	100	....
Dec 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron.....Ohio.	275,668	47,000	15,300	37,705	130,000	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,380	—	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263.757	121.0	281,640	[8 months.]		357,664	180,164	—	100	....
Dec 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased to Erie.)					—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	455,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	.....	.....	1,500,000	500,000	.....	.....	—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	.....	.....	300,000	800,000	.....	.....	—	(Leased to Michigan Central.)					8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898.320	—	.....	.....	185,250	800,000	.....	.....	4.6	21.489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	.....	.....	58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	.....	.....	250,000	640,000	.....	.....	32.0	(Leased to Michigan Central.)					—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,168	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,153	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recently opened—operations not reported.)					—	100	....
Dec. 31, 1871	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	.....	.....	720,000	720,000	.....	.....	—	(Leased to Leav. Lawr. & Galveston.)					—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	38,409,000	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	.....	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	.....	....	.....	(Recently opened.)					—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	.....	80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased to Tol. Western.)					—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ... Ind.	783,073	—	.....	.....	117,073	666,000	.....	.....	—	(Leased to Tol. Western.)					—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	64,309	—	—	138,261	192,510	—	—	—	—	(Under construction.)					—	100	....
Dec. 31, 1871	510.0	538.9	363.5	148.8	346	161	64	3,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,663	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,663	1,942,162	3,725,425	14,797,975	4,884,369	8	100	94½
Aug. 31, 1872	92.0	—	5.1	—	10	....	....	200	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000.	830,000	.....	.....	2,000,000	2.000 000	.....	.....			(Recently opened.)					—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Carried one mile. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,904	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York.	2:9,110	—	—	—	135,300	—	74.700	—	7.0	—	—	—	No return	s.)	—	100	....
Sept. 30, 1872	124 3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161.233	1,840,972	1,675,563	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,691	124,919,238	36,062,529	4,483,584	1,868 554	10	100	137
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10.309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	.....	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston.	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392.477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	.Cent.& H	ar. R.)	60.000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio.	1,112,868	*	.....	.....	500,000	500,000	127,420		35 0	.....	42,948	274 628	154.259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina ¶	North Carolina.	4,947,746	*	.....	.....	4,000,000	553,413	292,020	788,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	89,868	4,813	102.0	250,404	99,049	.....	321,551	90,504	—	100	....
Dec. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Louisiana and Texas	La.		(No a	ccounts o	btainable.)					72.0		(No accou	nts.)			—	100	....
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	North Pennsylvania	Pennsylvania.	6.815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705.780	386,725	67.7	529,562	829,651	666,476	1,179.200	530,541	—	50	98
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,520		97.5	645,593	178,610	307,968	777.498	177,704	—	100	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern Central ¶	Md. and Penn.	11.484.745	3,049,049	301,144	486,951	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	73½
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3.068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	104
Dec. 31, 1871	278.0	—	.....	1,700	.0.	.....	.....	.....	Northern Pacific	Minn., Dak. &c.	527,451	*	.....	.....	1.000,000	400,000	.....		278 0		(Leased to	Erie Com	pany.)		8	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester ¶	Conn. & Mass.	(In pro	gress.)	.....	.....	100,000,000	50,000p.m	.....				(No acc	essible ret	urns.)		—	100	....
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	2,846,180	*	1 448,971	217,215	2,823,400	366,700	784,387	548,255	66.4	402,895	371.651	304,710	749.117	261,746	10	100	131
Sept. 30, 1871	118.0	4.0	24.0	—	23	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211.003	314.257	34,384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,887	1,027,699	347,857	6	100	60
Jun. 30, 1871	340.0	53 0	19.7	—	87	43	24	1,372	Ohio and Mississippi	Ohio, Ind. & Ill.	452,994	*	.....	34,259	450,000	—	2,767	24,477	12.0	.....	.....	58,979	48,986	29.048	6	100	....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	30,863,793	*	.....	.....	24,030,000	6,534.870	298,943		393.0	2,428,696	884,514	664,676	3.197,153	798,212	—	100	39½
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	7,356,386	1,008,331	.....	.....	4,269,450	3,180,000	.....		123.5	760,466	569,290	813,502	1,675.008	651,502	10	50	52½
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	.....	Orange and Newark	New Jersey.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671.478	599,236	6	100	110
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	808 022	59,000	.....	.....	282,550	542,200	66,000		9.0	.....	.....	2,640.258	195.356	37,874	—	100	....
Dec. 31, 1871	25.0	—	1.2	10.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	8,500,000	690,900	1,699,731	12,564	2,692,540	5,346,676	574.313		292.6	555,236	185.604	121.911	959.680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	600,000	*	.....	.....	375,000	280,000	25,000		25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	950,953	—	—	—	268,000	612,100	27		28.6	(Leased	to Rome,	Watertow	n & Oyde	nsburg.)	—	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky.	1,369,324	*	.....	.....	1,141.400	183.000	.....		35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	*Pacific* of Missouri ¶	Missouri.	(U der	construc	tion.)		1,500,000	1,500,000	.....		21.0		(Opened	April 17, 1	871.)		—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	48	Paducah and Gulf	Kentucky.	747,670	3,704.078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	48½
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	(Under	construc	tion.)		2,425.000	1,071,000	.....		63.5		(No return	s furnishe	d.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	250,000	*	.....	.....	250,000	—	—	—	—		(Under	construct	on.)	.....	—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....		47.5		(No | returns.)			—	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	1,000,000	—	800,000	—	600,000	1,200,000	.....		34.0		(Construc	tion in pro	gress.)	245.662	5	100	115
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	330,000	—	—	—	330.000	—	—		14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	1,000,000	—	—	—	500.000	500,000	.....		12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	350,000	—	—	—	248,000	80.000	.....		15.1		(Leased t | o Erie.)		29,758	6	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N Jersey.	2,488,250	—	87,758	—	1,500,000	1,076.000	.....		67.3	(Leased	to Tol.Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	538,692	—	—	—	342,150	160,000	36,542		22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	575,000	—	—	—	500,000	375,000	.....		18.0	(Leased	to New J	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania	4,774,000	*	.....	.....	1,995,000	2,779,000	.....		118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,436	Pennsylvania Coal	Pennsylvania.	27,151,999	7,458,101	39,452.616	16,609,353	41,339,475	34,418,205	13,660,505	1,253,887	699.0	11,904,317	4,699,965	6,575,842	18,719,337	6.896,404	10	50	109
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	2,000,000	*	2,997,500	.....	4,000,000	542,500	425,000		47.0	.....	.....	941,863	.....	.....	20	50	240½
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	251,098	—	—	—	132.412	700,000	100,000		—		(To be co	mpleted in	1872.)		—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008		142.7	.....	187.119	862,065	1.271.226	306.306	—	50	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	160	Peoria, Pekin and Jacksonville	Illinois.	1,800,000	—	—	—	1,200,000	600,000	.....		46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....		91.0		(Turned o	ver to Co	mpanies.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Petersburg ¶	Virginia.	214,581	—	—	—	57,200	100,000	57,381		6.5	(Oper.b	y Camden	and Amb	Dec. 1, 1	1871.)	—	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,719,113	*	.....	63,753	1,342,200	258.500	50,305	31,860	82.	168,592	34,953	52,345	283.432	55,236	5	100	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie ¶	Pennsylvania.	1,803,848	177,744	.....	.....	220,606	1,500.000	90,089		58.1	167,474	254.944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362		298.6	2,430,206	684,864	1,828.491	3,542.264	842.596	—	50	50
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Philadelphia and Reading	Pennsylvania.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	174½
Dec. 31, 1871	28.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,643,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	111
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308.498	248,705	8	100	122
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,880	165.1	1,065,517	1.608.083	848,216	2,678,865	1,069,943	8	50	110
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pbg, Cin. & St. Louis.	Pa. & W. Va.	468,478	—	—	—	80,855	330,300	112,713		11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	18,030,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738		201.0	2,747,585	540,576	1,236,903	3,316.973	942,895	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville ¶	Penn.	353,247	*	.....	.....	250,000	100,000	3,247		7.0	9,000	8.639	.....	14.159	Loss.	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	7,380.816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775		120.0	932,848	700,423	717.299	964.989	178,099	—	50	76
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	33,394,515	*	.....	.....	19,714,286	13,668,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	94
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	443,678	—	—	—	450,000	—	—		—	(Leas	ed to Bost	on and Al	bany.)		6	100	82
Dec. 31, 1871	60.0	—	3 0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	609,058	101,524	13,131	128,950	83,330	551,000	218,333		41.0	.....	41.988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	1,807,847	*	.....	.....	1,007,847	800,000	.....		.....		(Not in ru	nning ord	er.)		—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H.	550,000	*	.....	.....	250,000	218,500	.....		27.5	.....	2,880	6,375	14,221	.....	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine.	1,664,882	*	25,000	49,819	631,712	934,000	70,458		52.5	106,614	105,285	31,200	85,570	30.616	—	100	....
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Port Royal	South Carolina.	1,359,836	*	585.069	79,576	1,500,000	—	—		51.3	331,257	389,322	.....	628,430	180,561	10	100	126
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....		—		(Not in op	eration at	date.)		—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	370,000	*	.....	.....	170 000	200,000	.....		26.0	.....	.....	.....	97.204	33,511	—	100	91½
Nov. 30, 1871	12.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	1,011.071	—	120,623	—	524,464	380,300	226,830		....	46,208	53,052	6.110	34,021	5.673	—	100	....
	642,009		63,611		2,236		4,981				437,917		50,000		63,611				13.6	43,413	257,332	13,020	85,205	29,509	—	100	....

Sept. 30, 1871	43.4		33.1		23	24	6	616	Providence and Worcester	R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	48.3	454,672	1,398,891	452,226	829,219	205,813	10	100	1424
May 31, 1871	97.0		4.8		12	11	4	94	Raleigh and Gaston	North Carolina	1,500,000	"	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0		2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line	N. Car.	1,137,500	"	.....	.....	337,600	.....	299,900	.....	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia	Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	.....	48.0	211,872	122,523	294,497	237,347	63,806	—	6	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	340	Rensselaer and Saratoga	N. Y. & Vt.	6,990,985	"	934,015	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	103
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville	Virginia.	6,931,937	"	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac	Va.	2,213,989	"	454,301	160,946	1,509,329	735,554	114,075	504,775	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg	Virginia.	1,226,504	"	76,085	21,089	847,100	319,000	42,248	.....	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley	N. York.	671,303	—	—	—	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	—	—	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis	Ill.	1,500,000	"	lands &c.	.....	9,000,000	9,000,000	.....	.....	319.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome	Georgia.	235,235	"	.....	.....	250,844	.....	.....	.....	20.0	.....	(No return	s furnished.)	.....	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg	N. Y.	4,514,770	"	758,611	113,073	2,998,900	100,000	8,961	.....	215.2	605,163	497,714	309,906	1,239,515	394,311	8	100	88
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego	New York.	1,874,518	"	.....	.....	1,262,922	249,000	555,522	.....	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland	Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	.....	239.0	(Leased	to Vermo	nt Central.)	.....	.....	—	100	10
Apr. 30, 1872	192.0	—	....	89.0	.....	.....	.....	.....	St. Joseph and Denver City	Kansas.	.....	"	.....	.....	.....	.....	.....	.....	112.0	.....	(No return	s furnished.)	.....	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa	Canada.	1,050,000	"	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	86,962	142,770	46,898	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute	Illinois.	11,340,000	"	.....	250,483	4,340,000	7,000,000	250,483	.....	266.0	.....	.....	.....	940,788	666,966	—	100	23
Sept. 30, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain*	Missouri.	15,236,220	"	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	69
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	5,348,850	—	—	—	2,623,850	2,725,000	—	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern	Mo	30,000,000	"	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 2d,	1871—No	returns.)	.....	—	100	55
Dec. 31, 1871	308.0	50.0	30.0	62.0	48	27	11	1,101	St. Louis & S. Eastern	Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	....	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	163	St. Louis, Vandalia & Terre Haute	Ill.	7,730,231	"	.....	99,662	2,377,329	5,298,000	136,235	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago	Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)	Minnesota.	14,982,501	"	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City	Minn.	4,465,310	"	171,375	15,219	4,000,000	.....	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	19.9	—	2.6	—	—	—	—	—	Salem and Lowell	Massachusetts.	468,969	—	—	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	ll.)	17,711	14	100	31
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark	Ohio.	3,219,465	"	.....	.....	916,623	2,307,742	1,100	.....	116.3	622,303	141,368	178,287	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston	S. Car. & Ga.	2,288,966	"	8,989	102,491	1,000,000	1,112,400	266,146	1,900	104.0	.....	55,592	.....	147,345	57,356	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna	N. York.	350,865	"	50,132	—	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	....	....	....	....	Schuylkill and Susquehanna	Penn.	1 283,490	"	.....	.....	1,269,150	97,000	46,089	.....	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke	Va. & N. Carolina.	1,811,863	"	186,218	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*	Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	29.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville	Penn.	1,569,400	—	—	—	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac	Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,428,000	.....	.....	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*	Neb. & Iowa.	3,696,600	"	.....	.....	2,667,600	1,629,000	.....	.....	157.0	.....	(No report	furnished.)	.....	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina	South Carolina.	9,499,854	"	1,575,529	230,881	5,819,275	4,340,230	1,146,759	.....	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore	Massachusetts.	501,595	"	3,650	19,550	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.)	New York.	3,055,371	"	.....	.....	1,000,000	2,250,000	170,326	.....	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central	New York.	3,386,330	"	27,420	.....	1,714,732	1,640,000	10,529	.....	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota	Minnesota.	5,670,000	500,000	65,000	.....	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,383	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific	Texas.	1,904,083	"	.....	.....	1,250,000	222,000	432,085	.....	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern	Illinois.	8,400,000	"	.....	.....	4,000,000	4,080,000	.....	.....	....	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	3	3	*	Staten Island	New York.	381,709	"	558,291	.....	700,000	200,000	40,000	.....	13.0	59,930	344,866	.....	287,027	76,111	5	100	....
Sept. 30, 1871	51.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York	N.Y.	3,867,050	"	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis	Indiana.	2,601,226	"	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	5	221	Tioga	Pennsylvania.	849,152	881,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	89,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw	Illinois.	12,150,000	"	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,768	505,842	1,148,244	412,348	—	100	32
Dec. 31, 1871	461.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western	O. I. & Ill.	38,683,000	"	377,335	835,913	16,000,000	17,704,000	196,755	1,022,463	934.4	4,568,888	633,166	.....	5,736,666	1,959,838	—	100	72
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston	New York.	2,312,098	"	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch)	Kansas.	3,723,700	"	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	125	103	40	1,328	United Companies of New Jersey	N. Jer.	28,520,394	"	8,328,170	427,888	18,990,400	17,615,608	797,682	472,465	176.2	.....	.....	.....	7,563,679	2,618,976	10	50	123
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River	New York.	2,112,965	"	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley	N. Y.	2,815,681	"	.....	.....	2,558,600	.....	.....	.....	89.3	158,800	244,488	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada	Vermont.	2,500,000	"	.....	.....	2,500,000	.....	.....	.....	—	(Leased	to Vermo	nt Central.)	.....	.....	8	100	70
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central	Vermont.	11,500,000	"	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts	Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,068	244,819	160,376	562,238	162,372	2	100	80
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian	Miss.	3,036,644	"	.....	.....	357,408	3,225,000	.....	.....	140.0	252,988	88,412	57,559	539,966	135,467	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland	New Jersey.	1,826,192	"	.....	.....	998,005	750,000	78,187	.....	47.5	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren	New Jersey.	3,061,400	—	—	—	1,800,000	1,261,409	—	—	—	(Leased	to Del., L	acka and	Western.	)	7	100	83
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley	New York.	199,162	"	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio	Virginia.	1,664,500	65,500	126,092	14,904	1,467,670	100,000	252,707	.....	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	14	4	61	West Chester and Philadelphia	Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	.....	35.5	186,000	737,475	85,273	326,128	141,815	—	53	....
Aug. 31, 1871	132.0	28.0	16.5	—	23	14	9	216	Western	Alabama.	4,757,921	416,050	277,193	102,009	2,008,324	3,160,000	814,344	.....	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	138.0	—	13 8	—	54	20	12	929	Western and Atlantic	Georgia.	(Leased	by Sta e	of Georgi	a.)	.....	306,088	.....	.....	138.0	966,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland	Maryland.	3,355,000	"	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	181,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,730,268	—	—	—	1,022,450	1,800,000	907,813	.....	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union	Wisc. & Illinois.	7,522,284	"	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.069	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey	New Jersey.	2,241,892	"	1,270,669	223,646	1,208,800	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,410	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford	N.C.	3,500,000	"	.....	.....	918,462	2,500,000	40,000	.....	106.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	286	Wilm. Colum. and Augusta	N. C. & S. C.	4,100,000	"	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	[20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	68.0	—	8.1	—	11	6	5	65	Wilmington and Reading	Pennsylvania.	2,439,847	247,628	82,892	.....	757,729	1,973,600	118,704	.....	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon	N. Carolina.	3,093,889	"	19,021	125,598	1,456,200	1,580,100	51,230	153,968	181.0	502,792	109,174	88,055	570,830	202,688	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter	Minnesota.	5,112,908	"	.....	.....	400,000	4,315 000	71,633	.....	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	46.7	—	24.7	—	18	11	5	508	Worcester and Nashua	N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,517	45.7	314,457	350,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal	Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	"	.....	.....	8,229,694	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	"	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	6	50	97
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal	Penn. & N.Y.	7,164,420	—	17,535,580	—	15,000,000	10,000,000	.....	.....	108.0	—	—	1,428,755	113,361	los.	10	100	114
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal	New Jersey.	4,888,749	—	—	—	5,847,400	—	—	—	65.5	—	—	—	1,045,957	763,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,028,656	.....	.....	108.0	—	—	982,188	578,462	31,978	—	50	77
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	1,132,452	"	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3 391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	178.0	64.0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	7,731,760	"	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	13,207,752	"	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	601,420	637,811	60c	50	3
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal	Penn. & Md.	4,857,105	"	.....	.....	2,092,710	2,636,310	270,505	.....	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	"	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,690	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	1,948,728	—	—	—	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsy	lvania.)	—	—	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch- Coltness	per ton	— —	@ 52 —
Gartsherrie		47 75	@ 48 —
Glengarnock		46 —	@ 47 —
Eglinton		45 —	@ 46 —
Pig, American, No. 1		45 —	@ 47 —
Pig, American, No. 2		42 —	@ 44 —
Pig, American, Forge		35 —	@ 37 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@137 50

STORE PRICES.

Bar, Swedes, 1½ x ¾ & 1¼ x ½ to ¼ sq. 1½ to 5x⅝ to ¾ & ½ to 2 sq. 6 to 12 x ⅜ & ½		175 —	@185 —
Bar, Refined, ¼ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in		92 50	@ — —
Bar Refined, 1½ to 6 by ¼ & 5-16 in		97 50	@ — —
Bar Refined, 1 & 1½ by ¼ & 5-16		100 —	@ — —
Large Rounds, 2½@2½ to 3¾ @4 in		102 50	@117 50
Scroll		112 50	@145 —
Ovals and Half-round		120 —	@140 —
Band, 1 to 6 in by 3-16 to No. 12		110 —	@112 50
Horse Shoe		120 —	@122 50
Rods, ¼@1-16 inch		97 50	@140 —
Hoop, ¼ by No. 22 to 1 & 1½ by 13 & 14		120 —	@170 —
Nail Rod	per lb.	— 9¼	@ — 9¾
Sheet Russia, as to assortment	(gold)	— 17	@ — 18½
Sheet, Single, D. and T. Common		— 6	@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7	@ — 8½
Sheet Galvanized	List 10 per ct. disc.		
Rails, English	(gold) per ton.	68 —	@ 70 —
Rails, American, at Works in Penna. c'y.		77 —	@ 78 —
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	— —	@ 4 75
8d. and 9d.	"	— —	@ 5 —
6d. and 7d.	"	— —	@ 5 25
4d. and 5d.	"	— —	@ 5 50
3d.	"	— —	@ 6 25
2d. and 3d. Fine		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— —	@ — 35
Straits	(gold).	— —	@ — 31½
English	(gold).	— —	@ — 29½

Plates—Fair to good brands.	Gold.	Currency.
I. C. Charcoal...per box.	11 — @11 50	13 — @ 13 25
I. C. Coke	8 75 @ 9 25	10 50 @ 11 —
Coke Terne	7 — @ 8 75	9 50 @ 10 25
Charcoal Terne	9 75 @10 50	11 50 @ 12 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 7	@ — 7½
Crude 40@47 gravity (in shipping order)		— 12	@ — 12½
Refined, Standard White (in ship'g order)		— 16½	@ — 16¾
Refined, S. W. (in jobbing lots)		— 16¾	@ — 17
Refined, S. W. (in tin)		— 22	@ — 25
Naptha, Refined (65@78 gravity)		— 9	@ — 9½
Residuum...(in shipping order)	per gall.	— 9	@ — 9½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —	@— 38
Copper, Bolts		— —	@— 40
Copper, Braziers' (over 16 oz.)		— —	@— 40
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 26	@— 27
Copper, American Ingot		— 27	@— 27½
Copper, English Pig		— —	@— —
Yellow Metal, New Sheathing & Bronze		— —	@— 27
Yellow Metal, Bolts		— —	@— 32
Yellow Metal, Nails, Sheathing & Slating		— 27	@— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50	@ 6 62½
German Ordinary	(gold)	6 50	@ 6 62½
English	(gold)	6 62½	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80-lb. to the bushel.

Liverpool Gas Cannel		16 —	@18 —
Liverpool House Cannel		— —	@22 —
Anthracite (by cargo) ...	per ton of 2,000 lb.	5 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
Boston, Hart. & Erie	2½	....	....	....	....	2½
Canton Co	101	....	....	....	....	99½
Central Pacific 6s	101½	100½	....	100½	100½	100½
Central of N. Jersey	102½	103	103½	103½	103½	103½
Chicago & Alton	....	....	....	....	....	109½
.. pref	....	....	....	....	....	....
.. I M	....	....	....	....	....	....
.. S. F	....	....	....	....	....	....
.. Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	105	....	105½	106	106	105½
.. 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	69½	68½	68½	68½	67½	67½
.. pref	....	....	....	....	85½	....
.. 1st M	....	....	....	98a	....	97
.. S. F	....	....	....	....	....	....
.. Consol	....	....	90½a	90½	....	91½
Chic., Rock Isl. & Pac	110½	110½	110½	110½	110½	110½
Chi., R. I. & Pa. 7s, 1896	103	102½	....	....	....	....
Clev., Col., C. and Ind.	88½	....	....	....	....	....
Clev. & Pittsburg guar.	89	89½	89½	89½	....	89½
.. 2 M	....	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
.. 4 M	....	....	85½	....	86	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	32½	31½	31½	31½	31½	31½
.. 1 M	....	88½	89	....	....	89½
.. 2 M	72½	....	....	69½a	....	69½
Del. & Hudson Canal	114½	114	114½	114½	114½	114½
Del. Lack. & Western	101½	101½	101½	101½	101½	101½
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M 7s	....	....	....	....	104	....
Erie Railway	60½	59½	59½	59½	59½	59½
.. pref	....	73½	....	....	....	....
.. 1 M. 7s, 1897	104	....	....	....	....	104
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	....	102	....	....	....	....
.. 4 M. 7s, 1880	....	....	....	....	....	....
.. 5 M. 7s, 1888	....	....	....	....	....	97
.. 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	87	....	....	87	87	....
Hannibal & St. Joseph.	39½	39	39½	39½	....	....
.. pref	55	....	....	....	....	....
.. 8s, conv.	91	....	....	....	90½	90½
Hudson River	....	....	....	....	....	....
.. 2 M. S. F	....	....	....	....	....	....
.. 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	108	....	....	....	109
.. 7s	....	103	....	....	....	....
Lake Shore & Mich. S'th.	94½	94½	95½	94½	94½	94½
Lake Shore Div. bonds	96	....	95½	96	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
.. 2d pref	....	....	....	....	....	....
Michigan Central	95½	....	....	....	....	95
.. S. F. 8s, 1882	112½	....	....	....	112½	....
M. S. and N. I. 1 M. S. F	....	....	....	....	....	....
.. 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
Milw. and St. Paul	53	52½	53½	53½	53	52½
.. pref	74	....	73½	73½	73	73
.. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 8s	....	....	....	105a	....	....
.. 7 3-10s con	....	....	....	....	....	....
.. 7s, gold	88½	....	88½	88½	88½	88½
Missouri 6s	93	....	....	....	....	93½
.. H. & St. J. 1st	....	....	....	....	....	91
Morris and Essex	....	92½	92½	92½	92½	92½
.. 1st mort	....	....	....	....	....	....
.. 2d mort	103½	....	....	100a	100	....
N. Y. Cen. & Hud. Riv.	105½	105½	105½	105½	105½	105½
.. 7s, S.F. 1876	103	....	....	....	....	....
.. 6s. S.F. 1883	93	....	....	....	....	....
.. 6s, S.F. 1887	....	92½	....	....	....	....
N. York and Harlem	133	133½	....	133	132½	132½
.. pref	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	137	....	....	....	138	137
N. Carolina 6s, old	....	....	....	....	....	....
.. new	....	....	....	16	....	....
Ohio and Miss	40	39½	40	39½	39½	39½
.. pref	....	....	72	....	....	....
.. 2d M	....	85	....	....	85	85
Pacific Mail S. S. Co	37½	37	38	38½	38½	39
Panama	....	115½	....	....	....	115
Pitts., Ft. W. & Chi. gtd	....	....	94	94	....	....
.. 1 M	....	....	....	105	105	....
.. 2 M	....	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	38½	39	....	....
St. L., Alton & T. H	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1 M	....	....	....	99	....	....
.. 2 M. pref	....	....	....	87½	....	....
.. Income bds	....	....	....	....	....	....
Tennessee 6s, old	81½	....	....	....	81½	....
.. new	81½	....	....	....	81½	82
Tol., Wab. & Western	72½	72½	72½	72½	72½	72
.. pref	....	....	....	....	....	....
.. 1 M	....	....	....	....	....	....
.. 2 M	....	....	....	....	....	....
.. Equipment	....	....	....	....	....	....
.. St. Lou. Div.	94	....	....	....	90½a	....
Union Pacific	28½	28½	28½	28½	28½	28½
.. 1st mort	82½	82½	82½	82½	82½	82½
.. L. Gt. 7s	....	72½	....	72½	....	73
.. Inc. 10s	61	....	61½	....	62	62
Virginia 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	....	....
.. consol	53½	....	....	....	53	....
.. def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 6.

	Th.31.	F.1.	Sat.2.	M.4.	Tu.5.	W.6
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	112½a	....	112½	....	112½	....
U. S. 5s, 10-40s, coup	....	115½	....	....	....	115½
U. S. 5s, 1881, reg	....	....	....	....	....	114½
U. S. 5s, 1881, coup	....	114½	....	114½	....	....
U. S. 6s, 1881, reg	118½	....	....	....	118½	118½
U. S. 6s, 1881, coup	119½	....	....	....	....	119½
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	117
U. S. 6s, 5-20s, c. 1862	117	....	....	117	....	....
U. S. 6s, 5-20s, reg. '64	116½	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	117½	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	119½	118½	....	....	....	119½
U. S. 6s, 5-20s, r. n. '65	116½	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	116½	117½	117½	117½	117½	117½
U. S. 6s, 5-20s, reg. '67	117	....	117	....	....	117½
U. S. 6s, 5-20s, c. 1867	118½	118½	118½	118½	....	119
U. S. 6s, 5-20s, reg. '68	117½	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	....	....	....
U. S. 6s, Pac. R. R. Issue	114½	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5
Catawissa preferred	....	....	42½	....	....	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	90
.. 6s, 1889	....	....	....	....	88½	....
.. mort. 6s, '89	96½	....	....	97	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	38½	....
.. 7s	....	....	95	....	....	....
Lehigh Navigation	....	....	39	....	....	38½
.. 6s, 1884	....	....	....	....	....	....
.. Gold L	....	91	....	91½	91	....
.. R. R. L	....	....	....	....	....	....
.. Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R	....	61½	61½	....	61½	61½
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg.	97	97	97	....	....	97
Little Schuylkill R.R	46½	46½	....	....	46½	....
.. 7s	....	....	....	....	....	....
Minehill	51½	....	....	....	....	51½
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	99½	....	99½	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	30½	....	....	....
Oil Creek & Alleg. Riv.	26½	....	....	....	....	26½
.. 7s	....	....	72	72	....	....
Pennsylvania R. R	54½	54½	54½	54½	54½	54½
.. 1st M	100½	....	100½	100½	....	....
.. 2d M	....	....	....	....	....	....
.. Gen. mort.	90½	....	....	....	91	91
.. .. reg	....	....	....	....	96½	....
Penn. State 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	102½	....	102½	102½	102½	102½
.. 6s, 3d series	....	....	....	106½	....	....
Philadelphia City, 6s	95	97½	....	....	....	98
.. new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	55½	55½	55½	55½	55½	55½
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	....	....	....	....	....	....
.. 7s	....	91	....	....	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	12½	12½	....	....	....	....
.. 6s, 1882	72	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	121	123	123	123	123	123
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	57½	....	57½	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 5.

	W.30.	Th.31.	F.1.	Sat.2.	M.4.	Tu.5
Baltimore City 6s, 1875	99½	....	....	....	99½	....
.. 1886	....	....	....	....	....	....
.. 1890	99	99	99	....	....	99
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885, 98	....	....	....	....	....	....
Marietta & Cin. 1st M	105	....	102	102½	102½	102½
.. 2d M	91½	....	92	92	....	92
.. 3d M. 8s	81½	....	....	....	....	82
Northern Central	....	....	....	....	....	86½
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	88	....	....	....
Pittsb. & Connellsv. 7s	94	....	....	94	94	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	53½	53½	....	....	....
.. Defer. Certif	....	11½	....	....	....	....
City Passenger R. R	11½	....	....	....	....	17

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 6.

	Th. 31.	F 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6
Boston and Albany	144½	....	....	144½	144½
Boston and Lowell	....	....	....	....	....
Boston and Maine	117½	118½	118½	....	....
Boston and Providence	151	....	....	150	....
Boston, Hartford & Erie	....	....	....	....	....
" 7s, new	34½	34½	....	....	34
Cheshire, pref.	....	....	....	....	....
Chi., Burl. & Quincy	106½	106	....	....	106
Concord	....	....	....	....	....
Connecticut River	139	....	....	....	....
Eastern	103	....	....	....	....
Fitchburg	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....
Michigan Central	....	95½	95½	95	95½
Northern, N. H.	103	....	....	104	....
Ogdens. & Lake Champ.	....	....	....	....	....
" pref.	....	....	99½	99½	....
Old Colony	....	109½	109½	110½	110½
Ph., Wil. & Baltimore	55	....	55	....	55
Portl'd, Saco & Ports.	....	....	....	....	....
Union Pacific	....	....	....	....	....
" 6s	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....
" Income 10s	....	....	....	....	....
Vermont & Canada	....	....	....	....	....
Vermont & Mass.	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....
Cambridge ..	....	....	....	....	....
Metropolitan ..	59	....	....	....	....
Middlesex ..	....	....	....	....	....
Central Mining Co.	....	....	....	....	....
Copper Falls ..	....	24½	....	25	25
Franklin ..	....	....	7	....	....
National ..	....	....	....	4½	....
Pewabic ..	....	....	....	....	....
Quincy ..	41½	....	....	42½	42½

London Stock Exchange.

	Closing Prices. July 25.	July 18.
Atlantic & Gt. W. 1st mort., $1,000	74 — 76	73 — 75
Do. 2d mort., $1,000	66 — 68	65 — 67
Do. Con. mort. B'nds Bisch's Cert.	42 — 44	41 — 43
Do. Reorg. Scrip	95 — 97	96 — 98
Do. Leas. Lines, Rental Bonds	88 — 90	89 — 91
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	— —	— —
Erie shares 100 dol. all paid	47½ — 47¾	45½ — 45¾
Do. 6 per cent Convertible Bonds	97 — 98	96½ — 97½
Cons Mort. amount autho. to be issued for conv. of existing bonds	93 — 93	94 — 95
Illinois Central $100 shares all paid	82 — 85	80 — 82
Do. Redemption mort. bonds 6 p.c.	100 —102	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	86 — 89	86 — 89
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.	78 — 82	78 — 82
Panama General mort.	95 — 97	93 — 95
Pennsylvania, 2d mort.	97 — 98	99 —101
Do. General mort.	96½ — 97¼	96¼ — 97¼
Do. $50 shares	42½ — 43½	42½ — 43½
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, August 9, 1873.

Stock Exchange and Money Market.

Money has been quoted remarkably easy throughout the week on the basis of 2½@4 per cent on call, and 5½@8 per cent per annum, in the discount form, with far more liberal offerings at the ruling figures, than have been needed to meet the views of responsible borrowers for either speculative or mercantile purposes. The accumulation of capital seeking employment through private channels has been quite marked. The latest city bank return was a comparatively steady one, and the probability is that Money will continue cheap on call, and at moderate rates on business paper and time loans for three or four weeks to come. It did so last year through the month of August, although in the first ten days of the month the importers took nearly $9,000,000 in Gold Notes from the banks to pay into the Custom-house. It has also been urged that the apprehension of very dear money through the fall months is diminished by the action of the Secretary of the Treasury in selling gold freely through the summer months, to meet the currency wants of the Treasury, reserving its currency balances, as far as practicable, and his reserve of greenbacks for the emergencies of trade and the movement of the cotton and other crops later in the season. A recent dispatch from Washington intimates that the administration will not suffer the government to be made a party to any undue pressure upon the money market, directly or by passive indifference, in the next three or four months. The Treasury will be directed by the president to employ, not hastily or expansively, but judiciously and in good season, its currency resources until the meeting of Congress, leaving to that body the revision of the Free Banking laws, or the provision for the elasticity of the greenback circulation, as the more permanent measure of security against money panics. The U. S. Sub Treasury, last week, added materially to both its coin and currency reserves. The city banks last week reported a loss of over a quarter of a million in their deposit line, with a slight gain in their legal tender, and a decrease of nearly a million in their specie reserves. They reduced their loan and discount averages more than half a million, and their circulation slightly.

The city banks gained slightly on their obligatory reserve, the last statement showing that they had $13,803,475 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, enlarged its coin balance nearly three millions and augmented its currency reserve nearly a million and a half. Its currency reserves at the close of the week were $29,597,749; and its coin board, $43,603,184.

The clearances of the city banks averaged through the week about 77⅞ millions a day, and amounted in the aggregate, for the whole week, to $465,712,370, as against $517,225,953 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,415,650 and its coin reserve $2,987,721 as the result of the week's business.

The cash balances in the U. S. Treasury Department on Tuesday were: Currency, $9,037,962; special deposits of legal tenders for the redemption of certificates of deposit, $33,930,000; coin, $80,039,728; coin certificates, outstanding, $42,853,000; outstanding legal tenders, $356,000,000.

The specie reserve of the city banks according to the latest return is $30,272,200, against $23,925,900 same time last year. The city bank deposits are now $238,840,900 against $241,528,000, week ending Aug. 3, 1872. The legal tender reserve amounts to $50,038,500, against $55 051,700 same time last year. The circulation now stands at $27,188,000 against $27,337,200 same time las year. The loans are now $289,986 200 against $295,428,200 at this date last year.

The coin reserve of the city banks is now about 80¼ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is a little over 50 millions against about 84⅞ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 238⅞ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

Government revenues have been moderate since our last. The excises yielded within the week about two millions, and thus far in the current fiscal year commencing with July 1, 1873, $9,759,798. The customs at the port of New York, for the week, were $2,850,728, and at the outports, about $950,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $3,903,295 of currency, and $6,050,484 of gold, the latter including $2,977,000 from customs; and disbursed $2,487,616 of currency and $3,062,764 of gold, the latter embracing $1,988,905 of coin interest.

Under the Treasury programme for August, Government proposes to sell at least six million of Gold, as follows: Thursday, August 7, $1,500,000; Thursday, August 14, $1,500,000; Thursday, August 21, $1,500,000; Thursday, August 28, $1,500,000. And to buy in $500,000 of Five Twenties on Wednesday, August 13th.

There has been a comparatively steady movement in the Gold line. The price has varied little, though the operators for a rise have been working confidently to advance the quotation. The speculative demand has been less active. The customs inquiry has been fair. The export drain has been moderate. The range of the price during the week has been from 115¼@116⅞, and the quotation on Wednesday was 115⅝ against 115⅞ on Wednesday of the preceding week. The specie outflow last week, was $710,542. The Gold Exchange Bank clearances have averaged about 46⅝ millions per day during the week.

The Treasury held, on Aug. 1, 1872, Gold balances to the amount of $69,319,689. On Aug. 1, this year, $80,144,186. The Gold Notes Circulation of the Treasury last year was $31,690,380. The present Gold Notes Circulation is $42,831,000. Of the later, the New York Banks hold $30,272,000; last year, $23,925,000. In other hands, at present, $12,559,000; last year, $7,765,000. The excess of Gold balances in the Treasury, after providing for the whole of the Gold Notes Circulation, is now $37,313,000. Last year, $37,629,000. The price of Gold, Aug. 1, both years, 115⅜@115⅛ per cent. Last year, Aug. 31, 112¾ per cent.

The customs demand for Gold last week, averaged $496,166 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $15,822 and thus far in 1873, have been $2,097,012, against $2,790,522 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $75,169,160 against $87,972,783 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $49,111,429, against $54,251,256 during the same time in 1872.

The export drain of specie was $710,542 last week, against $1,653,259 same week preceding year. The shipments since January 1, 1873, have been $37,905,169 against $54,284,883 during the same portion of 1872.

Foreign Exchange has been in moderately active demand and generally steady as to price. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, at 109⅜@109⅝. The week's exports of Domestic Produce have been to the currency value of $6,096,224.

Government securities have been quite actively

sought after, but the scant offerings of all issues, and the very full prices ruling have been against free dealings. The public debt statement of Aug. 1, shows a further liquidation of $370,519.

U. S. sixes of 1881 closed on Wednesday of this week at 119¾@120; U. S. Five-Twenties of 1862, 117¼@117⅛; U. S. Five-Twenties of 1864 at 117⅝@117⅞; U. S. Five-Twenties of 1865 119¼@119½; U. S. Five-Twenties of 1865 consolidated 117⅝@117⅞; U. S. Five-Twenties of 1867, 119@119¼; U. S. Five-Twenties of 1868, 118½@118¾; U. S. Ten-forties at 115½@115¾; U. S Fives of 1881 (Funding Loan) 114⅝@114⅞; Six per cent. currency Sixes from 114⅛@114⅜.

The Railway and Miscellaneous share speculation has been fairly active, and prices have been generally quoted stronger, though variable.

State bonds have been in moderate demand and quoted, as a rule, steady.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 23.	July 30.	Aug. 6.
Consols	92¾	92⅛	92⅞
U. S. 5-20s, 1865	93⅞	94¼	94¼
" 1867	93¾	94⅛	94¼
" 10-40s	91	91¼	91¼
New Fives of 1881	90¼	90⅝	90¾
Erie	46⅞	46⅛	46⅞
Ill. Central	83	....	84

Railway Mortgage Loans have been in good investment demand at generally firm prices. Central Pacific Sixes have been in more request at from 100¼@100½ ex the July three per cent coupon. The Chesapeake and Ohio Seven per cent gold bonds have been more sought after at 90, and interest. Chesapeake and Ohio Sixes have been in demand at 88½ and interest. Western Pacific Sixes at 92½@92¾. The Northern Pacific 7-30 Loan has been of ready sale at par and interest.

The Metal trade has been on a moderate scale. Copper has been quoted firm on a fairly active basis; 650,000 lbs. sold at 27c.@27¼c., on the spot, and 28c. for forward delivery. Iron has been rather quiet but held with confidence; 500 tons Scotch Pig, sold at $45 for Eglinton; $46 for Glengarnock, and 52 for Coltness. We now quote: Eglinton Pig at $45; Glengarnock, at $46; No. 1 American Pig at $45@$48; No. 2 do. at $43@$45; English rails at $65@$68, gold; American Rails, at works, at $75@$78; Old Rails $47@48 Pig Lead is in moderate demand with foreign quoted at 6½c. @6⅝c., gold, for ordinary, on sales of 100 tons. Spelter has been inactive at 7½c.@7⅝c. gold. Pig-tin has been in very limited demand, with Straits quoted at 31½c.@31⅝c., with English at 29¼c., and Banca, at 35c., gold. Sales, 5 tons English, to arrive, (August shipments,) at 28⅞c., gold. Tin Plates quiet but quoted firm; sales, 300 boxes Charcoal Plates at $11, and 750 boxes Coke at $8 75@$9, gold. Charcoal Plates quoted here at $10 87½@$11 37½; Charcoal Terne, $9 75@$10 20; Coke Terne, $7 75@$8 50, gold, per box. Zinc dull and wholly nominal.

General business has been fairly active, since our last. Cotton, Breadstuffs and petroleum have been quoted lower, Provisions irregular, Tobacco and Wool firm. Middling upland Cotton left off tamely at 20⅛c. per lb. The receipts at all the ports, since Sept. 1, have been 3,556,963 bales, against 2,670,279 bales same time in the preceding year; exports 2,613,705 bales against 1,938,888 bales in the previous year; stock at the ports at latest dates, 167,417 bales against 106,034 bales same date in 1871.

Foreign goods have been more sought after and held with more firmness. The week's imports of foreign goods and merchandise amounted to $5,412,088 including $2,309,919 of dry goods.

Ocean freights have been fairly active, and rates have been quoted firmer, with the main inquiry for Grain room on berth and charter.

At the Live Stock Markets, Beeves have been in fair demand at from 7@13 cts. Veals at 5@8½ cts.; Sheep at from 3¾@6¼ cts.; Spring Lambs 5@9 cts.; Swine at 5⅛@5¼ cts. per lb., all live weight. The week's receipts were 9,576 Beeves, 2,642 Veal Calves, 23,701 Sheep and Lambs, and 25,387 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Canada Southern 1st mort., 89; Michigan Central 7s, 99⅝; Buffalo, New York and Erie 1st mort., 92½; Boston, Hartford and Erie 1st mort., 84½; Long Dock bonds, 95¾. Central of New Jersey 1st mort., 104½; Mil. and St. Paul 1st mort. LaCross div., 90½; Lake Shore and Michigan Southern consol. 7s, 99; do. coupon, 99⅛; Ohio and Miss. consol., 91¼; do. consol. S. F., 92; Delaware, Lackawanna and Western 7s, conv., 101; Western Pacific bonds, 92½; Clev., Paines. and Ash. 7s, old, 98; Albany and Susq. 2d mort., 97; Cedar Falls and Minnesota 1st mort., 79¾; Toledo, Peoria and Warsaw 2d mort., 77; Toledo, Wabash and Western consol., 85¼; Cleveland, Columbus, Cincinnati and Indianapolis 1st mort., 104¾; Pacific R. R. of Mo., 46½; Warren R.R., 83; New Jersey Southern R. R., 28; Rome, Watertown and Ogdensburg R. R., 88; Illinois Central scrip, 102; St. Louis and Iron Mt. R. R., 69; do. 1st mort., 96; Dubuque and Sioux City R.R., 60; Atlantic and Pacific pref., 26; Adams Exp., 95; U. S. Exp., 67; Am. Exp. 63½; Wells-Fargo Exp., 72½; Western Union Telegraph, 92⅛; do. 7s, 99; Consol Coal of Md., 55; Am. Coal, 65; Pennsylvania Coal, 250; Georgia 7s, new, 90; South Carolina 6s, new, Jan. and July, 15; N. Y. State 7s B. L. reg., 104⅝; Brooklyn 6s, W. L., 93⅞; do. 6s, Park Loan, 93.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 75½; Catawissa R. R. 19½; do. 7s, new, 99; Philadelphia and Reading Gen'l mort. 7s, reg., 103; do. coupon, 100¾; do. 7s, new, conv., 102½; do. deben. bonds, 89; Pennsylvania and New York 7s, 99¼; Wilmington and Reading 7s, 99; Lehigh Valley 7s, 105; Ithaca and Athens 7s, 100; Huntingdon and Broad Top Mt. consol., 62; Harrisburg and Lancaster 6s, 91; Westchester and Philadelphia 7s, 103; Belvidere Delaware 2d mort., 84; Cayuga Lake 1st mort 7s, 96; Philadelphia and Trenton R. R., 122; Camden and Atlantic R. R., 35; do. pref., 43; do. 2d mort., 94; Pennsylvania State 5s, 1877, reg., 98½; do. coupon, 101; Pittsburg 5s, 72½; Allegheny Co. 5s, 75¾. The latest quotations are: City 6s, 98@--; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 100¼@100½; do. 2d series, 102⅞@103¼; do. 3d series, 106⅝@106¾; Philadelphia and Reading 55⅜@55½; do. Gen'l mort. 7s, coup., 100@100¾; do. reg., 102⅞@103; do. mort. 6s, 1880, 95¾@98; do. 7s, new, conv., 102¼@102½; United New Jersey R.R. and Canal Co., 122¾@123¼; Camden and Amboy mort. 6s, 1889, 96¾@97¼; do. 1883, 90@90½; do. 1889, 88@89½; Pennsylvania R. R., 54⅜@54½; do. 1st mort., 100¼@101; do. 2d mort., 100@100; do. General mort. coupon, 90¾@91½; do. reg., 96¼@96½; Little Schuylkill R. R., 46¾@46½; Morris Canal, 48@50; do. pref., 120@127; do. 6s, 94@95; Susquehanna Canal, 6@7; do. 6s, 72@75; Schuylkill Nav., 6@6¼; do. pref., 12@14; do. 6s, 1882, 71@73; do. 1872, 78@80; Elmira and Williamsport pref., 38@38½; do. 7s, 1873, 95@96; 5s, do. 58@60; Lehigh Coal and Navigation 38½@38⅝; do. 6s, 1884, 90@90½; do. R. R. Loan, 91½@—; do. Gold Loan, 91@91¾; North Pennsylvania, 49¼@50; do. 6s, 98@99½; do., 7s, 101½@101⅝; do. Chattle 10s, 110@111½; Philadelphia and Erie, 24½@25; do. 6s, 89@90; Minehill 51¾@52; Catawissa, 19@20; do. pref. 42⅝@42⅞; do. new pref., 32½@33; do. 7s, 1900, 98¾@99¼; Lehigh Valley, 61⅛@61¼; do. 6s, new coupon, 95@96; do. reg., 96½@97; do. 7s, 105@106; Fifth and Sixth streets, (horse,) 51½@54; Second and Third, 56½@57½; Thirteenth and Fifteenth, 18@21; Spruce and Pine, 31@33; Green and Coates 45@50; Chestnut and Walnut, 60@70; Hestonville, 18@19½; Germantown, 89@—.

Boston.—Rutland R. R., 54; do. scrip., No. 4, 86; Summit Branch, 44; Burlington and Missouri River R.R. in Iowa, 102¼; do. in Nebraska, 50½; Norwich and Worcester R. R., 131; Chicago, Burlington and Quincy 7s, 95⅜; Western R. R. 6s, 1875, 96; Stanstead, Shefford and Chambly 7s, 65; Vermont Central and Vermont and Canada Equipment 8s, 80; Eastern R. R. 6s, 1874, 96; Vermont Central 1st mort., 28; Cary Imp., 9¾; Brookline Land, 5⅜; Boston Water Power, 30; do. scrip, 80; Chicago 7s, 99⅝; Boston 6s, 1880, currency, 99; Allouez Mining Co., 16¾; Calumet and Hecla, 152½; Dana, 75c.; Hanover, 75c.; Mesnard, 1¾; Petherick, 3½; Star, 1⅜; South Side, 25c.; Washington, 1½.

Baltimore.—Northern Central 6s, 1900, gold, 91; Orange, Alexandria and Manassas 7s, 30⅛; Central Ohio 1st mort., 89¼; Virginia and Tennessee 8s, 87¾; Parkersburg R.R., 11; Virginia consols, coupons, 78. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78@78½; Wilmington and Weldon bonds, 93@94½; Pittsburg and Connellsville 7s, 1898, 93@94¼; Baltimore and Ohio, 160@174; do. 6s, 1875, 98@98⅛; do., 1880, 97@—; do., 1885, 98@98¼; Parkersburg Branch, 11@—; Northern Central, 86⅝@88; do. 6s, 1885, 90¾@91¼; do., 1900, 87@88; do., 6s, 1900 gold, 91@91¼; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, 93@97; Marietta and Cincinnati 1st mort. 7s, 1892, 102⅛@102⅝; do., 2d mort., 7s, 92@92¼; do., 3d mort., 8s, 82@82⅛; Central Ohio, 40¾@42; do. pref., 40@40¾; do. 1st mort., 88¾@89¼; Western Md. 1st mort. 6s, 1890, 75@—; do. 1st mort. guar., 96@97; do. 2d mort. guar., 96@97; do. 3d mort., guar., 96@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 81@85; Richmond and Danville 1st mort., 75@75¾; Orange and Alexandria 1st mort. 6s, 98@96; do., 2d mort. 6s, 86@86½; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 82@82; Orange, Alex. and Manassas 7s, 79½@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 76@78; do. 8s, 3d mort., 87½@88; Baltimore 6s,

1875, 99¼@100; do., 1884, 98½@99; do. 1886, 98½@—; do. 1890, 99@99¼; do., 1893, 100@100; do. 1893, exempt, 104@106; do., 1900, exempt, 98½@99; do. 1900, new, 98@98½; do. 1902, 98⅜@98½; Memphis City 6s, 50@56; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 50@—; do. coupon old, 37@37⅜; do. consol. 6s, 53½@53½; do. coupons, 78@79; West Virginia, 11@11½; City Passenger R. R., 15@18¼; George's Creek Coal, 120@140.

☞ The New Jersey Steel and Iron Company, Trenton, N. J., has one of the largest rolling mills in the country, covering four and a half acres of ground. There are 13 puddling and six heating furnaces; two steam hammers, of 4½ tons each; two dandy furnaces, for re-heating old rails; 28 engines, and two turbine water wheels. One of the features here is the manufacture of silicon steel headed rails, made from codorus ore, and similar to those made at Elmira. The company has made over 80,000. It also makes girders, beams, &c., and general merchant iron and steel. It has one of the Siemens-Martin furnaces, the first ever built in this country. It employs about 120 men.

☞ Mr. ALFRED R. FISKE, who for many years filled the position of Superintendent of the Northern Central Railway Company with such acceptability to the traveling public, shippers and the corporation which he served, will, in a few days assume the management of the extensive iron establishment of Atkins & Bro., at Pottsville, Pa. These works consist of a rolling mill, which turns out one hundred tons of railroad iron per week, and three blast furnaces. The firm mine all their coal, two-thirds of their ore, and quarry all their stone. They employ between 400 and 500 hands.

☞ The Richmond *Dispatch* says that the increase of the live stock business from the West has been such that the Chesapeake and Ohio Railroad will after next week run a special train for this business, leaving Huntington every Thursday morning, arriving at Richmond every Saturday, stopping at Ronceverte to feed and water. This will tend to make Monday a regular market day for Richmond, and draw together buyers from all parts of the South, as well as Baltimore and other points.

☞ The contract for laying the iron on the Nashua and Rochester Railroad, between Rochester and Epping, N. H., has been awarded to Wal-Hurlburt, of Underhill, Vt. The work is proceeding rapidly, and the cars are expected to be running from Rochester to Epping in a few weeks. A junction with the Concord and Portsmouth Road will be formed at the Epping station.

☞ The Miller Platform is to be applied to all the cars of the Maine Central Railroad. This will involve an expenditure to the road of nearly $4000, and is brought about at the suggestion of the general manager of the Eastern, Mr. Hatch, who is determined that the equipment of the road shall be first class. The cars will be equipped at the shops in Augusta.

☞ The West Point Tunnel has been driven 130 feet from the south end, and 100 feet from the north end. Night gangs are to be put on soon, and the work pushed as fast as possible.

Knoblauch & Lichtenstein,

No. 37 Broad-st., New York.

OFFER FOR SALE

$200,000

7 Per Cent. First Mortgage Bonds,

30 YEARS TO RUN,

OF THE

CENTRAL R. R. EXTENSION COMPANY

OF LONG ISLAND,

At 90 and Accrued Interest in Currency

The road runs from Farmingdale, the present terminus of the Central Railroad, to Babylon on the South Shore of the Island. According to contract, the road will be finished by July 15th, ready for this summer's travel.

These Bonds being a *home security*, and among the best ever offered in this market, we take special pleasure in recommending them.

Pamphlets or further particulars will be promptly furnished on application.

☞ The railroad from Marshall to Dallas, Texas, was completed on the 30th ult., meeting sixty miles east of Dallas and sixty-four miles west of Longview. Through trains will soon be put on from Shreveport to Dallas, distance one hundred and ninety miles, running time twelve hours. Shreveport gives a barbecue in honor of the event.

☞ The work on the new railroad from Camden (N. J.) to Mount Ephraim via Gloucester City, it is stated will be commenced at an early day, and prosecuted rapidly to completion, probably by the 1st of January next. It will begin at Kaighn's Point and run along Ferry road to Broadway, thence to Gloucester and then to Mt. Ephraim.

☞ It is stated that the Bethlehem (Pa.) Iron Company has for some time been receiving iron ore from Africa. It is of the hematite and magnetic qualities mixed, and is mined at Elmokeh, Algiers, and shipped from the seaport town of Borah in the same province, to Philadelphia, and from there to Bethlehem.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending July 26, at 442,052 tons, and for the coal year 10,558,105 tons, against 10,378,129 tons to corresponding time last year, being an increase of 179,985 tons. The bituminous tonnage for the week is 78,568 tons, and for the year 1,728,731 tons, giving a total of all kinds for the week of 530,620 tons, and for the year of 12,287,836 tons, against 11,914,509 to same time last year, being an increase of 373,327 tons.

☞ The earnings of the Erie Railway Company for the week ending July 23, 1873, were $456,230, and since July 1, $1,239,493—an increase over the corresponding period of the previous year of $110,498.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending July 22, are: freight, $48,025 60; passengers, $25,311 46—total, $73,337 06.

☞ BANKING HOUSE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Aug. 8, 1873.

We recommend to our friends and customers for investment of surplus Capital, or in exchange for Government Bonds:

THE CHESAPEAKE AND OHIO SEVEN PER CENT. GOLD BONDS; principal and interest payable in gold coin, in New York; interest payable Jan. 1 and July 1; coupon or registered. Price **90** and accrued interest.

THE CHESAPEAKE AND OHIO RAILROAD IS A COMPLETED TRUNK LINE, BETWEEN THE ATLANTIC SEABOARD AND THE GREAT WEST, 420 miles in length, extending from tide-water, at Richmond, to Huntington, the most favorable point of railroad connection with the Ohio River, and developing the richest IRON, COAL, AND TIMBER REGIONS IN THE UNITED STATES.

ITS FREIGHT TRAFFIC AND PASSENGER TRAVEL are already large and remunerative, and they are increasing with a rapidity which shows the Chesapeake and Ohio to be one of the most valuable and successful railroads in the country.

These facts, together with the THOROUGH CONSTRUCTION AND SUPERIOR CHARACTER OF THE ROAD ITSELF, its ADVANTAGES FOR ECONOMICAL AND PROFITABLE OPERATION, AND THE UNQUESTIONABLE SECURITY OF THE BONDS OF THE COMPANY, ENABLE US to recommend them with the utmost confidence.

Pamphlets containing full information concerning the Road, and the country it traverses, will be furnished upon application.

We also have on hand for sale the CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS at 88¼, and accrued interest. Interest payable May and November. Denominations $100, $500, and $1,000—coupon or registered.

We continue to deal in GOVERNMENT SECURITIES, and CENTRAL PACIFIC, and WESTERN PACIFIC BONDS; buy and sell Stocks and Bonds at the Stock Exchange on commission, for cash; make Collections, receive Deposits, on which we allow interest at the rate of Four per Cent., and do a general banking business.

FISK & HATCH.

☞ At a meeting of the stockholders of the Vermont Valley Railroad, at Bellows Falls, Vt., on the 21st of July, the following board of directors was elected: Governeur Morris of Morrisania, New York, W. P. Burrill, Hartford, Conn., D. L. Harris, Springfield, Mass., Frederick Billings, Woodstock, Vt., S. M. Waite, William H. Rockwell, jr., and F. A. Nash, Brattleboro. Subsequently Mr. Morris was elected president, Mr. Waite vice-president, Mr. Nash clerk and treasurer, and Messrs. Field and Tyler of Brattleboro solicitors.

☞ The Milwaukee and Fond du Lac Railroad, which was completed on the 26th ult., forms the connecting link between the Chicago and Northwestern Railroad at Fond du Lac and Milwaukee, and most of the trains will be run over this route to Chicago, instead of *via* Janesville.

☞ The gross earnings of the Wicomico and Pocomoke (Md.) Railroad for the year ending April 30, 1873, were $33,966 42, the expenses $19,766 55, and net earnings $14,190 57.

Journal of Railroad Law.

RAILROAD COMPANIES—CONTRIBUTORY NEGLIGENCE IN RESPECT TO FIRE COMMUNICATED BY A LOCOMOTIVE TO ADJACENT PROPERTY.

The facts in the recent case of The Chicago and Northwestern Railway Co. *vs.* Simonson, (54 Ill., 504), are fully and clearly stated in the following opinion by—

BREESE, J.—This was an action on the case brought to the Whiteside Circuit Court by Frederick Simonson, to recover of the defendant railwaycompany, damages occasioned to the property of the plaintiff, by reason of the escape of fire from their locomotives, while running on their track across the lands of the plaintiff.

There was a verdict and judgment for the plaintiff, to reverse which the defendants appeal, assigning, among other things, as error, giving the instructions asked by the plaintiff. It is to this point only we have directed our attention.

The instructions complained of are the following:

"If the jury believe, from the evidence that any one or more of the fires which are complained of by the plaintiff in the case, were caused by, or originated from, the carelessness of the defendants' servants, or the defect in the construction of the defendants' engine, or from the carelessness of the defendants in permitting dry grass and leaves, and other combustible matter to accumulate on the side of their said railway track, and adjoining the premises of the plaintiff, so that fire, first falling from defendants' engine, caught said dry grass or dry leaves, or other combustible matter, and thence communicated with the premises of the plaintiff, and assess his damages at such a sum as they believe from the evidence, he has sustained from such careless or negligent acts.

"If the jury believe, from the evidence, that any one or more of the fires that are complained of by the plaintiff, were caused by, or originated from the carelessness of the defendants' servants, in the management of the locomotive by said defendants' servants, or from their permitting dry grass and other combustible material to accumulate on the land of the defendants, on the sides of their said railroad track, adjoining the premises of the plaintiff, they will find the issues for the plaintiff, and assess his damages at such a sum as they believe, from the evidence he has sustained."

The objection to these instructions, and each of them, is obvious. They leave out of the case the question of contributory negligence on the part of the plaintiff, in disregard of the rule established in Illinois Central R. R Co *v.* Mills, 42 Ill. 407, and O. and M. R. R. Co. *v.* Shanefelt, 47 ib. 497, and Illinois Central R. R. Co. v. Frazier ib. 505.

It was declared by a majority of the court, in Shamefelt's case, that land owners contiguous to railroads were as much bound, in law, to keep their lands free from an accumulation of dry grass and weeds as railroad companies were, so when a fire is ignited on a company's right of way, and is communicated to fields adjoining, the negligence of such owner will be held to have contributed to the loss, and unless it appears the negligence of the company was greater than that of such land owner, the latter can not recover from injuries thus arising.

These instructions wholly ignore the doctrine, which must be regarded as the established doctrine of this court, and the defect is not supplied by any other instruction given in the cause.

In this case, however, it appears the fire from the engine was communicated to the wood lands of the plaintiff, as well as to his cultivated land.

On another trial, this fact will be considered by the court in its instructions, as abating that degree of diligence required of the land owner, for it is well known, it is almost impossible for such to keep his timber land clear of leaves, which are constantly falling, and soon become dry and inflammable.

As the instructions ignore, wholly, the doctrine of contributory negligence, the judgment for that reason must be reversed, and the cause remanded.

Judgment reversed.

Atchison, Topeka and Santa Fe Railroad.

The board of directors submit to the stockholders the following report of the company's affairs, and of its operations for the year ending March 31, 1873:—

The year ending March 31, 1873, has been an important one in the affairs of your road. The charter was granted March 3, 1863. The route prescribed was from Atchison on the Missouri River to the western boundary of the State of Kansas, in the direction of Santa Fe, New Mexico, a distance estimated at five hundred miles. The time for completion was limited to ten years, which expired March 3, 1873. Five years and six months were allowed to pass without commencing operations. In September, 1868, the charter was transferred to new parties. In 1869, twenty-eight miles were built; in 1870, thirty four miles; in 1871, seventy-five miles. The western boundary of Kansas not having been established, we estimated the remainder to be built at about three hundred and forty-three miles. The time for the completion of the road and telegraph was limited, and only one year remained. The consequence, if it should not be completed within the time, would be the loss of a large part of our land grant. The advancing cost of materials and rates for money, and the fact that five millions of dollars would have to be raised, presented serious difficulties and embarassments. An effort was made in Congress to get the time for completing the road extended for two years; but in view of the delay, and the uncertainty of favorable action during the exciting presidental contest, it was determined by your board to complete the road before March 3, 1873, the time prescribed in the act of Congress making the grant of lands. The directors, on the 22d March, 1872, voted to proceed immediately with the building of the whole line. The means were provided and the work completed; but the advanced cost of materials, the tightness of the money market, and the unprecedented but indispensable rapidity with which the work had to be performed, increased somewhat the cost of construction above what was expected and estimated. The cars were run over the entire line from the Missouri River to Colorado, about four hundred and seventy miles, on the 28th day of December, 1872. Thus about three hundred and sixty miles were constructed in less than nine months. Moreover, the road is remarkably well built, much better than the majority of western roads, and in general construction will bear comparison with the best roads either East or West. It runs, for the greater part, in the valley of the Arkansas River, and is of easy grades and curves, as exhibited in the report of the general superintendent.

While it could not reasonably be expected that a large amount of business would immediately be done upon a road so rapidly built beyond the limits of settlement and production, we are gratified in being able to say to you that the business upon it, for so new a road, and in so new a country, is almost unprecedent. The earnings for the portion operated, ending March 31, 1873, being an average of about two hundred and eighty-three miles, were over three thousand and four hundred dollars per mile, not including anything for the transportation of the very large amount of material required in construction; which transportation necessarily interfered with the business of the road, in requiring the use of engines and cars, which otherwise would have been employed so as to increase the earnings for the year. In addition to this, you can readily see that the aggregate cost of operating was greatly increased, and the net earnings thereby diminished. Except for this cause, we believe that the road could have been operated for about fifty per cent of its gross receipts, instead of over sixty-two per cent, as appears in the superintendent's report.

The following statement, taken from the treasurer's report, shows the financial condition of the company:

Construction		$20,593,232 78
Equipment		1,214,207 15
Surplus materials, iron, ties &c., on hand		208,296 26
Surplus bonds at market value—		
First mortgage bonds	$407,000	
Land-grant mort. bonds.	10,500	
Consolidated mort	1,600,000	
		1,273,125 00
Cash on hand		63,368 88
Bills receivable for land sold, and interest		959,718 09
Value of lands unsold, 2,856,763 acres, estimated at $4 per acre		11,427,052 16
		$35,739,100 00
Capital stock		$8,615,000 00
Bonds first mort. (1899) 7 per cent gold Jan. 1 and July 1		7,041,000 00
Bonds land mort. (1900) 7 per cent gold, April 1 & Oct. 1.	$3,520,500	
Less bonds cancelled	65,000	
		3,455,500 00
Consolidated mort. bonds (1903) 7 per cent, gold, April 1 and Oct.1		1,600,000 00
Notes payable, July 1, 1875, 7 per cent, currency, Jan. 1 and July 1		100,000 00
Notes payable, July 1, 1882, 7 per cent, currency, Jan. 1 and July 1		430,000 00
Sinking fund land bonds purchased		20,000 00
Bills payable		907,937 49
Unpaid bills and contracts approved		180,445 00
Trustees land grant		10,178 69
" Pottawatomie land grant.		134,940 23
Wichita and S. W. Railroad Co.		8,207 90
Arkansas Valley Town Company		28,077 00
Income account:—		
Surplus earnings, after paying interest on securities from commencement of construction to March 31, 1873		222,544 66
		$22,748,830 07
Surplus of assets over liabilities		12,990,270 09
		$34,739,100 16

CONTINGENT LIABILITY, POTTAWATOMIE LANDS.

Assets.		
Bills receivable for lands sold at interest		$511,644 44
Value of lands unsold, 62,633 acres.		507,366 77
Due from Railroad Company		134,940 23
		$1,154,151 44
Liabilities.		
Due United States Gov.	$254,591 15	
Bonds outstanding	603,500 00	
		858,091 15
Surplus assets over liabilities		296,060 29
		$1,154,151 44
Interest 7 per cent gold on $412,000 00, Wichita mortgage bonds (the railroad being under lease to the company for thirty years at 35 per per cent gross earnings)		$58,840 00

The main line now extends from Atchison on the Missouri River to the western boundary of the State of Kansas, where it connects with the Colorado and New Mexico Railroad. The branch from Newton to Wichita, built under the charter of the Wichita and Southwestern Railroad Company is operated by your company, and forms an important part of your line.

COMPARATIVE STATEMENT OF EARNINGS.

	Year ending March 31, '72	Year ending March 31, '73
Total earnings	$498,277 78	$1,172,013 23
Av. per mile operated	4 038 89	4,141 83
Total operating exp .	308,105 73	748 210 22
Av. per mile operated	2,497 41	2 644 13
Net earnings.....	190,172 05	423,803 01
Av. per mile operated	1,541 48	1,497 70
Percentage of expenses to earnings....	61 8 10	63 8 10
Average number of miles operated....	123.37	282.97

The land secured to the company by the building of the road is 6,400 acres per mile, or 8,005,870 acres, an area larger than the State of Connecticut, and two-thirds as large as the State of Massachusetts. The average quality of the land is not excelled by any in the State or country. The greater part of it lies in the valley of the Arkansas River which contains the only belt of arable land extending the whole distance between the Missouri River and the Rocky Mountains. Many thousands of Texas cattle are every year prepared for market upon the rich and abundant grasses of this region; and, as the country farther east is occupied by settlement, we believe that this number will increase, and will furnish for all time a most important portion of the business of the road. Settlements are already being made, and farms opened, very far toward the western portion of our grant. It has only required an outlet by rail to give great and immediate value to this remarkable country.

The land mortgage of $3,500,000 is only at the rate of about one dollar and twenty-five cents per acre, or one half the government price to purchasers for the intervening lands. There have been sold, during the year ending March 31, 1873, seventy thousand fifty-eight and forty four one-hundredths acres, at an average of a little over six dollars per acre. The aggregate sales up to that date amount to one hundred and forty-seven thousand three hundred and ninety seven and twenty-nine one hundredths acres, the gross proceeds of which, including the interest added to the time of payment, amounts to the sum of $1,229,320 62.

Expenses of land department to March 31, 1872.....	$26,672 25
Expenses of land department to March 31, 1873.....	73,770 82
Coupon interest to March 31, 1872....	33,016 27
" " " 1873....	113,533 89
Cash paid for bonds cancelled.....	20,000 00
Balance due trustees, March 31, 1873.	10,178 69
	$277,171 92

CONTRA.

By cash payments on sale to March 31, 1872.....	$87,208 93
By cash payments on sale to March 31, 1873....	186,941 69
Profit and loss, being discount on pur- of $20,000 bonds.....	3,021 30
	$277,171 92

The current expenses of 1873 were increased $30,000 by the payment of land office or entry fees; leaving the expenses of the department for the year, $43,770 82.

We expect that our sales for the current year will reach about a million of dollars, and that this amount will be largely increased when the government land is exhausted, and our general land manager shall have completed his arrangements for securing foreign and domestic immigration.

Before the opening of our line to the Missouri River from Atchison, we were dependent upon the Kansas Pacific Railroad for an eastern outlet. Now, at Atchison, we make good connections with the following roads: Hannibal and St Joseph; Kansas City, St. Joseph and Council Bluffs, and by the last-named road with the Chicago, Burlington and Quincy; also with the Chicago, Rock Island and Pacific,—four important Chicago lines. We also connect at Atchison with the Wathina and Doniphan road from Atchison to St. Joseph, on the west side of the river, furnishing us a more valuable outlet to the East over the railroad bridge just completed at St. Joseph. We also have connection at Atchison with St. Louis via the Missouri Pacific Railroad, and by the St Louis, Kansas City and Northern Railway, which is reached via Winthrop and Harlem over the K. C., St. J., and C. B. R. R. We also have connection with the Atchison and Nebraska Railroad running from Atchison northwest to Lincoln in Nebraska. We thus have eight connecting lines, and receive at least three fourths of our eastern business at Atchison. It is hoped at no distant day a bridge will be built there.

We have reason to expect that the cattle trade, the earnings from which are an important item of our receipts, will steadily increase; and we shall have to provide additional rolling stock for its accommodation. During the past year we shipped about ninety thousand head of Texas cattle alone.

We believe that your road, at no distant day, will form an important part of a great line between the Atlantic and Pacific, passing through a most valuable and productive mining and agricultural region; how soon we shall realize this hope must depend more or less upon the general financial condition of the country.

Sleeping Cars on European Railways.

American sleeping cars or coaches have been introduced on European railroad lines. Mr. Pullman started the movement on the Midland Railway of England. This has been followed by the organization of a company which has obtained valuable concessions from several of the most important continental lines, and has actually sleeping cars running on some roads already. Sleeping cars are now attached to all the through trains from Ostend to Berlin; from Ostend to Cologne; from Vienna to Munich, and Paris to Vienna. A large number of additional cars are now building for other routes, and it is believed that it will not be long before they will be in use all over the continent. It is reported in this connection that contracts have been made with the several railway lines, constituting the following routes on the continent: From Calais and Bologne to Paris; from Calais to Berlin, via Brussels; from Paris to Cologne; from Paris to Brussels; from Paris to Vienna, via Strasbourg; from Ostend to Berlin, via Brussels; from Ostend to Cologne. By the terms of these contracts the company are to own and manage the sleeping carriages, placing a conductor on each, for which they are authorized to collect a small fare from each passenger. The railway companies have the carriages, keep the outside in order, care for the running-gear, and furnish oil, fuel, and lights, receiving the ordinary fare from each passenger. The prices charged in these carriages for the use of the car from Paris to Vienna, during the day time and two nights are sixteen shillings, and from Ostend to Berlin, ten shillings. These charges are moderate, and will insure the constant use and occupancy of all this class of cars or coaches. At the same time the public will have accommodations which up to this time have been denied them on the best lines of Europe. America leads the world in all matters of practical importance.

New Haven, Middletown and Willimantic Railroad.

The Middletown (Ct.) *Constitution* gives the following statement as to the present condition of the Air Line Railroad:

July 1, 1871, the directors of the Air Line road issued $500,000 second mortgage bonds, convertible into stock at the option of the holders. The directors executed a mortgage deed to O. Vincent Coffin and William R. Galpin as trustees. These gentlemen took possession of the road and all its equipments last spring and still hold them at the present time. They did not deem it best to interfere with the work on the road or the officers or parties to the contracts already made, so long as work was progressing, and therefore the old officers have remained in charge of the unfinished section. No other parties in interest can obtain possession of the road, except the first mortgage bondholders, and they cannot under five years. The road is completed to Willimantic, its entire length, and nearly all of it ballasted. Some one hundred thousand dollars are required to build depots, fences and furnish additional rolling stock for the road. The town of Middletown guaranteed two hundred thousand dollars' worth of these bonds. Its interests will be well looked after and protected by Messrs. Coffin and Galpin. The directors of the road held a meeting Wednesday to see what could be done. A crowd of laborers on the road besieged the office all day for their pay. Some $4000 or $5000 is now due them.

☞ The grading on the Southern Maryland Railroad has been completed from Brandywine, in Prince George's county, to St. Joseph's church, St. Mary's county, and the work of laying rails will be commenced soon. It is now promised that the road will be in running order next Spring.

☞ The Calumet and Hecla Mining Company has declared a dividend of $5 per share, payable August 15.

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One (Osgood Pattern) Second Hand. Price $10,000.
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Two Large Dumping Scows, $3,500 Each.
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ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.
M. K. JESUP & COMP'Y,
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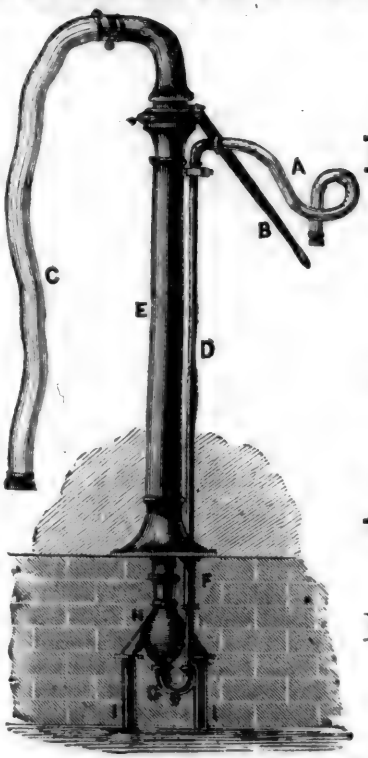
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CAN NOT **FREEZE** IN ANY **CLIMATE,** UNDER ANY **CIRCUMSTANCES.**

COSTS LESS Than One Half the Price of a FROST PROOF TANK.

The Engineer in charge of the Locomotive attaches the Hose A to a steam valve in the boiler. Steam passed through the pipe D and slip joint F into the globe H, producing a vacuum; the water is then lifted through the pipes I I and forced through the column E and hose C into the tender, filling any ordinary tender in about three minutes. When steam is shut off all the water in the pipes returns into the well, and any condensed steam passes off through the drip valve G, leaving nothing to freeze. The handle B serves to turn the discharge pipe and hose in any direction. The water delivered into the tender is warm, thus utilizing the steam used. The discharge tubes, represented above made of hose, can be made of iron if preferred.

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Aug. 20, 1873—Steamer OCEAN QUEEN, Capt. SEABURY, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer ALASKA, Capt. Nolan, leaving Panama for San Francisco, and calling at Acapulco, Mazatlan and Manzanillo; also connecting for all Central American and South Pacific Ports. Departures of 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The steamship COSTA RICA will leave San Francisco on Aug. 23, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco, Sept. 1, 1873 for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

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SILVER PLAITING,
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2,000 tons best Welsh make 56 lbs.
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[ESTABLISHED IN 1850.]

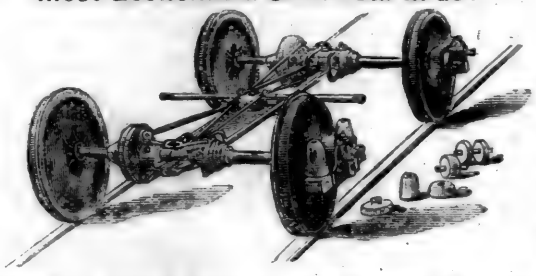
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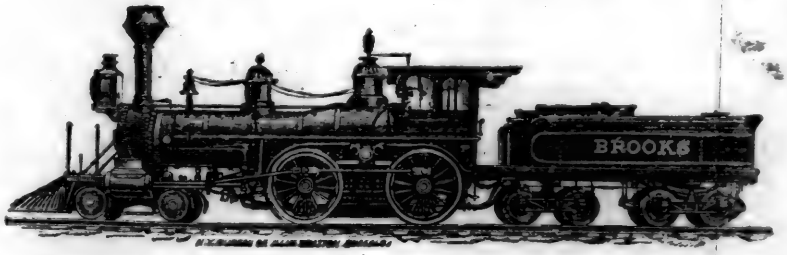
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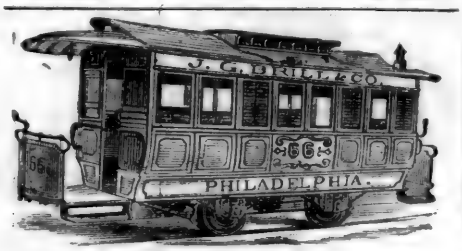
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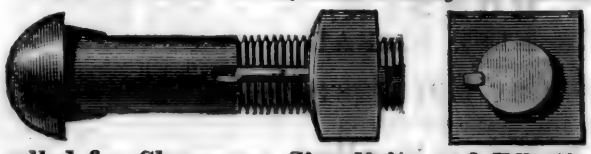
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Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

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IMPROVED August 23, 1870.

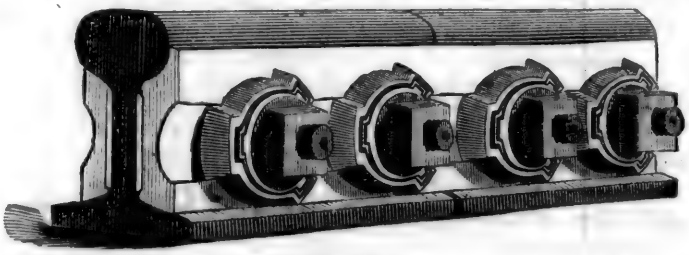
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

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PRATT'S
PATENT COMPENSATING FISH-JOINT,



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VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

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COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

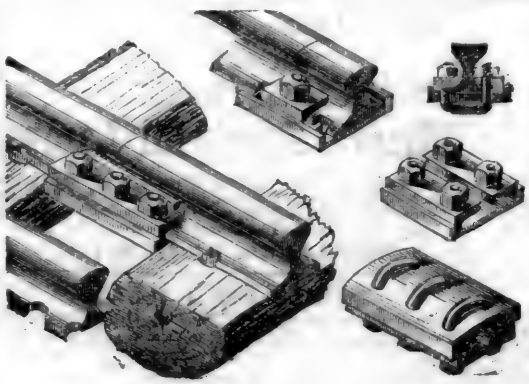
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

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The Superiority of these Joints has been proved by eight years' use on different Roads.

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SECOND QUARTO SERIES, VOL. XXIX., No. 33.] SATURDAY, AUGUST 16, 1873. [WHOLE No. 1,947, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 16, 1873.

Chesapeake and Ohio Railroad.

A correspondent of the *Evening Post*, writing from Huntingdon, West Virginia, the western terminus of the Chesapeake and Ohio Railroad, says:

This road was formed by a consolidation of the roads, properties and franchises of the Virginia Central Railroad Company and the Covington and Ohio Railroad Company, authorized in 1866. Its charter privileges cover the line from tide water on the James River to the Ohio River at or near the mouth of the Big Sandy River, a distance of 427 miles.

On the 1st day of April, 1873, the rails of the two great divisions were united, and the whole road was opened for traffic.

Continuous railroad communication between the western terminus of the road and Cincinnati will soon be completed by way of the Louisville, Cincinnati and Lexington Railroad, and the Elizabethtown, Lexington and Big Sandy Railroad, of which General John C. Breckinridge is vice-president. The latter road, it is expected, will be finished during the coming year, when there will be a very direct all-rail line between Richmond and Louisville, 640 miles, with a branch line to Cincinnati, and extension by way of Louisville to St. Louis and the far West.

The road is of the standard gauge, fifty-six and a half inches, and in its construction the most modern and approved plans and materials have been adopted. Iron bridges have been erected in the portion recently built. Steel rails have been laid on a large part of the western division, over which a heavy mineral traffic passes, and solid embankments have been built in place of temporary trestle work. No care or expense has been spared in its construction to render it a thoroughly first-class and substantial railroad.

Extension of the Northern Pacific Railroad into Superior.

Inasmuch as many inquiries are made relative to the arrangement lately concluded between the Superior and St. Croix Railroad Company and the Northern Pacific Company, it is proper to state that the agreement of June 27th ult. provides that right of way, wharf frontage and depot grounds shall be furnished to the Northern Pacific free of cost; in other words, the town of Superior agrees to supply the requisite grounds at its own expense. So soon as the deeds are delivered, the Northern Pacific Railroad will commence and construct the railroad bridge from Rice's Point to Conner's Point, in Wisconsin, and the road thence along the Bay of Superior to Nemadji river, all to be finished within eight months.

Much of this distance lies in the water, and involves costly bridging and piling for track, the drawings and specifications of which have been prepared, and proposals for the great bridge over the St. Louis River are about to be issued.

Walbridge, Bro. & Sargent, having assigned the Kokomo contract to the Northern Pacific, the latter company assumes the construction of that road (from Superior west 23¼ miles to the N. P. junction) within eighteen months; otherwise incurs the forfeiture of the important subsidy to the road offered in bonds by Douglas county.

Right of way along Superior Bay for the most part has been obtained, and proceedings to condemn depot grounds commenced.

The roads will be constructed under the charter of the Superior and St. Croix Railroad Company, incorporated by the State of Wisconsin, but the majority of whose Directors is composed of members from the Northern Pacific Board.

The present organization of the Superior and St. Croix Company is: Frederick Billings, President; Thos. H. Canfield, Vice-President; H. Hayes, Secretary and Treasurer; Executive Committee, Geo. W. Cass, Thos. H. Canfield, Chas. B. Wright. —*Superior Times*, July 26.

☞ Articles for the consolidation of the Chicago and Atlantic Railway Company with the Baltimore, Pittsburg and Continental Railway Company, have been filed with the Secretary of State of Ohio.

Bridge at Minnehaha Falls.

The proposed suspension bridge to connect the Ramsey and Hennepin shores near the Falls of Minnehaha, is thus described by the St. Paul (Minn.) *Pioneer*:

The bridge will be composed of two spans of 360 feet each, supported in the middle by a tower 148 feet in height. The shore piers or towers are each fifty feet high, and the entire plan appears to be designed with a view to symmetry and durability. The bluffs of the Mississippi at the point selected are high, and the channel is unusually narrow, the entire length of the bridge between the shore towers being only 720 feet. The plans are drawn by Thomas M. Griffith, an experienced engineer, of Lewiston, New York, and according to the estimates of CLARKE, REEVES & Co., of the Phœnixville Bridge Works, Philadelphia, the structure can be built at a total cost of $94,436 45. Their estimate embraces an immense amount of material required in the construction of a suspension bridge, such as pine and oak timber and iron in the platforms, suspending rods, wrapping-wires, street rails, cable-wire and anchorage iron and plates. The anchors or piers, and the entire frame work of the proposed bridge, seem to be devised on a plan which must insure immense strength, while it preserves the beauty in all its several parts.

Another New Bridge.

The success which has attended the Union bridge enterprise has revived the project for the construction of a bridge over the Monongahela river at the Point. The failure of the Tripartite Bridge Company to go on with the structure they contemplated has not proved a dampener by any means, and it is now probable that instead of one costly structure with arms reaching from Allegheny and Sawmill run to the center of the river and connecting at that point to one running out from the point, there will be two distinct bridges. Surveys have already been made for the structure over the Monongahela river, and the estimates will be completed in a short time. This new structure will come under the Act of Congress which requires bridges over navigable rivers to have a channel span of not less than five hundred feet and to be constructed ninety feet above low water. Those who are moving in the enterprise are exceedingly anxious for its success, and will doubtless make arrangements to comply strictly with the law, so as to avoid trouble and delay which might be encountered. The Pittsburg terminus will be near the new Union Bridge, and the South Side terminus will probably be near Painter & Co.'s rolling mill.—*Pittsburg Chronicle, Aug. 9.*

Baltimore, Washington and Alexandria Branch.

The Washington City and Point Lookout Railroad Company are actively engaged in building the Baltimore, Washington and Alexandria branch of its road. This branch starts from a point just on the borders of the District of Columbia line, opposite Alexandria, passes along the borders of the river, through Uniontown and the eastern part of the District, crossing the Baltimore and Potomac road, thence to Hyattsville, Maryland, where a junction is formed with the track of the Baltimore and Ohio Railroad. For a week past contracts for a large portion of the work have been let, and it is probable that the branch road will be completed within four months. The following are some of the contracts given out: To Goodlow Brothers, of Virginia, for one pile bridge opposite Alexandria; to J. H. Cofrode & Company, of Philadelphia, for bridges across the Eastern branch, Beaver dam, and Spa branch; also to the same firm for a trestle work and a Howe truss bridge across the Baltimore and Potomac Railroad. This bridge will be 50 feet span and 30 feet high. The grading of the road from Hyattsville to the District line has been let to Latchford, Hale & Co. Mr. James Fitzpatrick has been awarded the contract for sections three and four within the District of Columbia boundaries. Three thousand tons of rail have been purchased for the branch road and main stem of the Abbott Iron Works, of Baltimore, and is now being delivered along the line of both roads. Engineer Beverly Randolph, son of the chief engineer of the Baltimore and Ohio Railroad, has started, with a full force of assistants, to locate the main stem of the road from the District line through Forrestville, Prince George's county, to Point Lookout, and it is intended to let out by contract during the present month all that portion of the main stem that is not graded.

Michigan Central Railroad.

The earnings of this road for the years ending May 31, 1872 and 1873, have been as follows:

	1872.	1873.
From passengers	$1,687,256 49	$1,785,716 33
" freight	3,379,625 54	3,852,938 41
" mails	48,865 56	48 865 56
" miscellaneous	197,326 44	188,796 77
	$5,313,074 03	$5,876,312 07
Expenses, viz:		
Repairs of road	$570,045 77	$414,977 90
" buildings	215,095 19	171,476 95
" loco'tives	273,102 73	325,849 02
" cars	603,387 53	641,608 96
Locomotive service	212,956 99	236,739 70
Train "	222,209 28	241,114 15
Station "	728,175 14	781,875 48
Fuel	569,808 78	648,093 04
Oil and waste	81 202 22	86,630 26
Stationery, etc	41,174 87	48,472 98
Taxes	48,087 62	126,209 94
Telegraph	65,773 82	50,599 64
Miscellaneous	88 328 73	102,595 24
	$3,719,348 67	$3,876,243 26
Net earnings	$1,593,725 86	$2,000,068 81

Compared with the previous year the gross earnings of 1873 show an increase of $563,238 04, with an increase in expenses of $156,894 59—making the increase in net earnings $406,343 45.

The earnings from passengers show an increase of $98,459 84, and the earnings from freight an increase of $473,307 87, with a decrease in mails and miscellaneous of $8,529 67.

Passengers earnings per mile were $6,287 73, freight, $13,566 67, miscellaneous, $836 84—total $20,691 24, an increase compared with the previous year of $1,983 24.

The expenses of operating the road (not including taxes) were $3,750,033 32, or 63.8 per cent. In 1872, they were 68.8 per cent. The expenses, including taxes, the past year were 65.96 per cent, against 70 per cent in 1872.

The following is a comparative statement of the earnings of the entire line, including branches, for the fiscal years ending May 31—

	1872.	1873.
Passengers	$2 114,066 44	$2,367,181 67
Freight	4,046,198 76	4,652,873 82
Miscellaneous	281,147 36	282,062 57
	$6,441,412 56	$7,302 118 06
Operating expenses	$4,377,614 39	$4,840,564 87
Taxes	70 189 07	146,370 59
	$4,447,803 46	$4,986,935 46
Net earnings	$1,993,609 10	$2,315,182 60

—showing an increase in gross earnings of $860,705 50, and in net earnings of $321,573 50.

The ratio of expenses to earnings in 1872 is 70.64, against 68.29 in 1873; exclusive of taxes, 67.96 in 1872, against 66.29 in 1873. The president in his report says:

The extent of road which has been worked, has not materially differed from that of last year. The Jackson, Lansing and Saginaw Road has been extended during the year, though but little of the extension has been for any time in use. It is now just being opened for use to Otsego Lake, which is its present northern terminus.

Of this increase, $563,238 04 have been upon the main line, and $297,367 52 upon the branch lines.

The increase in passengers has been	$253,115 28
And in freight	606,775 06
In miscellaneous it has been only	915 12
The increase in passenger earnings upon the main line has been	98,459 84
And upon the branch lines	154,655 39

The statements show a steady and healthy increase of business, which though not by any means so much as in other circumstances would have been the case, is perhaps all that ought to have been expected, if the difficulties we had to encounter during the whole year, but more especially in the winter, are duly considered.

The expenses of operation, exclusive of taxes have been	$4,840,564 87
Including taxes paid	4,986,935 46
Exceeding that of last year by	539,132 00
Leaving of net earnings above those of last year	321,573 50

The ratio of expenses to earnings, including taxes, has been 68.29 per cent, and exclusive of taxes, 66.29 per cent of the gross earnings.

The net earnings for the year have been $2,315,182 60.

The operating expenses of the main line have been, including taxes, 65.96 per cent of the gross earnings of the line, showing a decrease in those expenses of 4.04 per cent.

The increase of the earnings from the whole property of the company has been 13.30 per cent above that of last year. The increase of the earnings of the main line have been 10.60 per cent above those of last year. The increase of passenger business has been 11.37 per cent, and has been general on both main line and branches. The tonnage of the freight is very nearly equally divided between through and local. The through has been 48.54 of the whole, and the local 51.46. The increase in the whole tonnage during the year, has been 14.41 per cent. The reduction in local rates from causes hereinafter mentioned, has been, during the last six years, 31.42 per cent.

During the last year the reduction in local rates has been a quarter of a cent per ton per mile, and the effect upon earnings has been such, that, though the local tonnage has increased above that of last year, 95,800 tons, the local earnings have increased only $947 11.

All who read the Annual Report of the two last years were made aware of the necessity of very large expenditures for improvements, in order to put the road and its appointments in a condition to meet the demands of business pressing upon it. These improvements have been going on during the year, and are still in progress. There has been graded for double track 81¼ miles:—From Detroit to Ypsilanti, on the eastern section of the road, in addition to work before done, 23¾ miles; from Niles to Lake, on the western division, 57¾ miles. It was the purpose to have laid the track the whole distance during the year, but the wear of iron on the main track was so rapid, and it was so inexpedient to relay it with the iron rail, that more of the steel rail was absorbed there than had been anticipated.

The result has been that only 44 miles of the double track has been laid, while 97 miles of the main track have been relaid with steel, making in all, of track laid with steel rail during the year 141 miles.

There are now, in all, 192 miles of steel rail in the main line, exclusive of the double track, which is beginning, as is seen, to have a very sensible effect upon the expense of working the road. As stated in the Report of last year, it is believed that with a completed steel track this expense may be reduced to sixty per cent of the earnings.

The cost of the double track, including rails and the grading of the 81 miles, bridging, ballasting, etc., has been		$988,284 11
The cost of single track, including steel rails		1,166,153 60
		$2,154,437 71
There have been laid of side tracks, 28.13 miles, at a cost of		314,081 72
Side tracks at Chicago in the yards		8,339 16
At Jackson and Michigan City in engine house, machine shop and passenger-house		19,040 00
		$2,495,898 59
At Jackson, where so many divisions of the road centre, the machine shops have been completed, and are now just put into use. Also a round house with 52 stalls, the whole on a sale adequate to the present and probable future demands of the road. A new passenger house has been built there, suitable to the wants at that place. A new passenger house at Buchanan. A new engine house at Michigan City, with 22 stalls. At Chicago, a freight and office building, 50 ft. by 106, and three stories high. All these buildings are first-class, of stone or brick, with slate roofs. At Chicago also, a freight house has been built, of a more temporary character, but of brick, 80 ft. by 496. All costing during the year		326,121 08
Coal sheds and shutes have been erected at Jackson, Michigan City and Lawton, made necessary by the large substitution of coal instead of wood for fuel. And water tanks and works for the additional supply of water at various points, have been provided, at a cost of		29,545 39
On the Grand River Valley Division, a passenger, and grain and freight house at Eaton Rapids	$10,806 40	
And at Grand Rapids on station grounds, there have been expended	5,450 82	
		16,259 72

The necessity for enlarging the station grounds at Chicago has compelled the purchase of additional lands there, and of leasing still more at an annual rent. Lands purchased cost	60,108 58
At Detroit, also, there has been added to station grounds, land costing	106,236 00
Lands have also been bought at the Junction three miles from Detroit, for the erection of car shops and round house. The land purchased comprise nearly 100 acres and have cost, during the year	28,928 39
The construction of shops for repairing cars is now in progress upon these grounds, and by the close of this season it is hoped they may be in readiness, and all shops removed from the station grounds, which are all needed for station purposes.	
In the operating department the power of the road has been increased by 48 locomotives, at a cost of	700,000 00
Four first-class passenger coaches, with twelve wheels; ten of same description with eight wheels; sixteen second class; twelve baggage cars; twenty-five accommodation cars, and 1,235 cars of all kinds for freight purposes have been added to the rolling stock. Of these, 612 were box merchandise, and 623 were platform cars. The aggregate cost has been	1,251,282 04
On the works at the junction, viz: car shops and round house, and on the foundation of a new grain house at Detroit, there have been expended	51,743 46
These are the main items of expenditure for construction during the year, and amount to	$5,066,133 25

It is not necessary perhaps at once to complete the double track of the road for the whole distance between Detroit and Chicago, but it will be required at an early day. Including the air line it has now 145 miles double tracked, and there are to go down immediately 23 miles more, making of double track which will soon be complete, 168 miles. This is judiciously distributed, and with ample sidings elsewhere, will for the present enable the road to meet the demands upon it so far as track is concerned.

The sidings, including all upon the line and at stations, amount to 114 miles, of which forty-six have been put down in the last two years.

There should be added to the rolling stock of this company yet enough to fill up its quota in each of the through freight lines, so that it may not be compelled to pay for the use of cars running over the road as it now does. This will require about 400 additional merchandise cars.

The passenger stock of the road should be also increased. The whole track of the main line must be soon completed with steel rails. The bridge at Niles also requires to be rebuilt. Altogether there will still be necessary a very considerable expenditure the present year, but mainly for steel rail, the bridge and buildings stated to be in progress, and rolling stock, as above stated.

Stockholders may well inquire why these so large expenditures have become so suddenly required to restore and maintain the value of their property, and also if it is likely to accomplish the end aimed at. The necessity for the expenditure will be made strikingly apparent.

Allusion has been made in the reports of this company for two or three years past to the rapid construction of railroads which might affect its local traffic by competition at its local points. The effect of the intense competition for through business is probably understood by all stockholders. At Kalamazoo the road is crossed by a branch of the Pennsylvania system of roads, running far north into the State. Also by a branch of the Lake Shore and Michigan Southern to Grand Rapids. At Battle Creek it is intersected by the Peninsular road connecting with the Pittsburg and Fort Wayne, and also with the Detroit, Lansing and Lake Michigan at Lansing. At Albion and at Jackson it is intersected or reached by two other branches of the Lake Shore and Michigan Southern road. At Wayne it is crossed by the Flint and Pere Marquette. At all the important points on the main line, and at several points on the other division lines, full competition is established, and substantially the rates at all local points is as fully fixed by competition as are the through rates. The result has been everywhere a reduction of rates, and for the information of stockholders we place before them the earnings from freight, both local and through, for the years running from 1865 to 1873, inclusive of both years, stating the number of tons carried in each year, and the number of tons carried one mile in each year, and the gross earnings therefrom, and the rate of freight per ton per mile which has ruled each year:—

	Tons of freight moved.	Tons moved one mile.	Freight earnings.	Earnings per ton per mile.
1865.	485,275	72,937,319	$2,233,529 47	3.06
1866.	533,451	84,897,713	2,208,591 82	2.60
1867.	578,177	91,950,418	2,285,521 69	2.49
1868.	628,586	101,264,251	2,480,974 16	2.45
1869.	802,835	131,827,774	2,755,200 48	2.09
1870.	823,770	132,903,174	2,634,438 87	1.98
1871.	1,105,875	190,606,687	3,072,557 58	1.61
1872.	1,238,313	216,739,727	3,379,625 54	1.56
1873.	1,416,792	246,078,512	3,852,933 41	1.57

It will be noticed how gradually, but certainly, rates have been sinking from 3.06 per ton per mile in 1865 to 1.56 in 1872 with slight increase in 1873. It follows that we are doing all freight business, including local as well as through, on an average, at very nearly half what the rates were eight years ago. To illustrate the effect of this take the year 1868 as an example. This is only five years ago, and then the rates had declined from 3.06 per ton per mile in 1865 to 2.45 in that year.

The gross earnings from freight in that year were $2,480,974. In that year the surplus to be divided among stockholders after paying expenses and interest was $944,828. Now had the company been compelled to do that business that year at the rates of last year, viz., 1.56 per ton per mile, the gross receipts from freights would have been $1,579,722, instead of $2,480,974, and the difference would have been $901,251, which is very nearly the total surplus of that year credited to income account. If we had also been compelled to do the through passenger business of that year at present rates, which is about four-fifths of the then rate, there would have been a deficit in earnings even to pay interest on the debt of the company.

At that time the road was tasked to its full capacity to do its business. It has not increased its power for ten years, and its rolling stock but little. The through freight line had just been organized. The next year both power and cars were inadequate to the business, and the value of it could not be increased, with the road and its appointments maintained only up to their then standard. The result would have been an annual deficit for the last two or three years, but increasing with each year, and the company would have been bankrupt.

Now reverse the case and take the business of 1872. The freight earnings of that year were $3,379,625, with the rate per ton per mile of 1.56. Had we been able to realized the sum of 2.45 per ton per mile, the rate of 1868, the earnings from that business would have been $5,310,123, or $1,930,497 more than was realized at present rates.

On the business of the present year, which is a large increase over that of last year, the difference is still more striking. In the last year the gross earnings from freight were $3,852,933 41. The rate per ton per mile was 1.57. At the same rate as in 1868 the earnings would have been $6,028,923 54, which is $2,175,990 13 more than was actually realized. That amount has been saved to the producer in a single year by the competition which has sprung up only within the last five years. The only comfort there is in it to railway managers, is in the fact, that the rate per mile was not reduced during the last year, indicating that competition for the present has done its worst. In fact it is difficult to conceive that business can be done cheaper with any reasonably adequate profit to the railroad companies.

The corollary to be drawn from all this is as clear and certain as it can possibly be, that to have remained stationary for the past five years would have been equivalent to bankruptcy, and that within the period of eight years past, to enable the road to earn even as much as it did five years ago, it must do very much more than double the business, because rates are only half as much as in 1865. But to earn only that would not avail, because to put the road in a condition to do double the business, all its capacity of power, rolling stock, tracks and station grounds must be enlarged up to the point which will enable the road to do double the business, and even then we should be earning no more money than we were in 1865. The earnings therefore must be so much more than double, as will pay the increased cost of operation, and the interest on the additional capital, required to bring the road and all its appointments up to that degree of ability which shall enable it to do certainly three or four, or more, times the business of 1865. Much, however, it should be said in this account, may be credited to the increased economy in the management of so large a business over a perfect and ample track of steel rail, ample station grounds, convenient and adequate repair shops, both for locomotives and cars.

There remains no doubt, however, that all that has yet been done in bringing the road up to the necessities of the case, and preparing it for the increased volume of business which must pass over it, is even yet inadequate. Very much the largest share of the evident and imperative necessities have been accomplished, and to some extent the benefits have begun to be realized in the augmented business. It will require much less, however, to double the present volume than it has needed to reach it, and it does not admit of a doubt that the path of safety is to aim at that result and be prepared for it. The present low rates will never be higher, and there is this compensation in them, viz: that they turn and will continue to turn a world of business over the railroads, and those which shall be able to take it, and handle it with economy, may be and probably will yet be, as prosperous in the future as in the past.

But it is clear that to accomplish this involves double and perfect track, and more than double power, and equipment, and all else in proportion. Though it has not all been accomplished in the past two or three years on the Michigan Central a very long step has been taken towards it. Both power and rolling stock have been much more than doubled; the capacity of the track has been more than in proportion increased, and the business in the last five years much more than doubled, and in the last eight trebled. The increased earnings during the year on the same extent of road have been, as above stated, $860,705 50.

This result, however, is by no means adequate to the necessities of the case, and the increase might as well have been nearly double as to have been what it was, but for causes which may have been alluded to in former reports, but now more fully stated. While this company has observed the tendency of rates, and appreciated the imperative necessity of enlarging the capacity of the road for the necessary increase in the volume of business, required to maintain and augment its revenues, it has had no ability to control the connecting road east of it, and over which all our through business so far as it could move at all, must pass.—We refer to the Great Western Road of Canada, [illegible] be impossible to make our

stockholders appreciate or know the efforts made by the officers of this company, to induce the managers of that road in time to take such action as would enable it to receive and carry forward easily the business we should deliver to it. Certainly no means in our power have been unused. All efforts in the past have, until recently, been unavailing, and yet it is not too much to say that, during the whole of the past year, it has been clogged up with business. With the exception of work upon its loop line it has done almost nothing. While its clear duty was to provide ample sidings for the passage of trains everywhere, it has been choked at almost every point. While its power and rolling stock should have been not only ample to move rapidly the through business which we gave it, but also the business of Michigan and the other roads centering at Detroit, it has been worked with half the number of locomotives and a thousand less cars than have been found insufficient upon your road. It undertakes to do the ferry business at Detroit, but the means have been wholly inadequate, even before the winter set in. During several months, the cars could not be taken across as rapidly as was requisite, and for that period, all the time, large numbers of loaded cars, often as many as from seven hundred to one thousand, were waiting in our yards to be moved across. When winter came on—and it was the most severe by far ever known at Detroit—the difficulty was still greater, though could the freight have crossed it could not have been got over that road. For about three months, when business pressed most, this company was compelled to refuse freight from its western terminus to go through, and for two thirds of that time there were from two thousand to three thousand cars waiting the passage of the river, and when they finally passed, it was near a month before they could be got back to commence earning money upon your road. The result was to our business both unavoidable and disastrous, as it was also equally to the Great Western.

This company probably lost during the winter, from this cause alone, business amounting to about half a million of dollars, and that company nearly as much; and each company during the whole year has, including the winter loss, suffered very largely more than that, from the inability of the Great Western to meet the demands upon it, and carry the business of its road without delay, while the cost of doing it has also been to both companies very greatly enhanced.

The Great Western road is managed by a board of directors and by stockholders living in England. They are conservative and very slow to appreciate the rapid changes in this country. They cannot easily be made to understand that a great line of railroad like theirs and ours, might be totally ruined by remaining stationary in its appointments for only the four or five years past, and that not to make progress was certainly to have retrograded in earnings just as fast as rates have declined. They have not been able to realize that the increase in the volume of the business should be really in a threefold or larger proportion to the decrease in the rates of freight, in order that the revenues of the road may be maintained. It has seemed to be a satisfaction to them that they had all they could possibly do which seemed to them all that was desired. It has been only by the overwhelming pressure of business, and possibly the fear of rival roads, that the officers of that company and its stockholders have come to realize the necessity resting upon them, if they would save the value of their property. This it is believed they now do; and it gives your board and the managers of your road unqualified satisfaction, to be able to say, that company is beginning, though but beginning, to make adequate provision for present and coming business.

It is announced, and is no doubt true, that contracts are let for their double track from Detroit to Glencoe, the point where their loop line diverges to Buffalo, and the work is in progress, to be finished in time for the winter business. This will give that company two tracks from Detroit, to connect with the New York Central and Erie Railroads. They have contracted for locomotives enough to make their whole number 207, for freight cars enough to make with their present stock 4,754 for business purposes; also a new ferry-boat of large dimensions, ample new sidings for all purposes, and with enlarged shops and stations, &c., all to be ready before winter, and have provided and obtained the money therefor. These are estimated to cost $5,216,000, and with the cost of the loop line included, $9,716,000 expended, in bringing that road up to the necessary standard to meet the pressing business which has been so long crowding it. These things should have been done before and will probably, so far as power and stock is concerned, be inadequate now when done.

It is, however, so large an effort in the right direction, and evinces so clear a conviction at last of the importance of the exigency, that it is regarded as a policy now settled, that that road shall progress, and be made adequate to all the necessities of business, both now and in the future. It is doubtless the only policy which can by possibility maintain the value of the property.

The Great Western road is the most convenient outlet and inlet for the business of the whole State of Michigan, which very largely centres at Detroit. Its clear duty and interest is to command it, and not allow it to be driven off upon other lines. Yet, while it does this, it is also the most convenient connecting road for all the business of this company to and from the Great West. It should be provided with both power and cars largely in excess of those necessary for the business of this company. All its present provisions of cars and power, therefore, are likely to fall much short of the necessities to be imposed upon it in the future.

The International Bridge across the Niagara River near Buffalo, built by the Grand Trunk Company, is approaching completion, and will doubtless be ready for business before winter. The St. Clair River at Sarnia, at the outlet of Lake Huron, runs with a very rapid current, and never freezes. The Grand Trunk road starting from the Detroit Station grounds of this company and running to Buffalo, crosses the St. Clair River close to the foot of Lake Huron at the point where it is always open, and with the bridge at Buffalo will give this company an outlet for its business, even in the severest winter, which will be always open. The board, therefore, feels that to the extent of the capacity of that road this company will find relief when all other avenues fail, and that probably never again will it suffer so greatly as in the past three winters, and especially in the last.

With one open road always, with the enlarged means of the Great Western Company and another powerful ferry at Detroit, it is hoped that the business of the company may not again be interrupted until better and safer means of crossing the river by a bridge shall be secured.

The Canada Southern road, it is understood, will be completed to Detroit this season, and may also become a very important relief to the business of this company. All these increased means of business east of Detroit, create the conviction that there can be no such almost total stoppage of business in the future as in the past, and that it will move by one avenue or the other, if not by all, during the severest winter.

This company now operates as branches, under leases, the following roads:

	Miles.
The Kalamazoo and South Haven	40
The Jackson Lansing and Saginaw, just now open to Otsego Lake, and to within sixty-five miles of the Straits	212
The Grand River Valley Road	94
The Niles and South Bend	10

The rent paid for the Kalamazoo and South Haven Road is the interest on its bonds only. For the Grand River Valley Road it pays by way of rent, the interest on its bonds and five per cent. on its stock, $492,000. For the Jackson, Lansing and Saginaw it pays by way of rent the interest on its bonds, and after this year $70,000, of which, however, some more than a third belongs to this company, which holds rather more than a third of all the capital stock of that company.

That company has a land grant of 600,000 acres, largely pine-timber lands given it to help construct the road. Of this some more than a third is the property of this company in virtue of the stock so held by it. It is difficult to say what this land is worth, but it is safe to say it is of great value.

These roads are all tributary to the main line of the company.

Their gross earnings for the last year were	$1,138,821 14
The amount of business they furnish the main line is	387,517 59
The amount of the gross business of these roads and the earnings upon the main line upon the business furnished by them is	$1,526,338 73

Or about 21.33 per cent of the whole business of the company.

The Jackson, Lansing and Saginaw Road will necessarily be extended to the Straits. It is probable that soon, and it may be within a year and a half, the Mackinac and Marquette Railroad will be built, and the Jackson, Lansing and Saginaw extended to meet it. This latter road would then become a thoroughfare for both travel and freight, and an important road in all respects, and is likely to become a very valuable property independent of its land grant. It is in this connection that the Detroit and Bay City Railroad becomes very valuable to the interests of this company.

It will own north of Wenona, opposite Bay City, and from that point to the Straits of Mackinac, 175 miles of road. It runs through a country mostly timbered with both pine and hard wood. A large portion of its business will pass in and out by Detroit.

From the Straits to Marquette, a distance of about 140 miles, the State of Michigan has granted 1,000,000 acres of land to aid in constructing the proposed road between those two points. This may perhaps secure its completion before the close of next year. It will connect the road of this company, by way of the Straits, directly with the mineral regions of Lake Superior, and will make it the direct route between the east and south-east and that very valuable country.

The local business of the road north of Bay City for 175 miles must also find its way in and out largely through Detroit. It will therefore be of very great importance to this company that the lines between Detroit and Bay City, the outlet and the inlet for so long a line of local business, as well as of through travel and freight, should be owned and managed by it. This will enable it to control its own business and rates, and work with a vigor and promptness which would be impossible if its business there must go over the roads of one or two other companies, in its way to and from Detroit.

These considerations have induced the Board to aid the Detroit and Bay City Road to some extent, with a view of controlling it, but without incurring any large obligations. There were subscribed along the line of that road, to aid in building it, $300,000, and a first mortgage bond was placed upon it to the amount of $20,000 per mile at eight per cent. With these the road has been built in a very substantial manner. It is just now about being opened for use to Bay City. This, with our line north of Bay City, will make very nearly an air-line from our own station grounds to the Straits of Mackinac, and will be the short route for all business to and from the upper Peninsula of Michigan; and our own local business, as well as all through business upon our northern line, will start from and come upon our own station grounds in Detroit.

By the terms of the construction contract, the contractor was to have the bonds, local aid, and $11,000 of stock per mile for building the road,

and ironing it, and building station houses and all appurtenances. The managers of this company, acting in its interests, and upon the request and by agreement with the contractor, undertook to place the bonds and furnish rolling stock, and operate and manage the road, in consideration of the transfer of the stock to this company; and this has been done with no other obligation whatever on the part of the company, except that it took itself, and has sold with its guarantee, 274 of the bonds.

Two-thirds of the whole stock of that company are the property of the Michigan Central Road, and this company controls, operates and manages it, running its own equipment over it, and charging a reasonable price for the use thereof.

The importance of controlling this road, however, was so great, in connection with the road north of Saginaw Valley, and the business of this company there to and from the West, that the Board would have failed in its duty to the stockholders had it not acceded to the easy terms upon which it could be controlled, and more especially when there was a near prospect of the whole route from Detroit to Marquette becoming a large and valuable through as well as local route. There is no obligation in any form to guarantee other than above stated any bonds or income or rent. The Board, however, anticipate that the road presently will earn enough to pay its interest, and soon will earn enough to pay for the use of rolling stock in addition, and that with the connections made with Marquette, it will become a valuable property in all respects. None who are familiar with the management of railways will fail to appreciate the importance to us of controlling the link which shall connect so long a line of road belonging to this company in the north with its own business station at Detroit, and giving it the command of the business of the whole line.

The Board regret to state, that the work upon the small tunnel under the Detroit River, undertaken in part as a drainage sewer for the main tunnel, but also to test the nature of the earth under the river, has developed such difficulties, as to compel them reluctantly to abandon that work.

It is not necessary to describe those difficulties. Suffice it to say that the work of completing the small or drainage tunnel was originally estimated to require six months. At the end of two years, the chief engineer states, that it may possibly require six years to complete it. Fortunately he would not allow any expenditure upon the main tunnel, until he was made certain of its feasibility, by that experiment. No large amount of money has been, therefore, expended in the work. It became certain, that it would be several years before the main tunnel could be commenced, and a much longer time before it could be finished, if it were by possibility feasible at all. It was also clear that with the difficulties developed, it would involve a very much larger amount of money than could be commanded for that work. The only alternative is a bridge. At the last session of Congress a resolution was passed directing the Secretary of War to appoint a Commission of Engineers, to investigate and report, as to the feasibility of a bridge or bridges across the river. That Commission is now engaged in its duties, under an order of the Secretary, and will report at the next Congress. The necessity is so great, and it is so important for all interests in the West, that they should be built, that it is believed the report will be favorable. In that case within a year, a bridge at Detroit could be built, and all winter difficulties by the most convenient railway route, would be at an end.

In concluding this report the Board may remark, that the last few years have made a great revolution in the business of railroads in this country. Continuous lines have become practically one road. All through business is done in through or line cars. The grain of the country is now moved half the year, mainly by rail, and largely at all times. That business is without limit, and is far beyond the ability of all railroads now built or likely to be built. It must be done at low rates, but present rates command it. With ample power and rolling stock—perfect and permanent double steel track—there seems to be, in the judgment of the Board, no good reason why the increasing volume of business may not much more than make up for the decreased rates. The revolution has been so sudden, and great also, that the difficulty has been to prepare the roads for it, and enable them to meet the emergency. No effort to accomplish this for the road of this company has been spared by the Board, and on the whole, though there have been, and still are, great difficulties in bringing all parts of the line between Chicago and the Bridge, up to the requirements of the business of the country, yet upon the whole the effort is about to be successful, and there is no good reason why in the future the road may not be as prosperous as in the past.

The total number of passengers carried during the year was 852,352, of whom 148,245 were through, and 704,107 way. Total number of tons of freight moved, 1,416,792. Tons carried one mile, 246,878,512.

The company have 210 locomotives. Miles run by locomotives with passenger trains, 1,030,894; with freight trains, 1,584,274; working trains, 376,246; switching trains, 1,101,457—total, 3,992,871.

The cars are classified as follows: 68 12-wheel and 10 8-wheel day coaches, 36 12 wheel and 4 8-wheel second class, 3 railway postal, 42 baggage and mail, 92 conductors, 503 stock, 1,847 merchandise, 475 Blue Line, 21 refrigerator, 1,338 platform, 2 derrick, 2 pile driver, 175 hand, and 113 rubble cars.

INCOME ACCOUNT.

Balance from previous year		$899,889 95
Receipts of road from June 1, 1872 to June 1, 1873		5,832,067 29
		$6,731,957 24
Dividend 5 per cent in cash, payable July 5, 1872		$899,345 00
Dividend 4 per cent in stock, payable Jan. 27, 1873		719 656 00
Expenses, including taxes		3 876,243 26
Interest account		140,952 36
Loss in operating Branch roads		370,794 21
Balance to new account		724,965 91
		$6,731,957 24

From the report of the treasurer we learn that the bonded debt has been decreased during the past year by the retiring of the sterling bonds maturing July 1, 1872, amounting to $467,488 89, and by the conversion of $31,500 of the bonds of 1882 into stock. An increase in the bonded debt has arisen from the issuing of $7,000,000 of the seven per cent bonds of 1902, so that the bonded debt now amounts to $9,735,000.

The sum invested in the sinking funds of the company amounts to $1,630,054 03, which deducted from above leaves $8,104,945 97 as net bonded debt of the main line.

The capital stock has been increased by the amount of the dividend of January 27, 1873, and conversions of bonds, and now amounts to $18,738,204.

Construction account now amounts to $24,536,880 92.

All the interest on the $7,000,000 seven per cent bonds has thus far been charged to construction account, there having been very little benefit received during the year, from the expenditure.

TRIAL BALANCE, June 2, 1873.

Construction account		$24,536,880 92
Cash on hand and loaned on call		803,725 35
Materials on hand		624,024 37
Balance of account of C. F. Livermore, Gen'l Rec.		495,213 19
Balance of account of J. F. Joy, President		41,516 30
Chicago land account		168 293 67
Jackson land account		23,911 31
Jackson, Lansing & Saginaw adv. account		273 610 22
Joliet & N. I. R. R. stock		168,225 00
Sundry accounts and securities		42.772 06
Grand River Valley R. R. Co.		818,341 30
Mich. Air Line R. R. Co.		2,144,315 72
Kalamazoo and South Haven R. R. Co		33,440 66
Mich. Air Line, construction acc't.		554,531 27
Joliet and N. I. R. R., construction account		11,955 06
Kalamazoo and South Haven, construction account		71,867 01
Jackson, Lansing and Saginaw, construction account		443,321 40
Bonds purchased on traffic agreements		41,849 00
So. Bend Division, construct'n acc't		18,111 75
So. Bend Division		701 59
		$31,316,607 15
Capital stock		$18 738,204 00
Bond accounts, viz:		
8 per cent 1st mort. payable Oct. 1, 1882	$556,000	
8 per ct. 1st mort. payable Oct. 1, 1882, S. Fund	668,000	
8 per ct. 1st mort. payable Oct. 1, 1882, S. Fund	1,511 000	
7 per cent consol. mort. payable May 1, 1902	7,000,000	
		9,735 000 00
8 per cent Air Line mort. payable Jan. 1, 1890		1,900,000 00
Bills payable		80,981 72
Unpaid dividends and coupons		49,243 12
Detroit and Bay City R. R. Co		16,147 40
Proceeds Jackson L. and S. R. R. equipment bonds		72,065 00
Income account—balance of this account		724,965 91
		$31,316,607 15

President.—JAMES F. JOY.

Vice President.—H. H. HUNNEWELL.

Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, H. H. Hunnewell, George F. Talman, Moses Taylor, Sidney Bartlett, John Jacob Astor, Erastus Corning.

Treasurer.—ISAAC LIVERMORE.

Vice-Treas. and Clerk.—JOSHUA CRANE.

General Superintendent.—H. E. SARGENT.

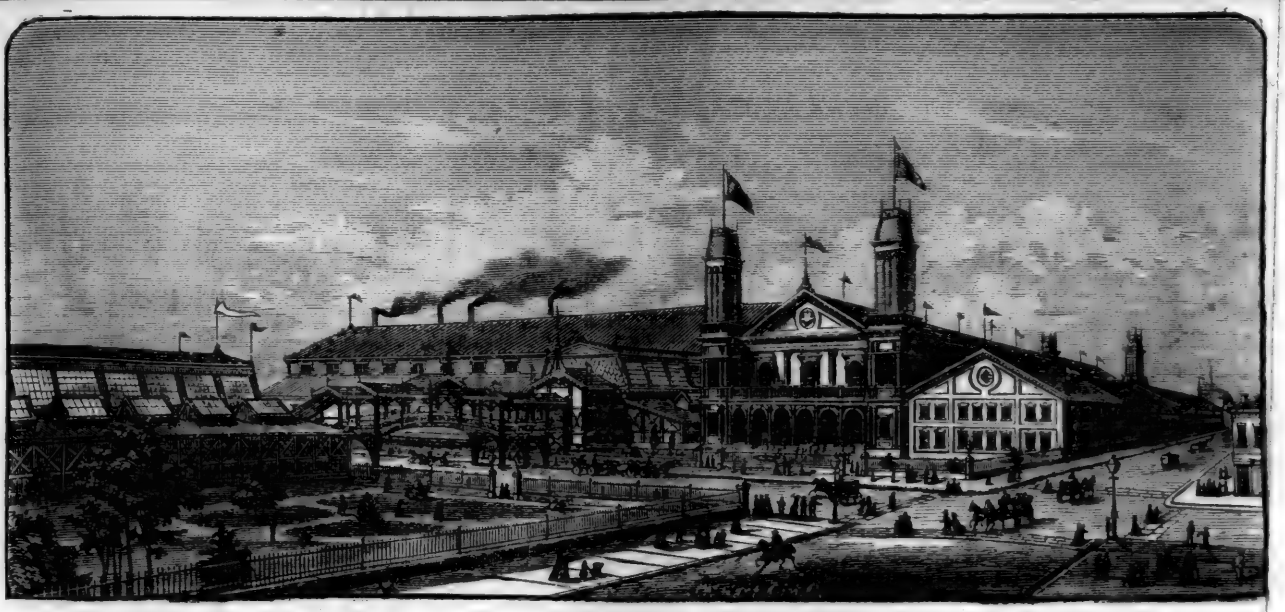
Auditor.—WILLIAM BOOTT.

☞ Articles of association were filed in the office of the Secretary of State at Trenton, N. J., on the 5th inst., organizing a new railroad company to construct a road from some point in the township of South Amboy, Middlesex county, to a point in Mansfield or Bordentown, in Burlington county, a distance of thirty-four miles, running through Middlesex, Mercer, Monmouth and Burlington. The capital stock is $500,000, divided into five thousand shares.

☞ The Millersburg *Farmer* has information that the Cleveland, Mt. Vernon and Columbus Railroad "will be opened to Columbus by the first of September, and that an express and mail train will be run each way, leaving Cleveland in the morning and Columbus in the afternoon."

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold).	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,500	251,832	262,770	296,422	286,562	342,743	2,500,767
1869	212,004	218,982	391,308	485,048	568,270	556 080	592,657	511,854	609,788	579,642	535,360	467,659	5,670,883
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	691,015	974,460	1,132,920	1,366,378	1,313,790	1,211,765	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387.209	322,638	360.223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	369,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340.851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849.405
1871	363,235	342.369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455.607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,005	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ..	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2.811,544
1864	273,876	317,839	390,355	421,363	466,830	563.145	480,710	519,306	669.605	729,759	710,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,368	585.623	747.942	702,691	767,508	946,707	932.683	764,671	547.842	7,976,490
1866	525,566	399,917	523,845	537,519	858,948	925,983	808.524	797,475	1,000.086	1,200,216	1,010.892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,483	774,934	787,641	1,094,101	952,899	851,848	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,217
1872	774,856	714,122	840,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236.160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,290	262,798	220,061	2,918,312
1869	204.112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,945
1870	203,069	226,897	244,182	248,046	260,169	274,021	249,365	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,264	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	381,113	373,619	341.104	326,268	401,252	417,328	439,581	389,830	358,743	4,492,025
1873	358,612	408,849	465,617	432,928	394,485	340,675	361,576	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794.397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1.294,076	1 460,174	1,548,813	1.775,324	1,463,961	1.550,023	1,525 243	1,643,484	1,743,792	1,704,374	1,392,615	18,694,096
1873	1,316,851	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160 902
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,481
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,959
1871	624 744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	687,436	531,627	575 393	559,871	648,954	659,363	609,846	783,255	744,782	881,693	696 475	698,063	8,026,754
1873	680,499	562,949	651,962	544,035	687,630	724,983	672,917	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	183,673	152.264	267,411	303,915	306 944	266,086	282,728	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189.606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,993.183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1.368 948	1,402,597	1,245.316	1,235,285	14,797,975
1872	1,330,389	1,294,710	1,498,408	1,528,250	1,479.945	1,323,476	1,225,708	1,459,380	1,635,691	1,764,788	1,568,424	1,483,480	17,591,629
1873	1,412,368	1,549,283	1,755,736	1,694,543	1,680,908	1,585,369	1,451,762	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,590	98,482	108,461	95,416	95,024	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	135,531	144 023	141,376	1,418,969
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	189,467	190,562	185,683	185,953	181,868	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,046	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	497,990	511,447	453,873	387,827	4,755,958
1871	418,755	442.665	486,980	470,703	480,847	427,096	422.015	529,890	628,660	582,802	5 7,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,003	641,807	487,603	464,163	5,668,117
1873	379,856	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 136	496,565	7,250 060
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	898,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,568	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,760	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,320	.....	.....	.....	... ...	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	284,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	298,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275.351	287,640	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,756	269,560	304,512	265,406	315,690	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	.....	... ...	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	686,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1 9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,864
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,098	1,071,407	1,142,241	1,193,695	1,322,847	1,127,039	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,306	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,960	154,641	147,540	149,832	130,145	161,496	177,085	201,648	175,169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	178,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,940
1873	146,160	163,254	229,260	208,140	239,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4 0,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,690	340,892	348,833	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439.515	553,994	552,079	558,817	600,295	531,080	616,935	5,736,666
1872	139,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,801	446,527	470,598	541,191	483,360	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,288	716,829	5,709,183
1870	528,529	500 139	530,238	706,608	802,586	746,460	643,053	664 051	728,921	719,496	570 168	505,053	7,654,094
1871	479,513	373,925	492,509	584,540	724,466	728,174	673,696	681,866	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	534,116	568,861	741,802	890,442	835,450	742,382	780,567	865,764	950,706	916,727	757,851	8,892,606
1873	535,976	481,783	708,259	881,266	1,007,831	939,863	.....	.....	.....	.....	.....	.....	.....



Cincinnati Industrial Exposition Buildings, 1873.

We present our readers above with a view of the buildings of the CINCINNATI INDUSTRIAL EXPOSITION, in which the Fourth Annual Exposition is to be held from September 3 to October 4, 1873.

This great Exhibition, which is the foremost among similar enterprises in this country, is already well known to many of our readers, but we give some details which are of general interest.

The buildings are situated in the heart of the city, and are five in number, including the Art Hall, which is connected with the rest by a bridge across Elm street, shown at the left of the picture. They furnish to exhibitors nearly eight acres of space, the Power Hall alone comprising over an acre of every variety of machinery in motion. The Exposition is divided into sixteen departments, and each of the great halls is filled with the myriad products of American industrial enterprise, displayed in the most attractive forms and with endless profusion. It may be justly termed a popular school of art and industry, teaching by object lessons of the most vivid and attractive description.

Its immense popularity is partly due to the central location of Cincinnati, but mainly to the liberal character of its management, which is in the hands of the three commercial associations of the city. There being no stockholding interest, all its revenues are directly expended in increasing its popular attractions, while the high character and impartiality of its awards has made them eagerly sought after by exhibitors from every part of the Union. The national character of the Exposition is indicated by the half-fare arrangements which last year extended over 15,000 miles of railway, or nearly one-third the entire mileage of the United States; and by the attendance of over 600,000 visitors. A large increase is expected this year, under the newly adopted system of school excursions at reduced rates of admission.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of July, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$154,879	$2,089,788
" cotton...	420 274	1,386,622
" silk	1,860,002	1,040,083
" flax	693,733	640,256
Miscellaneous dry goods..	503,100	424,621
Total entered for consump.	$3,631,988	$5,581,370

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool.....	$332,511	$1,101,166
" cotton ...	274,993	455 648
" silk.....	419,559	463,521
" flax	354,305	379,788
Miscellaneous dry goods..	73,166	54,264
Total withdrawn from warehouse	$1,454,534	$2,454,337
Add entered for consump.	3,631,988	5,581,370
Tot. thrown on the market.	$5,086,522	$8,035,707

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$3,500,392	$1,814,949
" cotton ...	1,275,329	656,606
" silk.....	1,359,247	621,070
" flax	644,715	526,295
Miscellaneous dry goods..	246,252	63,401
Total entered for wareh'g..	$7,025,935	$3,582,321
Add entered for consump.	3,631,988	5,581,370
Total entered at the port.	$10,657,923	$9,163,691

The imports of foreign dry goods at New York for seven months ending with July, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$12,852,099	$13,387,619
" cotton	12,966,831	12,821,213
" silk ..	16,285,040	11,088,112
" flax ..	7,748,780	6 854,654
Miscellane's dry goods.	5,975,471	4,301,784
Total entered for cons'p.	$55,328,221	$48,453,382

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$7,134,083	$8,142,497
" cotton..	4,242,455	5,846,968
" silk	5,200,323	5,747,004
" flax	3,699,470	4,131,051
Miscellaneous dry goods.	1,073,069	1,155,889
Total withdrawn from warehouse	$21,349,400	$25,023,409
Add entered for consump.	55,328,221	48,453,382
Total thrown on the market....	$76,677,621	$73,476,791

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$11,771,730	$8,432,600
" cotton..	5,854,648	5,411,121
" silk	6,793,708	5,508,500
" flax	4,343,630	3,636,822
Miscellaneous dry goods.	1,785,489	1,195,847
Total entered warehouse.	$30,549,205	$24,184,890
Add entered for consump.	55,328,221	48,453,382
Total entered at the port..	$85,877,426	$72,638,272

Timber for Ties.

The question of timber supply for the use of the railroads of the country is fast getting to be a pressing one. Already wood has become dearer than coal for locomotive purposes on most of the great roads. But the most important decrease feared is in timber suitable for ties—oak and locust. On this point the St. Louis *Democrat* says :

The locust is considered the most durable, but the best of either must be renewed every eight years. For every 1,000 miles of railroad there must be a 125 miles of ties cut every year. Mr. Talmage, Superintendent of the Atlantic and Pacific Road, has been considering this matter, and has ordered an immense area along the line of his road to be immediately planted with locusts, either from the seed or from young trees. He intends to make this a permanent part of the business of the road and its employes in sections of country in which it is possible; and he believes that other lines will have to start 'locust farms' before long also.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 2, at 427,781 tons, and for the coal year 10,776,712 tons, against 10,572,948 tons to corresponding time last year, being an increase of 203,764 tons. The bituminous tonnage for the week is 21,620 tons, and for the year 1,750,351 tons, giving a total of all kinds for the week of 448,301 tons, and for the year of 12,736,137 tons, against 12,362,818 to same time last year, being an increase of 373,319 tons.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3 280,000	J. & J.	July '73 3½
Allegheny Valley 50	2 2?6 350	— & —	.....
Atlanta and West Point..100	1.232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	.....
" " pref. 100	838 976	J. & J.	July '71 3½
Atlantic and St. Law* .. 100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N	May '73 5
Washington Br..... 100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref.. 50	5,680 685	— & —	.....
Berkshire* 100	600,000	J.A J&O	July '73 1½
Bloomsburg & Corning.*.. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br guar... 100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	May '73 3
Boston and Lowell..... 500	2,852,900	J. & J.	July '73 4
Boston and Maine..... 100	6,816,807	M & N.	May '73 4
Boston and Providence.. 100	3,950,000	M. & N.	May '73 5
Buffalo, N. Y. and Erie*. 100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Mar. '73 5a
" " pref. 100	1 485,900	M. & S.	Mar. '73 5a
Camden and Amboy* .. 100	5,847,300	J.A. J.O.	July '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,350,400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A.	Aug. '73 3½
Central of Georgia..... 100	4,666,800	J. & J	July '73 5
Central of New Jersey..100	20,000 000	J.AJ&O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	June'73 3
" pref..... 50	400,000	J. & D.	June '73 3
Chemung*..... 100	380,000	J.A.J&O	July '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton..... 100	8,929,900	M. & S.	Mar. '73 5
" " pref..100	2,425,400	M. & S.	Mar. '73 5
Chicago, Burl. & Quincy.100	18 652,910	M. & S.	Sept.'73 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3
" " pref.100	21,2?9,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton.... 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10a
" " pref.. 50	429,046	M. & N.	May '73 2
Clev., Col., Cin. & Ind....100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11.236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,?86,800	M.J.S.D.	June'73 2
Colum. & Hocking Val..100	2,500 000	F. & A	Aug '73 5
Concord..... 100	1,000,000	M. & N.	May '73 5
Concord and Porta.*..... 100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 00	2,100,000	F. & A.	Aug. '73 3
Connecticut River 00	1,850,000	J. & J.	July '73 5
Cooperstown and Susq..100	307,?83	— & —	.....
Cumberland Valley..... 50	1,?44,250	A & O.	Apl. '73 4
Danbury and Norwalk.... 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,146	— & —	.....
" " pref. 50	2,095,400	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,309,?00	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef & Canand*..100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref..... 100	8,534,910	J & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,000,?50	M.J.S.D.	June'73 1½
Fitchburg..... 100	4,000 000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)... 100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25 280 51?	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,686,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana* 100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49 466,500	F. & A.	Aug. '73 4?
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	July '73 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	May '73 10a
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*..... 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,728 204	J. & J.	Jan. '73 4a
Mill Creek & Minehill*. 50	323.375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J & J	Dec. '70 7a
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell..... 100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12a
N Haven & Northamp...100	605,000	J.A J.O.	Sept'73 3
New Jersey*..... 100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,600,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	July '73 2½
Nig. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	Jannary.	Jan. '72 5a
Northern Central 50	5,842,000	M. & N.	Nov. '72 3
N rthern N. Hampsh....100	3,068,400	J. & D.	June'73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R.... 50	4,258,450	J.A. J.O.	July '73 3
Old Colony & Newport. 100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama..... 100	7,000,000	J. A. J.O.	July '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	144,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June'73 3
Philadelphia & Reading 50	32,684,375	J. & J	July '73 5
" " pref.. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	July '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Apl. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 6
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Waterb. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2.040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	....	.....
" " pref.100	12,000,000	....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	443,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref. 100	1,?7?,000	— & —	Jn.'70 11-4a
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*..100	274,400	J. & D.	Dec. '71 5½
Union and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	M. & N.	May '73 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec.'71 5½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,?09,000	F. & A.	Feb. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)... 100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	660,000	J. & J.	July '70
Brooklyn and Jamaica... 100	4?8 100	— & —	.....
Bushwick (Brooklyn)... 100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	800,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl. '10	500,000	— & —	.....
D. Dock, K. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)..100	1,000 000	J.A J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,?00.000	J. & J.	July '73 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Hester, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)... 100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)... 100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)... 100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	May '73 5
South Boston 50	400,000	J.A. J.O.	July '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,360	F. & A.	Aug. '73 4
Delaware and Hudson... 100	15 000.000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '73 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 5
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,909,207	F. & A.	Feb'73 30c
" " (pref.). 50	2 888,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	June'73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	600,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000.000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,?00.000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Aug '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Aug. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112¼
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	118½
.. ..coupon	4,656,000	6	" "	1880	120
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,560,550	6	Jan. & July	1881	118½
.. ..coupon	63,755,800	6	" "	1881	120
Loan of Feb. 25, 1862 (5-20s).....registered	25,457,500	6	May & Nov.	1882	117
.. .. (5-20s).....coupon	187,446.900	6	" "	1882	117½
Loan of March 3, 1863.....registered	53,553,500	6	Jan. & July.	1881	118½
.. ..coupon	21,446,500	6	" "	1881	120
Loan of March 3, 1864 (5-20s).....registered	2,291,700	6	May & Nov.	1884	116½
Loan of June 30, 1864 (5-20s).....registered	32,389,450	6	May & Nov.	1884	116½
.. .. (5-20s).....coupon	34,118,100	6	" "	1884	117½
Loan of March 3, 1865 (5-20s).....registered	36,285,400	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	119,148,750	6	" "	1885	119½
.. .. 2d series (5-20s).....registered	58,443,600	6	Jan. & July.	1885	117
.. .. .. (5-20s).....coupon	148,411,450	6	" "	1885	117½
.. .. 3d series (5-20s).....registered	90,517,650	6	Jan. & July.	1887	117½
.. .. .. (5-20s).....coupon	224,495,050	6	" "	1887	119½
.. .. 4th series (5-20s).....registered	14,025,500	6	Jan. & July.	1888	117½
.. .. .. (5-20s).....coupon	24,309,750	6	" "	1888	118½
Loan of March 3, 1864, (10-40s).....registered	140,315,350	5	Mar. & Sept.	1904	112?
.. .. .. (10-40s).....coupon	54,251.950	5	" "	1904	115½
Consols of July 14, '70 & Jan. 20, '71.registered	141,616,800	5	F. M. A. & N.	1881	114½
.. .. coupon	89,387,300	5	" "	1881	114½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	674,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	114
U. S. Notes and Fractional Currency.....	400,462,343	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1886	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1890 '90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.		....
.. Refunded Stock Bonds, 1859	348,000	6	" "	1878	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	77-'78	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan.	1881	
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'83-'84	....
Kentucky—($2,780,510):				'76-'80	
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.		....
Louisiana—($21,214,800):				'93-'98	
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	1893	48?
.. Deficiency (Treasury) Bonds 1853.....	760,000	6	Jan. & July.	'86-'88	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	1907	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1896	55½
.. .. .. 1866	1,000,000	8	Various.	1876	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1910	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1899	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	10-'11	....
.. State B'ds(N.O., Mob. & Chat. R.R.)'70 '71	3,250,000	8	Jan. & July.	1908	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1899	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1898	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.		....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'73-'78	99?
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	99?
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95?
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104?
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	564,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,500 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,666 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'9	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1875	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	99
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	92½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar...	14,496,000	7	" "	'74-'90	98½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'89	97?
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'78	98?
New Jersey—($2,696,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'80-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	500,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	104½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'9.	28
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'9.	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'9.	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	18
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'90-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,369	6	" "	1881	105
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'7.	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'7.	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'8.	....
.. Loan of Feb. 1867 (10-15s).....	7,890,550	6	" "	'77-'8.	....
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'9.	103½
.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	" "	'82-'9.	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,907,060	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99?
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	802,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	819,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66..	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct	1888	22
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'7.	....
.. Conversion Bonds 1860.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	82½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	51?
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($8,2 ,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,268):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R. gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850-'80	579,500	6	" "	"	1880	98½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	98½
Loan of 1855-'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N. W.):						
1st Mortgage	338,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (Penn. R. R. Co.	496,500	6	March & Sept.	Princeton.	1885	85½
3d Mortgage (	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	34
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	96
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92½
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	88
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	97
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	98½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	89
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	168,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota(Ill.C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	79½
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,000,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	104½
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	100½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	106
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'99-'01	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	4,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	6	" "	" "	1876	96½
Funded Interest, coupon	160,500	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	94½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	95½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	86½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N.W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N.W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1892	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	2,500,000	7	F. M. A. & N.	" "	1915	91½
Equipm't (Eng & Cars $2,750,0.0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	597,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,800,000	7	" "	" "	1896	102½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $1,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	80
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	90½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	70
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1900	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	6
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4,	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1869	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1901	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	160,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1873	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	106
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage land grant	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (" ")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (" ")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	100
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinna'i:						
1st Mort. end. $18,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	85,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	92½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	96
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2 1 Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	103½
3d Mortgage	6,060,000	7	" "	" "	1883	102
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	98½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY& London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091 a.)	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1882	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1890	....
2d Mortgage	500,000	8	Jan & July	"	1895	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200 000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838 335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,602,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10		" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	92
1st Mort. (Q. & Palm. R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. RR 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	6,000	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F& PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,900,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1888	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R. R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	108
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	55
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(D.L.&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	98½
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. Oct 31, 1857 "	2,683,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug.1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	100
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68 (Kal.Ali.& Gr.R.)	840,000	8	" "	" "	1888	96
1st Mort.July 1, 1863 (J.& Fmuk.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. lphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (Old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	600,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.).	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1893	96
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1896	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	94½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	87½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	160,000	8	June & Dec.	Boston.	1875	....
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1920	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	112½
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.)assn'd	1,900,000	8	May & Nov	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort (Kal.&So.Hav.)L.I.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	81
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	'886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A, J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	90½
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $400,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	76
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N.O.toT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C& H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'78-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	88
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	'877	....
Consol. Mortgage gold	2,495,080	6*	" "	"	1909	101½
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(R.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	96
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	85
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	495,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,280,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	100
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hanubal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1883	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C& A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	89
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	98,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101
	Dollar registered	3,414,000	7	" "	"	1911	103
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg..	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75
1st Mort. (Steub. & Ind.) conv		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1889	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (T.oy, Salem & Rutl.)		600,000	7	May & N	"	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	75½
Rich., Fredericksb.g & Potomac							
Sterling Loan		97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	8	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Rich mond.	1875	....
1st Mortgage		175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$1,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20.000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	97
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	89
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1901	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	907,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	78,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1883	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	98
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	85½
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	84
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,500	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	98
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	360,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	88
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	82½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	73½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	63
Omaha Bridge B'ds, sts.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	88½
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	92½
Sterling Loan £389,200	1,842,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	27
2d Mortgage consolidated	1,500,000	7	" "	"	1891	9
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1880	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	87½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	313,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	30 ,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
3d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	77
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1867	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1867	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90
2d Mortgage coupon or regis.	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1898	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1880	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1880	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,907,872	6	Jan. & July.	Philadelphia.	1886	85½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1898	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.)	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mort- gage re- gistered. — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102
3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan reg	2,0 0,000	6	A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	& Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,966	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,305,000	6	Jan. & July.	Philadelphia.	1887	76½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,854	7	" "	"	1865	....
Interest Bonds(Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	72
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,850	6	" "	"	1888	74
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1875	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1874	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	296,000	6	May & Nov.	"	1879	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	57.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Canal	Co.)	1,341,228	423,821	7	100	95
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35 8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35·8	.....	(Phila.&R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246.018	150,000	.....	.....	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	14½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point .....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	839,539	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	16	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,000,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	*	.....	.....	733,700	129,000	.....	.....	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194.250	20,000	20,000	—	19.1	21,302	43,209	4,901	83,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,832	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	173½
Sept. 30, 1872	30.0	—	39.8	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	*	.....	.....	5,680,685	593,500	.....	.....	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	8½
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900.000	—	.....	.....	650,000	250,000	.....	.....	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	.....	600.000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	.....
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.8	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259.599	2,362.615	10	100	145
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	121,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,565,759	258,142	2,852,400	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	129
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,831	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	115½
Sept. 30, 1872	44.0	14 5	65.0	—	38	67	11	452	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	150
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647.004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,064,271	—	.....	.....	950,000	2,380,000	—	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	—	.....	.....	12,000,000	8,000,000	.....	.....	....	(Compl	eted to Mo.	Line May,	1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	160.0	.....	(Recently	completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	—	—	—	(Penney	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790.623	376,195	138,354	32,388	1,215,870	1,058,400	54.907	9,384	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	70
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Penney	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	—	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245.594	237,393	46,392	16,547	1,022,330	349,000	132,561	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	.....	—	(Leased	Nov.'72 to	Ph.&Rdg.	)	572,104	183.169	7 p.	50	39½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538.006	*	.....	.....	294,529	250.000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Illinois	Central.)	.....	128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	.....	—	(Chic.&	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.2	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,982	Central of New Jersey.....New Jersey.	12,424,935	7,882,236	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	103
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,9·9	*	.....	.....	2,845,500	2,500,000	.....	.....	137.0	.....	.....	.....	989,327	170,721	6	100	40½
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,807	*Central Pacific*†.....Cal. Nev. & Utah.	139,485.693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,633	746,153	11,963,641	6,952,362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	828,060	500,000	3,150	—	22.8	39.140	.....	.....	60,440	20.440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	46	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,973	115,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	—	2	.....	.....	Chester and Tamaroa.....Illinois.	1,090,000	—	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	324,763	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Readin	g R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	1094
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,564,575	2,839,866	10	100	1054
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	.....	73.0	(No inf	ormation	furnished.	)	627,930	277,853	—	100	....
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	131.0	(No inf	ormation	furnished.	)	.....	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic. &	Northwes	tern R. R.	Co.)	—	8	100	....
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
May 31, 1873	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	66
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	.....	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....
Dec. 31, 1872	60.0	—	6.0	109.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	*	(No info	rmation.)	—	.....	.....	.....	.....	—	(Being co	nstructed.	)	—	—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,869,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	1104
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	informati	on)	—	—	—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	.....	.....	7,000,000	5,000,000	1,658,551	.....	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	100	....
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	—	(Mariett	a and Cin	cinnati R.	R. Co.)	—	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,463	—	—	—	673,000	314,000	118,463	.....	—	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,589,230	262,965	3,500,000	2,032,000	1,052,450	662,651	60.6	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	.....	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	.....	.....	.....	.....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	.....	.....	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	.....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,350	.....	42.0	.....	.....	.....	229,035	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	—	—	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	.....	218.5	741,280	254,436	283,393	850,755	339,244	—	100	....
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,032	.....	.....	7,047	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,649	14,981,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	844
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	.....	.....	2,059,200	1,164,000	.....	.....	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,675,125	*	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,619	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	669,162	219,062	11,246,150	2,834,344	396,663	440,411	225.9	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	891
Dec. 31, 1872	681.0	—	63.0	—	158	54	27	1,662	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,569	23,555,174	130,974	.....	681.0	4,590,845	646,459	1,390,597	4,411,095	783,881	—	100	317
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	—	—	—	1,474,300	525,000	.....	.....	40.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,072,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	.....	.....	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	100	87
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	—	—	—	2,127,273	1,357,100	39,767	246,371	143.7	458,581	167,112	111,923	512,768	308,902	6	100	138
Sept. 30, 1872	50.0	5.0	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	138
Sept. 30, 1872	45.0	—	4.7	—	9	12	5	140	Connecticut Valley	Connecticut.	2,403,289	246,175	—	.....	1,033,500	998,000	973.000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....
Sept. 30, 1872	66.7	—	7.0	—	5	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,025	2,436,500	96,323	.....	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	.....	.....	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	.....	17.0	.....	.....	.....	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,782	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	—	.....	.....	684,235	1,400,000	.....	.....	—	(Leased	to Pennsy	lvania R.	R. Co.)	—	—	100	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90.0	32.0	....	20.0	.....	.....	.....	.....	Davenport and St. Paul	Iowa & Minn.	5,000,000	—	—	—	9,000,000	2,440,000	.....	.....	90.0	(Recentl	y opened	—No repo	rt.)	—	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,598,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,623	3½	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	—	—	—	86,000	527,445	.....	.....	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	.....	.....	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	.....	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	8	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,313,689	955,845	5,000,000	13,088,385	.....	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,578	3,247,671	4,746,678	2,867,965	10	100	1011
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,863	371,903	196,997	—	100	....
Dec. 31, 1872	118.0	31.0	5.6	782.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1873.)	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	19	10	549	Des Moines Valley	Iowa.	13,803,285	*	.....	.....	6,523,600	5,070.000	939,000	.....	250.0	447,079	108,599	198,360	776,254	127,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	cently op	ened—no	returns.)	—	—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	cently op	ened—no	returns.)	—	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	.....	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....
Aug. 31, 1872	104.0	2.0	2.0	22.0	.....	.....	.....	.....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	610,000	.....	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	.....	.....	—	(Leased	to Maine	Central.)	—	18,000	6	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	—	.....	.....	.....	.....	.....	.....	33.5	.....	12,338	7,781	22,792	7,175	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	.....	.....	.....	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,993,200	—	—	—	5,000,000	880,000	.....	.....	—	(Leased	by Illinois	Central.)	—	—	6	100	62
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	9	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,400,000	554,407	.....	58.0	.....	.....	.....	210,548	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	—	—	9,870	350,000	—	42,239	2,150	17.5	.....	100,711	6,282	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	.....	.....	—	(Pennsy	lvania R. R	Co.)	.....	.....	6	50	....
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,209,200	495,000	.....	.....	—	(Phila. &	Reading	Co.)	.....	.....	—	100	....
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	34,750	661,293	1,970,021	3,889,900	188,593	3,735,377	270.0	.....	.....	172,395	1,201,492	366,692	—	100	102
Sept. 30, 1872	41.4	71.7	61.6	—	78	133	35	854	Eastern	Massachusetts	7,436,949	1,767,261	1,332,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,396	424,320	1,973,623	574,201	—	100	102
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	—	—	—	.....	.....	.....	.....	28.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	.....	.....	.....	.....	Eastern Shore	Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0	.....	(No state	ment furni	shed.)	.....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	.....	.....	.....	.....	Elizabeth and Paducah	Kentucky.	6,000,000	—	—	—	3,000,000	3,000,000	.....	.....	185.0	(R	cently o	pened—no	returns.)	—	—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	.....	.....	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,472	668,131	1,133,257	86,536,910	26,398,800	2,517,301	.....	954.0	12,318,504	3,598,988	5,664,274	18,371,885	4,720,285	1½	100	598
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	880,000	536,502	.....	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	.....	.....	2,000,000	3,297,000	.....	.....	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American	Maine.	8,725,907	*	.....	.....	1,272,550	4,753,773	3,230,360	.....	114.0	154,260	298,082	.....	387,574	165,289	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359,515	146,036	.....	566,379	218,645	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi	Ind. & Ill.	1,500,000	—	—	—	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov	R. I. & Mass.	351.107	4,200	71,504	469,150	150,000	234,663	271,986	218,361	8.6	11,988	—	106,787	—	42,378	15,603	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Pitg. &	Connella	v. R. R. Co.)	.....	.....	7½	50	....
Sept. 30, 1872	60.0	48.3	8.7	—	88	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,806	.....	4,000,000	—	.....	511,300	93.3	716,246	1,869,427	740,123	1,350,289	323,935	8	100	130
Dec. 31, 1872	12.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,188	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.														M.	M.	Number.	Tons.			pc.		p.c.
Dec. 31, 1871	239.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	...
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989.941	*	.....	.....	306,045	1,625,000	.....		18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	...
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461.409	*	.....	.....	300,000	300,000	27,225		10.0	22,180	52,586	13,231	52,660	30,500	—	100	...
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	188	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,056,000	1,871,000	.....		100.0	200.152	100,989	59,511	.....	.....	—	100	...
Dec. 31, 1871	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	.....	.....	.....	1,000,000	2,300,000	.....		—	(Oper. by Ft. Wayne Jackson & Sag.)					—	100	...
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	103,707		—	(Oper. by Boston, Clinton & Fitchburg.)					—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,011	*	.....	.....	283,745	.....	99,267		22.0	70,617	124 254	39,375	57,588	177,607	—	100	...
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,546	10,551	1,738,468	534,000	.....		85.0	72,651	17,900	40,709	330,500	6,015	—	100	...
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	...
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	...
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....		—	(Recently opened.)					—	100	...
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000		11.6	15,933	18,532	13,009	42,198	19,807	—	100	...
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	—	—	—	—	2,800,000	8,000,000	.....		239.0	(Operated by contractors.)					—	100	...
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492.000	1,500,000	.....		94.0	(Leased to Michigan Central.)					—	100	...
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,585,830	*	6,421,233	2,064,502	17,442,945	86,608,620	.....		1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	...
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323 038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5½	100	...
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased to Del., Lacka.& Western.)					—	100	...
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	—	—	400,000	640,000	—	—	....	(Opened December 19, 1871.)					—	100	...
Sept. 30, 1871	14.0	—	0 5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,090	130,000	—	—	14.0	17.528	15,714	7,415	26,898	11,061	—	100	...
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	(No statement furnished.)									18,240	7,234	29,173	132,000	61,606	—	100	...
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	—	—	99,700	62,000	—	—	5.7	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	869,600	—	—	—	560,000	319,600	—	—	28.0	(Leased to Erie Company.)					—	100	...
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased to Tol., Wab. & Western.)					—	100	...
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased to Tol., Wab. & Western.)					—	100	...
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486.236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	38½
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	143 300	50,000	—	38,139	7.8	19,200	75,124	13.019	62,662	21,242	—	100	...
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150		12.2	41,982	31,903	84.714	76,386	17,582	10	100	...
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509		116.0	154 414	109,915	64,494	207,113	32,298	—	100	...
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,560	—	—	—	1,182,550	760.000	—		—	(Leased to Pennsylvania.)					7	50	101
Sept. 30, 1871	62.0	16.7	85.0	—	.....	.....	.....	.....	Hartford and New Haven...Connecticut.	.....	.....	.....	.....	.....	582,000	(Consolidated		in N. Y., N. Haven and Hartford R. R.)									
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill..Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....		130.4	518,637	1,149,889	263,447	939,344	191,062	—	100	...
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703 000	—	7.000		47.6	.....	.....	.....	17,774	12.780	—	100	...
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	180,000	—	—		5.5	.....	.....	83,892	45,628	15,006	—	100	...
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....		—	(Leased to Flint & Pere Marquette.)					—	100	...
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450.000	—	.....	.....	200.000	200.000	50.000		10.3	(Leased to New Haven & Northampton.)					—	100	...
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899		119.8	321.600	.....	.....	780,281	92,384	—	100	...
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	5	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162.601	86,861	1,970,804	—	5,636		93.0	(No returns furnished.)					—	100	...
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....		180.5	.....	.....	.....	.....	.....	—	100	...
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....		62.5	197,972	52.246	453,182	378,689	87,686	—	50	21½
Dec. 31, 1871	707.4	—	124 4	—	193	108	45	4,353	*Illinois Central* .....Illinois	33,610,185	*	.....	1.212.539	25,280,510	5,764,500	16,370		1,110.9	5,710,354	1,286,584	1,831,944	8,401,142	2,782,847	10	100	108½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—		65.5	(Leased to Chicago Burl. & Quincy.)			1,133,863	.....	—	100	...
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640 000	*	.....	.....	1,000,000	500,000	100,000		—	(Under construction, to cost $4,500,000.)					—	100	...
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....		212.5	.....	.....	.....	1,827,824	622,313	—	100	12
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15.290,514	*	.....	.....	5,728,497	7,891,500	1,756,517		217.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....		75.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	72.0	—	8.0	—	.....	.....	.....	.....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589.143	222,168	600.000	3,338,000	702.486		72.0	.....	.....	.....	671,557	286,415	—	100	...
Dec. 31, 1871	117.0	—	4.2	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717		117.0	215,952	.....	.....	255,684	66,794	—	100	...
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....		183.7	(Leased to Illinois Central.)			304,369	126,369	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....		73.0	(Leased to Chicago & N. Western.)					—	100	...
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28.882	120,501	92,878	23,198	—	100	...
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	216,000	*	262,000	.....	400,000	100,000	.....		11.0	11,380	———	82,617	34,292	4,558	—	50	...
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 months.]		357,664	180,164	—	100	...
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—		—	(Leased to Erie.)					—	100	...
Dec. 31, 1871	155 0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515 294	388,278	1,290,950	458,198	—	100	...
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500.000	—		—	(Leased to Chicago & Alton.)					7	100	94
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800.000	—		—	(Leased to Michigan Central.)					8	100	...
Dec. 31, 1871	4.6	—	9.7	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	—	—	185,250	800,000	.....		4.6	21.489	206,270	.....	127,843	43,394	—	50	...
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....		42.0	(No returns furnished.)					—	100	...
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840.000	.....		58.0	(Leased to Lake Shore & Mich. Southern.)					6	100	...
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—		32.0	(Leased to Michigan Central.)					—	100	...
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	...
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—		35.0	(Recently opened—operations not reported.)					—	100	...
Dec. 31, 1871	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720.000	—		—	(Leased to Leav. Lawr. & Galveston.)					—	100	...
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,022	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905		672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln ..... Maine.	1,871,841	*	513,826	190,333	361,097	2,020.000	6,730		....	(Recently opened.)					—	100	...
Dec. 31, 1871	80.0	—	11.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn.	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271		80 0	969,043	297,828	1,628,906	874,410	379,977	—	50	...
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—		—	(Leased to Tol. Western.)					—	100	...
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—		—	(Leased to Tol. Western.)					—	100	...
Sept. 30, 1871					—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—		—	(Under construction.)					—	100	...
Dec. 31, 1871	540.0	538.9	358.5	148.8	346	161	64	6,998	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	48,311,263	10,430,333	6,065,663	4,616,527	37.537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,707,975	4,884,869	8	100	94½
Aug. 31, 1872	92.0	—	5.1	—	10	...	....	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2.000 000	.....		—	(Recently opened.)					—	100	...

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,901	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	New York and Mahopac	New York.	229,110	*	.....	.....	135,300	—	74,700	—	7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	136
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y.	10,309,729	1,068,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua	N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	...	...	...	...	Niles and New Lisbon	Ohio.	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274.628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina $	North Carolina.	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern $	South Carolina.	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72 0	—	3.6	118.0	...	...	...	...	North Louisiana and Texas	La.		(No a	ccounts o	btainable	e.)				72.0		(No accou	nts.)				—	100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania.	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	100
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	60	Northern, of Canada	Canada.	5,465,409	*	49,191	650,317	2,985 700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	Northern Central $	Md. and Penn.	11,484.745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164.400	4,266,899	979,133	6	50	72
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	Northern New Hampshire	New Hamp.	3,068,400	*	160,570	252,916	3,068,400	102.100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	50	104
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Jersey	N. J. and N. Y.	527,461	*	875,000	.....	1,000,000	400,000	.....	—	—	—	(Leased to | Erie Com | pany.)		—	8	100	....
Dec. 31, 1871	278.0	—	.....	1,700	0..	.....	.....	...	Northern Pacific	Minn., Dak. &c.	(In pro	gress.)	.....	.....	100,000,000	50,000 p.m	.....	—	278 0	—	(No acc	essible ret	urns.)		—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Norwich and Worcester $	Conn. & Mass.	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371.651	304,710	749,117	261,746	10	100	130
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Nova Scotia	Nova Scotia.	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y.	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	153,412	388,837	1,027,699	347,857	6	100	60
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey.	452,994	*	.....	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill.	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	39½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn.	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	51
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts.	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671.478	599,236	6	100	111½
Dec. 31, 1871	5.0	4.0	2.7	—	...	...	...	...	Orange and Newark	New Jersey.	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	846	Orange, Alex. and Manassas Gap $	Va.	8,500,000	690,000	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185.604	121.911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo.	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York.	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	218	Oswego and Syracuse	New York.	1,269,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	16	Owensboro and Russellville	Kentucky.	(Under	construc	tion.)		1,500,000	1,500,000	.....	—	21.0	(Opened	April 17, 1	871.)	—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	*Pacific of Missouri* $	Missouri.	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	48½
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Paducah and Gulf	Kentucky.	(Under	construc	tion.)		2,425,000	1,071,000	.....	—	63.5		(No return	s furnishe	d.)		—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio.	250,000	*	.....	.....	250,000	—	—	—	—		(Under	constructi	on.)	.....	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada.	9,500,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.5		(No | returns.)			—	100	114
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois.	1,000,000	—	800,000	—	600,000	1,200,000	.....	—	34.0		(Construc	tion in pro	gress.)	245.662	5	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey.	330,000	—	—	—	330,000	—	—	—	14.5		(Leased t | o Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey.	1,000,000	—	—	—	500,000	500,000	.....	—	12.0	(Leased	to Erie at	35 p. c.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey.	350,000	—	—	—	248,000	80,000	.....	—	15.1		(Leased t | o Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois.	2,488,250	—	87,758	—	1,500,000	1,076.000	.....	—	67.3	(Leased	to Tol. Wa	b. and We	stern.)		—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N Jersey.	538,692	—	—	—	342,160	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)		6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey.	875,000	—	—	—	500,000	375,000	.....	—	18.0	(Leased	to New Je	rsey Sout	hern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill.	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recentl	y opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania.	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,060,505	1,253,887	699.0	11,904.317	4,699,935	6,575,842	18,719,837	6,896,404	10	50	108½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania.	2,000,000	*	2,997,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	240½
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn.	251,098	—	.....	.....	132,412	700,000	100,000	—	—		(To be co	mpleted in	1872.)		—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn.	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271.226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	—	46.0	.....	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois.	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned o	ver to Co	Dec. 1, 1	1871.)	—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge	N. Jersey.	214,681	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper.b	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	3	106	Petersburg $	Virginia.	1,719,113	*	.....	63,753	1,342,200	558.500	50,305	31,860	82.	168,592	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md.	1,803,848	177,744	.....	.....	220,606	1,500.000	90,089	—	58.1	167,474	254,944	109,989	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Erie $	Pennsylvania.	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa.	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,606	2,806,120	572,728	700,465	303,186	10	50	180
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Philadelphia and Reading	Pennsylvania.	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,643,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	111
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania.	1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	122
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore	Penn.	11,001,030	*	2,077,202	446,515	10,997.900	1,745,000	284,988	496,889	105.1	1,065,517	1,608.033	348,216	2,678,865	1,069,943	8	50	109½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania.	468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Phg, Cin. & St. Louis.	Pa. & W. Va. Ohio.	18,030,444	*	3,687,303	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,585	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania.	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8 639	.....	14.159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville $	Penn.	7,330.816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	96	54	8,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I.	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas	ed to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich.	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3 0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H.	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	—		(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1871	52.5	—	2.6	—	5	10	4	80	Portland and Rochester	Me. & N. H.	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	—	167	Portland, Saco and Portsmouth	Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	126
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	7	Port Royal	South Carolina.	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—	—	(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway	N. H.	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York.	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	....	40,208	53,052	6,110	97,204	33,511	—	100	91½
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Providence, Warren and Bristol.	R. I. & M.	642,009	68,611	2,286	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,609	—	100	....

Sept. 30, 1871	43.4	—	38.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,483	2,000,000	300,000	110,004	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	1428
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,006	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	209,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	623,731	457,484	1,576,494	441,122	7	100	103
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,248,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.7	—	3.7	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,985	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	*	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	93	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0	(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	88
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	.....	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	15	1,011	Rutland .....Vermont.	6,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central.)				—	100	10
Apr. 30, 1872	192.0	—	....	89.0	.....	.....	.....	.....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	112.0	(No returns furnished.)					—	100	....
Dec. 31, 1871	64.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	.....	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	.....	266.0	.....	.....	.....	940,788	666,966	—	100	234
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,486	526,618	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	.....	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1 146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	.....	571.0	(Sold	August 20,	1871—No returns.)			—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1 101	St. Louis & S.Eastern..Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	.....	....	(Completed in	January 1	1872.)	.....	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	.....	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.)..Minnesota.	14,982,501	*	8,594,240	220,419	1,968,600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,376	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	18.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,989	—	.....	2,295	243,305	226,000	1,065	—	—	(Leased	to Boston and Lowell.)			17,711	14	100	81
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	.....	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	57	Savannah & Charleston.....S. Car. & Ga.	2,288,986	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	16.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,884	*	50,132	.....	150,000	281,000	.....	.....	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	—	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	.....	54.0	(14 mos.	49,385	827,079	289,584	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke..Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	.....	28.0	206,515	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	.....	45.5	60,500	32,813	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,629,000	.....	.....	157.0	.....	(No report furnished.)				—	100	....
Dec 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	.....	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,593	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	.....	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,330,830	*	27,430	.....	1,714,782	1,640,000	10,529	.....	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	.....	3,825,000	4,592,000	1,000,000	.....	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	.....	66.0	.....	49,466	.....	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,080,000	.....	.....	....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	3	6	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	.....	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,801,226	*	1,285,248	235,095	1,388,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	5	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	328
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,883,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	705
Sept. 30, 1871	34.9	—	9.1	—	13	1	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,518	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120 4	—	12	193	40	1,325	United Companies of New Jersey..N. Jer.	28,520,394	*	8,328,170	427,838	19,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,975	10	50	1234
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,995	*	.....	.....	1,736,020	351,500	.....	.....	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,815,681	*	.....	.....	2,558,600	.....	.....	.....	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	26.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,600,000	.....	.....	.....	—	(Leased	to Vermont Central.)				8	100	70
May 31, 1871	118.0	—	108.0	—	170	128	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	16	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,584	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	217,069	244,819	150,376	562,238	162,372	2	100	80
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	.....	140.0	252,988	88,415	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	60	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	.....	47.5	(Recently opened—No returns.)					—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to Del., Lackn. and	Western.)			7	100	84
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	.....	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	.....	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	12	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	.....	35.5	186,000	737,473	85,273	328,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,099	2,008,324	3,160,000	814,344	.....	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	18 8	—	54	2	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)	.....	306,088	.....	.....	.....	138.0	166,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	.....	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	.....	—	(Leased	to Pennsylvania.)				—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.059	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,246	625,810	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford..N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,840	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	(20 mos.	736,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	82,892	.....	757,729	1,973,600	113,704	.....	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,621	125,598	1,456,200	1,580,100	51,230	15),968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.9	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	.....	143.5	207,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	46.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																										
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	.....	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,694	.....	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	.....	108.0	—	—	1,428,755	113,361	loss.	10	100	113
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	3,847,400	.....	.....	.....	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,456,000	—	19,823,506	.....	8,739,850	15,088,656	.....	.....	108.0	—	—	982,188	578,462	31,978	—	50	77
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175.120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	8,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,781,760	—	.....	.....	4,457,150	2,805,000	460,000	.....	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	681,420	637,811	60c	50	10
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,310	270,505	.....	84.0	—	—	501,674	144,099	87,303	—	50	12
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	21,324	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	.....	123.0	(Leased	to Pennsylvania.)				—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¼; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	51 50	@ 52	—
Gartsherrie		47 75	@ 48	—
Glengarnock		—	@ 46	—
Eglinton		—	@ 45	—
Pig, American, No. 1		44	@ 45	—
Pig, American, No. 2		40	@ 42	—
Pig, American, Forge		33	@ 34	—
Bar, Refined, English and American		—	@ —	—
Bar, Swedes, assorted sizes	(gold).	—	@137	50
	—STORE PRICES.—			
Bar, Sweden, 1¼ x¾ & 1¼x ¾ to ⅛ & ¼ sq. 1¼ to 5x¾ to ¾ & ⅛ to 2sq. 6 to 12 x ¾ & ⅛		175	— @185	—
Bar, Refined, ⅛ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		92 50	@ —	—
Bar Refined, 1¼ to 6 by ⅛ & 5-16 in		97 50	@ —	—
Bar Refined, 1 & 1¼ by ⅛ & 5-16		100	@ —	—
Large Rounds, 2¼@2½ to 3¼ @4 in		102 50	@117	50
Scroll		112 50	@145	—
Ovals and Half-round		120	@140	—
Band, 1 to 6 in. by 3-16 to No. 12		110	@112	50
Horse Shoe		120	@122	50
Rods, ⅛@1-16 inch		97 50	@140	—
Hoop, ⅛ by No. 22 to 1 & 1¼ by 13 & 14		120	@170	—
Nail Rod	per lb.	—	9¼@	9¾
Sheet Russia, as to assortment	(gold)	—	17 @	18
Sheet, Single, D. and T. Common		—	5½@	7
Sheet, Doubles and Trebles, Charcoal		—	7 @	8¼
Sheet Galvanized	List 10 per ct. disc.			
Rails, English	(gold) per ton.	68	@ 70	—
Rails, American, at Works in Penna. c'y.		—	@ 77	50
Anvils (Eagle)	per lb. currency.	—	9 @	—

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18¼@	— 23
English Spring (2d and 1st quality)		— 9¼@	— 10¼
English Blister (2d and 1st quality)		— 14 @	— 18¼
English Machinery		— @	— 14¼
English German (2d and 1st quality)		— 12¼@	— 14¼
American Blister		— @	— 11¼
American, Cast, Tool		— @	— 17
American, Cast Spring		— @	— 11
American Machinery		— 11¼@	— 12
American German Spring		— 9 @	— —

NAILS—DUTY: Cut, 1¼; Wrought, 2¼. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	—	@	4 75
8d. and 9d. "		—	@	5 —
6d. and 7d. "		—	@	5 25
4d. and 5d. "		—	@	5 50
3d. "		—	@	6 25
2d. and 3d. Fine		—	@	7 —
Cut Spikes, all sizes		—	@	5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	—	@	— 35
Straits	(gold).	—	@	— 31½
English	(gold).	—	@	— 29
Plates—Fair to good brands. —Gold.	—Currency.			
I. C. Charcoal per box.	11 — @11 25	13	— @	13 25
I. C. Coke	8 75 @ 9 25	10	50 @	11 —
Coke Terne	8 — @ 8 75	9	50 @	10 25
Charcoal Terne	9 75 @10 25	11	50 @	12 —

PETROLEUM—DUTY; Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	6½@	— 6¾
Crude 40@47 gravity (in shipping order)	—	11½@	— 11¾
Refined, Standard White (in ship'g order)	—	16 @	— 16¼
Refined, S. W. (in jobbing lots)	—	16¼@	— —
Refined, S. W. (in tin)	—	21 @	— 25
Naptha, Refined (65@73 gravity)	—	9 @	— 9½
Residuum (in shipping order)	per gall. —	9 @	— 9¼

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	—	@ — 38
Copper, Bolts		—	@ — 40
Copper, Braziers' (over 16 oz.)		—	@ — 40
Copper, Nails		—	@ — 45
Copper, Old Sheathing, &c., mixed lots		— 26	@ — 27
Copper, American Ingot		— 27	@ — 27¼
Copper, English Pig		—	@ — —
Yellow Metal, New Sheathing & Bronze		—	@ — 27
Yellow Metal, Bolts		—	@ — 32
Yellow Metal, Nails, Sheathing & Slating		— 27	@ — 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1¼ cents per lb.; Pipe and Sheet, 2¼ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50	@ 6	62½
German Ordinary	(gold)	6 50	@ 6	62½
English	(gold)	6 62½	@ 7	—
Bar		—	@ 9	25
Pipe		—	@10	50
Sheet		—	@10	50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. per lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		—	@18	—
Liverpool House Cannel		—	@22	—
Anthracite (by cargo)	per ton of 2,000 lb.	5 50	@ 6	50

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13
Boston, Hart. & Erie	....	2¼	2¼	....	2¼	
Canton Co	....	....	....	....	....	
Central Pacific 6s	100¾	100½	100½	100½	100½	100¾
Central of N. Jersey	103¾	103¾	103	103	103¾	103
Chicago & Alton	110	....	109¼	....	....	....
" pref	....	....	111¼	....	....	....
" 1 M	105	106	106	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	105
Chicago, Burl. & Q.	106	105¾	106	105¾	....	
" 8s, 1883	110	....	....	....	....	....
Chic. & Northwestern	67¼	67¼	67¾	68	67¼	66¾
" pref	83¼	....	....	82¾	....	83
" 1st M	99	100	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	110¾	110¾	110¾	110¾	110¾	110¾
Chi., R. I. & Pa. 7s, 1896	102	....	102¾	102¾	....	102¾
Clev., Col., C. and Ind.	85	84¼	....	....	....	....
Clev. & Pittsburg guar.	80¼	89¾	89¼	89¾	89¾	89¾
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	31¾	31¾	32	32¼	32¾	31¾
" 1 M	89¼	89¼	....	....	90	90¼
" 2 M	69¼	....	69¼	....	70	....
Del. & Hudson Canal	114¼	....	....	113¾	....	113¾
Del. Lack. & Western	101¾	101¾	101¾	102	101¼	101¾
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	58¾	59¾	59¾	59¾	59¾	59¾
" pref	....	73¼	....	....	....	....
" 1 M. 7s, 1897	....	....	....	104¼	104¼	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	98	....	98¼
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	88	....
Hannibal & St. Joseph	....	....	39¼	....	....	38¼
" pref	....	....	....	....	....	....
" 8s, conv	91	92	....	....	....	92
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	104	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	109	....	108	....	108¾	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	94¼	94¾	94¼	94¾	94¾	94¼
Lake Shore Div. bonds	....	....	96	....	96	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	95	....	94¼	94¾	94	94¼
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	104
" 2 M	....	....	99¾	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Milw. and St. Paul	52¼	52¼	52¾	52¾	52¼	52¼
" pref	73	73¾	73	73¾	73¼	....
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	106	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	88¼	....	88¼
Missouri 6s	93	93	93	....	....	92¼
" H. & St. J. 1ss	....	....	....	....	....	....
Morris and Essex	92¼	....	....	....	92¾	92¼
" 1st mort	....	....	....	....	....	....
" 2d mort	100	100	....	....	....	....
N. Y. Cen. & Hud. Riv.	105¼	105¾	105¼	105¼	105¼	105¼
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	....	93	93	93	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	132	132	....	131¾	132¾	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York. N. Hav. & Hart	137¼	....	....	....	137	136
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	39¾	39¼	40¾	40¾	39¾	39¼
" pref	....	....	....	....	....	....
" 2d M	84¾	85	....	....	....	....
Pacific Mail S. S. Co	39¼	41¾	40¼	41¾	40¼	39¾
Panama	....	115	113	114¼	....	114
Pitts., Ft. W. & Chi. gtd.	93¼	....	....	93¾	93¾	....
" 1 M	....	....	....	....	....	....
" 2 M	100	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	82	82¼	82¼	....	....	....
" new	81¾	82¼	....	81¾	....	....
Tol., Wab. & Western	71¾	71¾	71¾	72	71¾	70¾
" pref	....	....	....	....	....	....
" 1 M	96¼	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	....	....	....	90¼	....	....
Union Pacific	28¼	28¼	28¾	28¾	28¼	27¾
" 1st mort	82¼	82¼	82¼	82¼	82¾	82¼
" L. Gt. 7s	72¾	73¼	73¾	73¾	73	73¼
" Inc. 10s	....	62¾	62¾	62¼	62¾	63
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	....
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12	W.13
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	112¾	....	....	....	112¾	....
U. S. 5s, 10-40s, coup	115¾	....	....	....	....	115¾
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	114¾	....	....	....	....	....
U. S. 6s, 1881, reg	....	118¼	....	....	....	....
U. S. 6s, 1881, coup	....	120¼	....	....	120¼	120
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	117½
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	117¾	....	....	....	117¼	117¾
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	119¼	119¼	....	119¾	....	119¼
U. S. 6s, 5-20s, r. n. '65	....	....	....	117	....	....
U. S. 6s, 5-20s, c. n '65	....	....	....	117¼	....	....
U. S. 6s, 5-20s, reg. '67	117¾	....	....	117¼	117¾	117¾
U. S. 6s, 5-20s, c. 1867	119¼	119¼	119¾	119¼	....	119¼
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	118¼	....	118¾	....	....	118¼
U. S. 6s, Pac. RR issue	....	114	....	114	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Catawissa preferred	....	....	....	....	43	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '80	....	....	97	97	....	98¼
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¾	38¾	....	....	....	....
" 6s, 1884	....	90¼	....	....	90¾	....
" Gold L	....	....	....	....	91¼	91¼
" R. R. L	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	61¼	61¼	61¼	61¼	61¼	61¼
" 6s new coup	....	....	....	....	....	....
" 6s new reg	97	....	....	....	....	....
Little Schuylkill R.R.	46¼	....	....	....	46¼	46¼
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	52
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	49¼	50
" 6s, 1880	99¼	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	36¾	36¼	....	....	....	36
Oil Creek & Alleg. Riv.	25¼	26	26	25¾	25¼	
" 7s	....	72	71¼	....	....	....
Pennsylvania R. R.	54¼	54¼	54¾	54¾	54¼	54¾
" 1st M	....	....	....	....	....	....
" 2d M	....	....	....	....	....	100¼
" Gen. mort	91	....	....	....	....	....
" " reg.	90¼	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	103	....	103¾	....	....	103¾
" 6s, 3d series	....	107	108	108¼	108¼	108¼
Philadelphia City, 6s	....	98¼	98¼	....	....	....
" new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor	90	....	....	....	....	....
Phila. & Reading	55¼	55¾	55¾	55¼	55¼	55¼
Philadelphia and Erie	....	....	....	....	....	....
" 6s	90	....	....	....	....	....
" 7s	91	91	91	....	91	91¼
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	6	....	....	....	....
" pref	12¼	....	12¼	12¼	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	123	122	123¼	123¼	123¾	123¼
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	57¼	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12
Baltimore City 6s, 1875	....	....	....	....	....	99¼
" 1886	....	....	....	....	....	....
" 1890	99	99	99	98¼	99	99
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	98¼	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	98¼	....	....	....	....	....
" " 1885	98¼	....	....	....	....	....
Marietta & Cin. 1st M.	102¼	....	102	....	102¼	....
" 2d M	....	....	92¼	....	....	....
" 3d M. 8s	82	82	82¼	....	82¼	82¼
Northern Central	36¾	....	....	....	....	....
" bonds, 1885	....	....	....	....	91¼	....
" " 1900	....	....	88	....	....	....
Pittsb. & Connellsv. 7s	....	94¼	....	....	94¼	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	....	....	53¼	....
" Defer. Certif	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 13.

	Th. 7.	F 8.	Sat. 9.	M. 11.	Tu. 12.	W. 13
Boston and Albany	144¼	....	144¼	145	....	....
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	117¾	....	117¼	....	....	115¼
Boston and Providence	....	....	149	150	150	150
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	34¾	34¼	34¼	34½	....	....
Cheshire, pref	....	78	79	....	....	....
Chi., Burl. & Quincy	106	105¾	105¾	....	105¼	....
Concord	....	....	....	....	....	....
Connecticut River	138	....	....	....	....	....
Eastern	101¼	101½	....	....	101¾	102
Fitchburg	130	....	....	....	130	130
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	95¼	....	....	....	93¾
Northern, N. H	....	....	....	....	....	103¼
Ogdens. & Lake Champ	....	....	....	....	....	....
" pref	99¼	....	....	....	....	....
Old Colony	111	111	111¼	111¼	111¼	
Ph., Wil. & Baltimore	55	55	54¼	54⅞	....	54¾
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	81¾	....	....	....	81¾
" Land Grant 7s	....	....	....	....	....	70¼
" Income 10s	....	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	101¾	102	....	....
Metropolitan	....	58	58	58	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	25¼	....	24¼	....	24¼	25¼
Franklin	7	....	....	....	7	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	9¼	....
Quincy	42	....	41¼	41¼	41¼	....

London Stock Exchange.

	Closing Prices. July 25.	Aug 1.
Atlantic & Gt. W. 1st mort., $1,000	74 — 76	73 — 75
Do. 2d mort., $1,000	66 — 68	65 — 67
Do. Con. mort. B'nds Bisch'a Cert.	42 — 44	41 — 43
Do. Reorg. Scrip	95 — 97	95 — 97
Do. Leas. Lines, Rental Bonds	88 — 90	87 — 89
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	— — —	65 — 70
Erie shares 100 dol. all paid	47¼ — 47⅝	46¼ — 47
Do. 6 per cent Convertible Bonds	97 — 98	97 — 98
Cons. Mort. amount autho. to be issued for conv. of existing bonds	95 — 96	94¼ — 95⅛
Illinois Central $100 shares all paid	82 — 85	83 — 85
Do. Redemption mort. bonds 6 p.c. 100	—102	101 —103
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	86 — 89	83 — 86
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.	78 — 82	78 — 82
Panama General mort.	95 — 97	96 — 98
Pennsylvania, 2d mort.	97 — 98	99 —101
Do. General mort.	96½ — 97⅛	96 — 98
Do. $50 shares	42¼ — 43⅛	43 — 44
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, August 16, 1873.

Stock Exchange and Money Market.

Money has been in more active request, and rather firmer in price, with call loans quoted at from 3@5, and strictly choice to very good discounts at 5½@8 per cent per annum. At these figures, the wants of all responsible borrowers have been quite promptly met, both at bank and through private channels, the available supply having been ample for all present requirements. The city banks, though reporting some loss of reserves, were free in their offerings of aid to their regular customers, and on their loan and discount averages, they reported an increase of $771,900. They closed the week with $12,735,650 more of lawful money than the requisite 25 per cent. reserve. The corresponding week last year they held $6,534,800, and in 1871 $14,869,477. The specie held last week was $29,820,000, in 1872 $18,199,000, and in 1871 $12,361,749. Last week the legal tenders in the banks amounted to $49,002,800, in 1872 $54,570,600, and in 1871 $72,390,400. The U. S. Sub Treasury, last week, added liberally to its currency reserve while reducing its coin hoard. The city banks last week reported a loss of nearly 1¾ millions in their deposit line with a decrease of more than a million in their legal tender, and of nearly a million in their specie reserves. They enlarged their loan and discount averages nearly ¾ths of a million, and their circulation slightly.

The city banks have been losing ground on their obligatory reserve, the last statement showing that they had $12,758,400 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance about 1⅛th million, and enlarged its currency reserve nearly 1⅜ million. Its currency reserves at the close of the week were $30,907,913; and its coin hoard, $42,421,627.

The clearances of the city banks averaged through the week about 70⅛ millions a day, and amounted in the aggregate, for the whole week, to $420,989,757, as against $465,712,370 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,310,164 and reduced its coin reserve $1,181,557 as the result of the week's business.

The cash balances in the U. S. Treasury Department on Tuesday were: Currency, $10,327,831; special deposits of legal tenders for the redemption of certificates of deposit, $34,670,000; coin, $81,641,512; coin certificates, outstanding, $44,026,000; outstanding legal tenders, $356,000,000.

The specie reserve of the city banks according to the latest return is $29,820,000, against $18,199,000 same time last year. The city bank deposits are now $237,123,100 against $237,668,200, week ending Aug. 10, 1872. The legal tender reserve amounts to $49,002,300, against $54,570,600 same time last year. The circulation now stands at $27,223,500 against $27,313,000 same time last year. The loans are now $290,758,100 against $299,386,500 at this date last year.

The coin reserve of the city banks is now about 29⅞ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is a little over 49 millions against about 34⅞ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 287⅛ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

Government revenues have been up to a fair average, since our last. The excises yielded within the week about 2⅛ millions, and thus far in the current fiscal year commencing with July 1, 1873, $11,829,998. The customs at the port of New York, for the week, were $2,773,720, and at the outports, about $925,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $3,756,634 of currency, and $4,492,253 of gold, the latter including $2,885,000 from customs; and disbursed $2,446,470 of currency and $5,673,810 of gold, the latter embracing $1,496,405 of coin interest.

Under the Treasury programme for August, Government proposes to sell Gold, as follows: Thursday, August 21, $1,500,000; Thursday, August 28, $1,500,000.

The Gold speculation has been of minor interest and attractiveness, during the week, and the price has shown less firmness, closing with rather a downward tendency. The customs call has been moderate for the season, and the export drain light. The range of the price during the week has been from 115⅛@115⅝, and the quotation on Wednesday was 115⅛ against 115⅜ on Wednesday of the preceding week. The specie outflow last week, was $723,405. The Gold Exchange Bank clearances have averaged about 41½ million per day during the week.

The customs demand for Gold last week, averaged $480,834 a day. The arrivals of specie from Europe, Havana and other foreign ports during the week were $79,139 and thus far in 1873, have been $2,176,151, against $2,797,422 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $78,057,060 against $92,691,278 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $50,608,129, against $55,778,110 during the same time in 1872.

The export drain of specie was $723,405 last week, against $377,226 same week preceding year. The shipments since January 1, 1873, have been $38,628,574 against $54,661,509 during the same portion of 1872.

Foreign Exchange has been in less demand and at the close weaker in price, with a freer offering noted of prime bills. Bankers' sixty day bills on London closed on Wednesday at 108⅛@108⅜; sight bills on London, at 109¼@109⅝. The week's exports of Domestic Produce have to the currency value of $5,276,814.

Government securities have been in very good demand, throughout the week, at generally buoyant prices, though toward the close, values showed rather less firmness, influenced mainly by the depression in Gold.

On Wednesday, Government bought in only $15,500 Five Twenties at $115 12 out of an aggregate offering of but $25,500 at $115 12@$5 24.

U. S. sixes of 1881 closed on Wednesday of this week at 119⅞@120⅛; U. S. Five-Twenties of 1862, 117¼@117½; U. S. Five-Twenties of 1864 at 117⅜@117⅝; U. S. Five-Twenties of 1865 118⅞@119⅛; U. S. Five-Twenties of 1865 consolidated 117⅜@117⅝; U. S. Five-Twenties of 1867, 119¼@119⅜; U. S. Five-Twenties of 1868, 118@118¼; U. S. Ten-forties at 115⅜@115⅝; U. S. Fives of 1881 (Funding Loan) 114⅝@114⅞; Six per cent. currency Sixes from 113½@114.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	July 30.	Aug. 6.	Aug. 13.
Consols	92⅛	92⅞	92⅞
U. S. 5-20s, 1865	94¼	94¼	94⅝
" 1867	94⅛	94¼	95
" 10-40s	91¼	91¼	92
New Fives of 1881	90⅝	90¾	90⅞
Erie	46⅛	46⅞	47¼
Ill. Central	....	84	86

The Railway and Miscellaneous share speculation has been less active, and prices have been variable, closing, however, somewhat steadier.

State bonds have been in fair request at generally steady prices.

There has been a more satisfactory investment inquiry noted for Railway Mortgage Loans at generally full prices. Central Pacific Sixes have been in good request at from 100⅛@100¼. The earnings of the Central Pacific Railroad in July were

$1,211,765, and thus far in 1873, $7,532,553, against $6,781,126 same time in 1872. The Chesapeake and Ohio Seven per cent gold bonds have been more freely purchased at 90, and interest. Chesapeake and Ohio Sixes have been in good demand at 88½ and interest. Western Pacific Sixes at 92½@92¾. The Northern Pacific 7-30 Loan has been selling quite freely at par and interest.

There has been rather more animation in general business. Hardware has attracted more attention. Groceries have been in better request. Metals have been irregular. Copper has been in fair demand with sales reported of 150,000 lbs. at 27¼c.@27½c. Iron has been quoted easier and irregular, with rather more doing; sales, 250 tons Scotch Pig, at our quotations; 800 tons Nos. 1 and 2 American do. at $46@$42. We quote: Eglinton Pig at $44; Glengarnock, at $45; No. 1 American Pig at $44@$46; No. 2 do. at $38@$42; English rails at $64@$65, gold; American Rails, at works, at $74@$78; Old Rails $46@47; Wrought Scrap, $42@$44. Pig Lead has been in rather better demand with foreign quoted at 6½c.@6⅝c., gold, for ordinary, on sales of 75 tons at 6½c., gold. Spelter quiet at 7½c.@7⅝c., gold; sales, 50 tons. Pig-tin has been inactive, with Straits quoted at 31¼c.@31½c., with English at 29c., and to arrive 28½c., and Banca, at 34¾c., gold. Tin Plates quiet; sales, 250 boxes Charcoal at $11, gold; Charcoal Plates quoted here at $10 87½@$11 25; Charcoal Terne, $8 75@$10 25; Coke, at $8 50@$9; Coke Terne, $7 75@$8 50, gold, per box. Zinc nominal.

In domestic produce a livelier movement has been noted, with Breadstuffs quoted much stronger in price. Cotton, Hay, Petroleum, and Naval Stores, cheaper; Provisions, unsettled. Middling upland Cotton left off tamely at 19¾c. per lb. The receipts at all the ports, since Sept. 1, have been 3,568,454 bales, against 2,671,791 bales same time in the preceding year; exports 2,624,168 bales against 1,936,760 bales in the previous year; stock at the ports at latest dates, 150,960 bales against 90,660 bales same date in 1871.

Foreign goods have been quite active, and quoted steadier in price. The week's imports of foreign goods and merchandise amounted to $6,985,841 including $2,814,907 of dry goods.

Ocean freights have been more active, and rates have been quoted much firmer, with the main inquiry for Grain and Petroleum room.

At the Live Stock Markets, Beeves have been in good demand at from 7@13 cts. Veals at 5@8½ cts.; Sheep at from 4¼@6½ cts.; Spring Lambs 5½@9 cts.; Swine at 5¼@5½ cts. per lb., all live weight. The week's receipts were 9,835 Beeves, 3,370 Veal Calves, 27,726 Sheep and Lambs, and 30,506 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 26½, St. Louis and Iron Mt. R. R., 70; do. 1st mort., 97; do. 2d mort., 88½; New Jersey Southern R. R., 28; St. Louis, Kansas City and Northern pref., 47; Dubuque and Sioux City R. R., 62; Warren R. R., 84½; Pacific R. R., of Mo., 48½; Illinois Central scrip, 102; Buffalo and Erie 7s, new, 98; Ohio and Miss. consol., S. F., 92; North Missouri 1st mort., 89; Burlington, Cedar Rapids and Minnesota 1st mort., 88; Chicago and Milwaukee 1st mort., 92½; Galena and Chicago 1st mort., 102; Western Pacific bonds, 92½; Mil. and St. Paul 1st mort. Iowa div., 81; Clev., Paines. and Ash. 7s, new, 97½; Long Dock bonds, 96; Central of New Jersey 1st mort., new 104¼; Canada Southern 1st mort., 89; Boston, Hartford and and Erie 1st mort., 34; Toledo, Peoria and Warsaw 1st mort. E. D., 93; Michigan Central 7s, 99½; Albany and Susq. 2d mort., 97; Joliet and Chicago 1st mort., 106; Delaware, Lackawanna and Western 7s, conv., 100¾; Western Union Telegraph, 91⅝; do. 7s, 99; U. S. Exp., 67; Am. Exp. 62; Adams Exp., 94½; Wells-Fargo Exp., 74½; N. J. Cent. L. and Imp., 65; Consol Coal of Md., 55; Maryland Coal, 24½; South Carolina 6s, new, Jan. and July, 15; Alabama 5s, 46; Louisiana 6s Levee bonds, 55½; N.Y. State 7s B. L. 104¾; Georgia 7s, new, 90; Ohio 6s, 1886, 103; North Carolina Fund Act 1866, 18; Brooklyn 6s, W. L., 93; do. 6s, Park Loan, 93.

Philadelphia.—Philadelphia and Reading Gen'l mort. 7s, reg., 103; do. coupon, 101; do. 7s, new, conv., 102¼; Pennsylvania and New York 7s, 99¼; Cayuga Lake R. R. 1st mort. 7s, 96; Camden and Atlantic pref., 43; do. 2d mort., 94; Belvidere Delaware 2d mort., 85½; Lehigh Valley 7s, 105½; Ithaca and Athens 1st mort. 7s, gold, 100; Reading Coal and Iron mort. 7s, 92; Pittsburg, Cincinnati and St. Louis 7s, 75; Junction R. R. 1st mort, 88; Catawissa new pref., 82½; do. 7s, new, 100; Nesquehoning R. R., 56; Fulton Coal, 5½. The latest quotations are: City 6s, 98¼@99; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 100¼@100½; do. 2d series, 103½@104; do. 3d series, 108⅜@108⅝; Philadelphia and Reading 55½@55⅝; do. Gen'l mort. 7s, coup., 100¾@101⅛; do. reg., 102⅞@103; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 102@102¾; United New Jersey R. R. and Canal Co., 123¼@123¾; Camden and Amboy mort. 6s, 1889, 96¾@97; do. 1883, 90@90½; do. 1889, 88¾@89½; Pennsylvania R. R., 54⅜@54½; do. 1st mort., 100¼@101; do. 2d mort., 100½@—; do. General mort. coupon, 91@91½; do. reg., 96½@96½; Little Schuylkill R. R., 46⅜@46½; Morris Canal, 48@50; do. pref., 120@127; do. 6s, 94@95; Susquehanna Canal, 6@7; do. 6s, 72@75; Schuylkill Nav., 6@7; do. pref., 12¼@14½; do. 6s, 1882, 71@74; do. 1872, 78@80; Elmira and Williamsport pref., 38@38½; do. 7s, 1878, 93@95; 5s, do. 58@60; Lehigh Coal and Navigation 88½@88¾; do. 6s, 1884, 90½@90½; do. R. R. Loan, 91¾@—; do. Gold Loan, 91¼@91½; North Pennsylvania, 49⅛@49⅜; do. 6s, 99@99½; do., 7s, 101¾@—; do. Chattle 10s, 110@111½; Philadelphia and Erie, 24@25; do. 6s, 91@91; Minehill, 52@52¼; Catawissa, 19@20; do. pref. 42½@43; do. new pref., 32@33; do. 7s, 1900, 99½@100; Lehigh Valley, 61@61⅛; do. 6s, new coupon, 95@96; do. reg., 97@97; do. 7s, 105@105½; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 57½@57½; Thirteenth and Fifteenth, 18@21; Spruce and Pine, 31@33; Green and Coates 47@50; Chestnut and Walnut, 60@70; Hestonville, 18@19¼; Germantown, 80@—.

Boston.—Eastern R. R. 7s, 1882, 101; Western R. R. 6s, 1875, 97¾; Vermont Central 1st mort., 27; do. 2d mort., 9; do. 8s, 1892, guar., 80; Vermont Central and Vermont and Canada Equipment 8s, 79; Rutland 7s, 1880, 79; Atchison, Topeka and Santa Fe R. R., 15⅛; do. 1st mort. 7s, 70; Framingham and Lowell 7s, 1891, 90; Chicago, Burlington and Quincy 7s, 95½; Stanstead, Shefford and Chambly 7s, 67½; Burlington and Missouri River R. R. in Nebraska, 50; do. in Iowa, 103; do. 7s, L. G., 97; Norwich and Worcester R. R., 130; Rutland R. R. pref., 53¼; do. scrip., No. 4, 86¼; do. No. 3, 88; do. No. 2, 94; Boston and Lowell R. R. new, 107; Connecticut and Passumpsic Rivers R. R., 87; Eastern (N.H.) R. R., 98; Cary Imp., 9⅝; Brookline Land, 5⅜; Massachusetts 6s, 1875, gold, 112; do. 1876, 111; Chicago 7s, 100; Boston 6s, 1880, currency, 98¾; Augusta 6s, 1897, 89⅞; Newburyport 6s, 1884, 95; Worcester 6s, 1880, 95¼; Charlestown 6s, 1892, 94¾; Cincinnati 7s, 1891, 102; Hartford 6s, 1882, 93¾; Providence 5s, 1900, gold, 91; Calumet and Hecla Mining Co., 152; Dana, 75c.; Hanover, 1; Humboldt, 1; Ridge, 9; Shuniah Silver, 60c.; Star, 1¼; St. Clair, 2½; Washington, 1⅛.

Baltimore.—Northern Central 6s, 1900, gold, 91⅛; Wilmington, Columbia and Augusta 7s, 77; Western Maryland R. R. 3d mort. guar., 96; Central Ohio 1st mort., 89; Richmond and Danville 1st mort., 75⅛; Virginia consols, coupons, 78½; Maryland Defense 6s, 104¾. The latest quotations are: Wilmington, Columbia and Augusta bonds, 78@78; Wilmington and Weldon bonds, 93@94½; Pittsburg and Connellsville 7s, 1898, 94@94½; Baltimore and Ohio, 169@174; do. 6s, 1875, 98@98½; do., 1880, 97¾@98⅜; do., 1885, 98@98½; Parkersburg Branch, 11@12½; Northern Central, 86@88; do. 6s, 1885, 90¾@91⅛; do., 1900, 88@88; do., 6s, 1900 gold, 91@91¼; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, 93@95; Marietta and Cincinnati 1st mort. 7s, 1892, 102⅝@102⅝; do., 2d mort., 7s, 92⅝@93; do., 3d mort., 8s, 82@82¼; Central Ohio, 40@42; do. pref., 40@40¾; do. 1st mort., 88¾@89; Western Md. 1st mort. 6s, 1890, 80@—; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@97; do. 3d mort., guar., 96@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 80@85; Richmond and Danville 1st mort., 75⅛@75¼; Orange and Alexandria 1st mort. 6s, 92@94; do., 2d mort. 6s, 86@86½; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 82@82; Orange, Alex. and Manassas 7s, 80@80⅛; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75¾@76⅛; do. 8s, 3d mort., 87½@88; Baltimore 6s 1875, 99¼@99½; do., 1884, 98½@99; do. 1886, 98½@—; do. 1890, 99@99¼; do., 1893, 100@100; do. 1893, exempt, 104@106; do., 1900, exempt, 98⅛@99; do. 1900, new, 98@98½; do. 1902, 98¼@98½; Memphis City 6s, 52⅞@53¼; Maryland Defense Loan, 1883, 104@104¾; Virginia 6s, old, 50@—; do. coupon old, 37@38; do. consol. 6s, 53⅝@53¾; do. coupons, 78@79; West Virginia, 11⅜@11⅝; City Passenger R. R., 15½@18¼; George's Creek Coal, 120@140.

☞ The Chicago, Burlington and Quincy Railroad Company has declared a dividend of five dollars per share, payable September 15, 1873, to stockholders of record the 23d instant, after which date the transfer books to remain closed till September 18.

Milwaukee and St. Paul Railway.

We recently had occasion to pass over the line of road from Milwaukee to St. Paul, and had an opportunity to notice the amount of travel on the Mississippi river division of the road. At St. Paul it is admitted that the Milwaukee road takes at least three passengers to one taken by the West Wisconsin and Chicago and Northwestern. The river division, which passes through Hastings, Reed's Landing, Winona, etc., is a delightful summer route. When this division was added to the lines of the Milwaukee and St. Paul Railway, it was really a great acquisition, as the grades are very light and the route uncommonly attractive to travelers; and in fact with the river division in the possession of the Milwaukee and St. Paul Railway Company, no other line can compete with it for the travel to St. Paul and Minneapolis. On all the lines of the Milwaukee and St. Paul Railway Company, Manager Merrill has infused his indomitable energy and his known determination to have every thing just right; the cars are maintained in that neat and seemly condition which add so much to the pleasure of the traveler. Some portions of this line from Milwaukee to St. Paul require to be relaid with new iron, as the track is at places irregular, and we have no doubt that the company will during the current year do all that is required in this direction, inasmuch as all new extensions are stopped.—*Mil. Wis.*

Illinois Central Railroad.

The statement of this Company for the month of July, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,234.81	for	$18,381 15
Acres Interest Fund Lands Sold	.....	for	.....
Acres Free Lands Sold	40.00	for	640 00
Total sales during the m'th of July, 1873	2,274.81	for	$19,021 15
To which add Town Lot Sales	.....	for	.....
Total of all	2,274.81	for	$19,021 15
Cash collected in July, 1873			$36,545 05

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$353,319 00	$81,848 00	$435,167 00
Passengers	111,199 25	39,476 15	150,675 40
Mails	6,375 00	3,059 24	9,434 24
Other sources	75,125 00	2,515 76	77,640 76
Tot'l July '73	$546,018 25	$126,899 15	$672,917 40
Total actual earn'gs, July, 1872	$499,069 36	$110,776 97	$609,846 33

☞ During the month of July last the total value of the exports from the port of Philadelphia was $3,387,784 against $2,218,910 in July of 1872. Of the shipments last month $2,648,487 were in foreign vessels and $739,297 in American vessels. The same month last year $1,784,207 was in foreign vessels and $484,703 in American vessels. The total exports from the port for the seven months of the calendar year were of the value of $15,443,863, against $10,556,667 in corresponding time last year, an increase of $4,887,196.

☞ At a meeting of the directors of the Atlantic and Pacific Railroad Company, held in this city on the 9th inst., Thomas A. Scott, of Pennsylvania, was elected president; Andrew Pierce, Jr., vice president and general manager, and General Clinton B. Fisk, of St. Louis, treasurer. John Edgar Thomson, Thomas A. Scott, Alfred L. Dennis and David Salomon, of the Pennsylvania Railroad, were elected directors.

Lynchburg and Danville Railroad.

The Chatham (Va.) *Tribune* states that the grading of the last twenty miles of the Lynchburg and Danville Railroad was completed on the 30th ult., by the contractors, Messrs. Lyons and Fitzpatrick. The work on this contract was very heavy, including considerable cutting and blasting. The other contracts, which were lighter, were concluded several months ago. Messrs. Lyons and Fitzpatrick, with their mules, carts and implements, passed in procession through Chatham on the 31st, the former en route for Maryland and the latter for North Carolina, where each have entered new contracts. Their work on the Lynchburg and Danville road is regarded as complete in all its details. The pillars and abutments constructed by them for the railroad bridge over the Cherrystone creek, near Chatham, are also spoken of as composing a fine specimen of masonry.

☞ Work upon the Martinsburg and Potomac Railroad is being pushed forward rapidly, and it is confidently expected that the road will be open for travel by the 1st of September next. It has already been leased by the Cumberland Valley Railroad Company, and will be in operation by it, so that the whole line of road extending from Harrisburg to Martinsburg, a distance of about ninety-eight miles, will be under one management.

☞ The improvements on the canal at Sault Ste. Marie have finally been decided upon, and the contract has been let to Messrs Boyle & Roach, of Cincinnati, for $300,000. The lock will be make 450 feet in length, 80 feet in width, and 15 feet deep. The canal will be closed on the 16th of November, and the contractors promise to have the work completed before the opening of navigation in the spring of 1874.

☞ The two railroad companies known as the Camden and Medford, and Manchester and Camden roads, have been consolidated. The roads will now be built and operated under one management, and run in connection with the one now being laid from Keyport on the Raritan Bay, by way of Farmingdale to Camden.

☞ The directors of the Lewiston and Auburn (Me.) Railroad have been over the line, and express satisfaction with the manner in which the work is going forward. The Grading is nearly completed to the Little River, and will be all done in a few weeks. The directors say the road will be ready for running before winter.

☞ The earnings of the Erie Railway Company for the week ending July 31, 1873, were $445,891, and since July 1, $1,685,384—an increase over the corresponding period of the previous year of $166,473.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending July 31, are: freight, $68,242 56; passengers, $41,836 87—total, $110,079 43.

☞ The earnings of the Michigan Central Railroad and branches in June, 1873, were $608,955 09, against $505,814 29 in June, 1872—an increase of $103,640 80.

☞ The contractors on the Baltimore and Drum Point Railroad, it is said, have greatly increased their working force, and are now making very favorable progress in grading the road.

☞ BANKING HOUSE OF FISK & HATCH,
NEW YORK, Aug. 11, 1873.

The **SEVEN PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY** are issued in the denominations of $1,000 each, interest payable July and January, both principal and interest payable in United States Gold Coin, in the City of New York. The price of these bonds for the present is 90 and accrued interest—that is, a $1,000 bond would cost to-day $907 86. At the present price of gold the income derived is equal to nearly nine per cent. in currency. With the rapidly increasing business of the road, its commanding importance as another great east and west trunk line, its complete roadway of 420 miles, the princely wealth of **iron, coal, salt, and timber,** along its route, its tapping at its Western terminus on the Ohio River, over 12,000 miles of water navigation, it Eastern terminus resting on the tide waters of the Atlantic Ocean, and the fact that the other great parallel trunk lines are being compelled to lay additional tracks to meet the enormous and steadily augmenting traffic between the East and West—all warrant us in our belief that the securities of the Chesapeake and Ohio are destined to attain a high rank in the markets of the world. At present, Government bonds are so high, and really desirable permanent investment securities at a reasonable price so difficult to be obtained, it is very gratifying to us to have these bonds for our friends and customers.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO;** the price of these is 88½ and accrued interest. They are issued in denominations of $100, $500, and $1,000, interest payable May and November. Underlying as they do a property that has cost nearly $38,000,000, and which is constantly increasing in value, they need no recommendation. The small remaining balance will soon be absorbed.

$100 bond will cost to-day $90 18
500 bond will cost to day 450 88
1,000 bond will cost to day 901 77

We also buy and sell the **Central and Western Pacific Gold Bonds** at the market price.

The Central Pacific Company has now over 1,200 miles of completed road, and its earnings this year will reach upward of $13,000,000. Their securities should rank with those of the Government itself.

We also continue to deal in Government Bonds, execute orders at the Stock Exchange for investment Stocks and Bonds, receive deposits on which we allow interest at the rate of four per cent. per annum, and conduct a general banking business.

FISK & HATCH.

☞ The earnings of the Central Pacific Railroad for the month of July, 1873, were $1,211,765, against $1,272,510 in July, 1872, and $869,296 in July, 1871. For the first seven months of 1873 the earnings have been $7,532,553, against $6,781,126 for the first seven months of 1872, and $4,914,179 for the first seven months of 1871—an increase this year over 1872 of $751,427, and over 1871 of $2,618,374.

Journal of Railroad Law.

RAILROAD COMPANIES—MEASURE OF DAMAGES FOR INJURIES RESULTING FROM NEGLIGENCE OF DEFENDANT—PROPER TIME TO LEAVE A RAILROAD TRAIN.

The facts in the recent case of The Toledo, Wabash and Western Railway Co. *vs.* Baddeley, (54 Ill., 19), are fully and clearly stated in the following opinion by—

BREESE, C. J.—This was an action on the case against a railroad company to recover damages for an injury to the plaintiff, a passenger on the train, occasioned by the negligence of the company, and a verdict for plaintiff of $10,000, one-half of which was remitted by the plaintiff, and judgment entered for $5,000.

The defendants bring the record here, by writ of error, assigning various errors.

The first relates to the refusal of the court to exclude the deposition of the plaintiff, for the reason it was taken before a notary public. This is not a valid objection to the deposition, inasmuch as, by the third section of Ch. 76, entitled "oaths and affirmations," express power is given to notaries public "to take affidavits and depositions concerning any matter or thing, process or proceeding, depending or to be commenced in any court or before any justice of the peace, or on any occasion wherein such affidavits or depositions are authorized or required by law to be taken." R. S., 393.

That this power is plenary, so far as notaries public are concerned, cannot be questioned; and the practice has been uniform and unchallenged throughout the States to take depositions before such an officer.

Another reason for excluding this deposition was urged, that the notice to take it did not show that the witness was a resident of a different county from that in which the court was held.

The notice, as appears by the record, has the venue, Ford county, that being the county in which the suit was pending and to be tried, and notifies defendants that the deposition will be taken at the residence of the plaintiff in Champaign City, Illinois, on a day named. This is a sufficient compliance with the statute, as it gives "time and place." As the action was brought in Champaign County, the inference would be fair, that was the county of plaintiff's residence, and it is a county different from the one where the suit was pending.

The objections to particular interrogatories, and the answers thereto, were properly disposed of by the court; and here we may say, it is not the proper practice to make objections to depositions on the trial of a cause, as these appear to have been made. They should be made and disposed of before the trial, in order, if defective, the party taking them may have an opportunity to remedy the objections, and for such purpose, ask a continuance.

As to the merits of the case, the testimony is very conflicting, indeed, on the strength of which, the jury would have been warranted in coming to a conclusion against the plaintiff, and, had they done so, the court would hardly be justified in setting the verdict aside as being against the weight of evidence. There are numerous cases in this court to that effect.

As this court said in Crain *vs.* Wright, 46 Ill., 107, and in many other cases where the evidence is conflicting, it is the duty of the jury to reconcile it so far as it can reasonably be done, and so far as it is irreconcilable to reject such as they may believe, from all the circumstances, was the result of mistake or misapprehension, or from other causes is not reliable, and to give credit to such as they believe to be true. Juries see the witnesses, and from their manner, their intelligence, and opportunities of being informed, can determine the weight their evidence should receive, and unless it is clear the jury have mistaken the weight of the evidence, and their verdict is manifestly against it, this court will not interpose to set aside a verdict, and reverse the judgment rendered upon it. Voltz *et al.*, *vs.* Stephani *et al.*, *ib.* 54, is to the same effect, and it has long been the settled doctrine of this court.

We cannot say, in this case, the jury have mistaken the weight of the evidence, and consequently cannot disturb the verdict.

An objection was made by defendants on the trial to a question to this effect, put to the attending physician of plaintiff: Have these injuries affected the mind of the plaintiff?

It is insisted by defendants, that, as the act was not willfully done, the mere mental suffering resulting from it forms no part of the actionable injury, citing a note in 2 Greenleaf on Ev., sec. 267. The authority referred to by the author of that treatise is Flemington *vs.* Smithers, 2 Car. and Payne, 292. In the test, the author says: Injuries to the person or to the reputation, consists in the pain inflicted, whether bodily or mental, and in the expenses and loss of property which they occasion; and the jury in estimating damages may consider not only the direct expenses incurred by the plaintiff but the loss of his time, his bodily suffering, and, if the injury was willful, his mental agony also.

It will be perceived the question put has no reference to this effect upon the mind. Mental suffering, such as a person is supposed to undergo when writhing under the infliction of a willful injury, is not involved in the question. The answer of the witness shows he did not understand it, for he says: "Yes, sir, so much so, he is almost incapacitated from doing anything at all; at this time he cannot recollect anything more than ten minutes; at times he loses his mind entirely." The effort was to show by this witness the shock to plaintiff's system by the fall, and consequent amputation of his arm, was so great as to deprive him, in a great measure of mental power, and this was a legitimate subject of inquiry. In the opinion of this witness, the injury was permanent, and of the most serious and distressing character.

This question was followed by another, to which objection was made. It was this: "What will be the effect of these injuries on his future condition?" "The answer was: "I think it will result in death before many months; he may live one year." Defendants insist that no man, physician or otherwise, can tell what the future condition of an injured person will be. This may be true, and this physician did not pretend to say what his future condition would certainly be—he merely expressed an opinion on the facts, on the medical knowledge he had, and of physiology. He was a physician of year's practice, and must have been quite ignorant if he could not form an opinion on the probable effect of such injuries on the human system. It may be he was mistaken, but his opinion on the subject was proper for the consideration of the jury.

All the evidence of this character objected to by defendants was admissable under the declaration, to the benefit of which the plaintiff was entitled. 1 Ch. Pl., 398. Frink *et al.*, *vs.* Schroyer, 18 Ill., 416; Slater *vs.* Rink, *ib.* 527, and many other cases to the same effect.

An objection is made to the instructions given for the plaintiff, especially the second, in which the jury are told these companies must exercise extraordinary care. It said the court did not explain to the jury what was extraordinary care, leaving it to each juror to put his own construction on the phrase. We think this objection is rather hypercritical. Had the court used the phrase the strictest care, or any other phrase implying a care more than ordinary, no one would think the court should give an explanation of it. So where the phrase extraordinary care was used the jury could not fail to see that something more than ordinary care was required, something extra, beyond that degree. It does not differ from the phrase greatest care, utmost care, the highest degree of care, and so the jury would understand it.

The fourth instruction given for plaintiff is objected to. It was this: "The jury are further instructed, that a passenger is entitled to a reasonable time to leave the car in which he has been riding, when a train is stopped for that purpose; and what will constitute a reasonable time depends upon the age and physical condition of the passenger, as well as the time, place, and facilities for getting off the train, which the jury are at liberty to consider in determining whether or not such reasonable time has been allowed."

If the instruction was designed to be understood that the age and decrepitude of a passenger must determine the time of the stoppage of a train on its arrival at a station, it would be objectionable; but it is not to be so understood. Its extent is, that railroad companies must afford a reasonable time to passengers, whether young or old, to leave the cars in safety; and if the time table does not allow sufficient time for this purpose, and an injury is thereby occasioned, the company would be liable therefor.

The eighth instruction given for the plaintiff is objected to on the ground that the mental suffering of the plaintiff was not a proper element to enter into the consideration of the jury, the injury not having been willful.

There was no evidence before the jury of mental suffering by the plaintiff. The proof was that his mind was almost totally destroyed; and it must have been in view of such a condition that the jury received the instruction. They could not have been misled by the language in which the instruction was crouched; and, as given, it was more favorable to the defendants than if the attention of the jury had been called to the fact of an entire breaking up of that most important faculty, on which human happiness so much depends.

There is no argument upon the point that the damages are excessive, and we forbear touching that subject.

Perceiving no error in the record which would justify us in reversing the judgment, the same must be affirmed.

Judgment affirmed.

Cairo and Fulton Railroad.

The first passenger train on the Cairo and Fulton Railroad passed south to the Little Missouri River on the 7th inst. The Little Missouri is 20½ miles below Arkadelphia, and 92 below Little Rock. It is expected that the road, which is in rapid process of construction, will be finished to Fulton, Arkansas, by the 1st of September. This point was to have been the original terminus of the road, but it has been decided to extend it to Texarkana, twenty miles, where it will connect with the Texas and Pacific Railroad. The entire line will be completed early this fall.

Statement of the Public Debt of the United States August 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$83,333 33
6 per cent. 1881 bonds, 1861	18,415,000 00	92,075 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	4,725 00
6 per cent. 1881 bonds, 1861	189,321,350 00	946,606 75
6 per cent. 5-20 bonds, 1862	212,904,400 00	3,193,566 00
6 per cent. 1881 bonds, 1863	75,000,000 00	375,000 00
5 per cent. 10-40 bonds, 1864	194,367,300 00	4,053,485 41
6 per cent. 5-20 bonds, 1864	2,291,700 00	34,375 50
6 per cent. 5-20 bonds, 1864	66,507,350 00	997,613 25
6 per cent. 5-20 bonds, 1865	155,434,150 00	2,331,512 25
6 per cent. consols, 1865	206,860,050 00	1,034,300 25
6 per cent. consols, 1867	315,012,700 00	1,575,063 50
6 per cent. consols, 1868	38,335,250 00	191,676 25
5 per cent. funded loan of 1881	231,204,100 00	2,890,051 25
Aggregate of debt bearing coin interest	$1,726,798,550 00	$17,803,383 74
Interest due and unpaid		13,176,085 94

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$35,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	11,300 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$46,300 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	172 00
6 per cent. bounty land scrip, 1847	3,500 00	226 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,450 00
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	19,354,400 00	203,662 51
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,350 00	1,471 48
6 per cent. 1 year notes, 1863	83,625 00	4,193 35
5 per cent. 2 year notes, 1863	57,050 00	3,592 17
6 per cent. compound interest notes, 1863-64	473,140 00	94,297 63
7 3-10 per cent. 3 years' treasury notes, 1864-65	272,450 00	23,088 50
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$20,691,170 26	$416,811 14

DEBT BEARING NO INTEREST.

Demand notes, 1861-62	$79,967 50	
Legal tender notes, 1862-63	356,000,000 00	
Certificates of deposit	33,570,000 00	
Fractional currency, 1862-3-4	44,372,466 66	
Coin certificates, 1863	42,831,800 00	
Unclaimed interest		14,534 84
Aggregate of debt bearing no interest	$476,854,234 16	$14,534 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,281,027,150 00	
Bonds at 5 per cent	445,771,400 00	
	$1,726,798,550 00	$30,979,469 88
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	46,300 00
Debt on which interest has ceased since maturity	20,691,170 26	416,811 14
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$356,079,967 50	
Certificates of deposit	33,570,000 00	
Fractional currency	44,372,466 66	
Coin Certificates	42,831,800 00	
	$476,854,234 16	
Unclaimed interest		14,534 84
	$2,239,021,954 42	$31,457,115 66
Total debt, principal and interest, to date, including interest due and unpaid	$2,270,479,070 08	

AMOUNT IN TREASURY.

Coin	$80,144,185 98
Currency	9,316,689 48
Special deposit held for redemption of certificates of deposit as provided by law	33,570,000 00
	$123,030,875 46
Debt, less amount in Treasury, Aug. 1, 1873	$2,147,448,194 62
Debt, less amount in Treasury, on the 1st ult.	2,147,818,713 57
Decrease of debt during the past month	$370,518 95
Decrease of debt since March 1, 1873	9,932,505 91
Decrease from March 1, '69 to March 1, '73	36,082,559 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES, INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$129,425 60
Kansas Pacific bonds, 1862-64	6,303,000 00	31,515 00
Union Pacific bonds, 1862-64	27,236,512 00	136,182 56
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	8,000 00
Western Pacific bonds, 1862-4	1,970,560 00	9,852 80
Sioux City and Pacific bonds, 1862-64	1,628,320 00	8,141 60
Totals	$64,623,512 00	$323,117 56

Interest paid by United States, $20,447,986 26; interest repaid by transportation of mails, &c., $4,225,563 55; balance of interest paid by United States, $16,222,132 71.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, July 31, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

The Coal Fields of Allegheny County.

The great Allegheny Coal Field of bituminous coal covers an area of 55,000 square miles. It commences at the western base of the Allegheny mountains, Chestnut Ridge and Laurel Hill, spreading its seams west and southwest through portions of eight States. After this coal field leaves Pennsylvania it gradually decreases in width as it passes through portions of Ohio, Maryland, West Virginia, Kentucky, Tennessee, Alabama, and terminates in Georgia. In this Allegheny coal field, that portion of it which is located in the southwest part of Pennsylvania, is located the Pittsburg coal bed. This bed does not exist west of the Ohio River to any great extent, and consists of three layers or stratas. The first is the main breast; over this is a layer of clay, and lastly, another bed of coal. As a general thing the miners do not care to dig the top strata of coal, but content themselves by extracting the lower seams. Five or six feet is the usual thickness of the main breast in Allegheny county. About five miles from Pittsburg is the northern out-crop, and near Beaver is the southern.

Nearly all the coal which is dug for eastern markets comes from the Monongahela Valley and from along the Youghiogheny river, all of it being of easy access to the river, some of the mines shooting the coal directly from the "tipple" to the boats. Surrounding Pittsburg are 120 coal mines, which give employment to some eight thousand miners. The amount of capital invested in these collieries is about $15,150,000. The number of acres of coal land under development is 30,250, which commands from $500 to $1,500 an acre, according to location and quality. In the immediate vicinity of Pittsburg the banks and hills along the rivers are all dug out. The privilege of digging coal of "Coal Hill," opposite the city, was granted in lots by the Penns, which extended through the hill to the middle, for the sum of £80 for each lot, and found ready sale at those figures. Where coal is reached by means of tunnels or drifts it is mined for two-thirds less than if it was mined through a shaft. The markets for coal, after supplying the home consumption of Pittsburg, are in the South and West, and it is nearly all towed down the Ohio river in barges, boats and flats.

☞ The Union Pacific Railroad Company sold, during the month of July, 1873, 20,529.43 acres of land, at an average price of $6 73 2-10 per acre, amounting to $138,677 23. Sales averaged 108.42 acres to each purchaser. Total sales to August 1, 1873, 756,644.57 acres, at an average price of $4 37½ per acre, amounting to $3,310,495 53.

☞ The earnings of the Toledo, Peoria and Warsaw Railway in July, 1873, were $108,038 99, against $90,071 79 in July, 1872—an increase of $17,967 20.

☞ The headquarters of the Springfield, Athol and Northeastern (Mass.) Railroad are soon to be removed from Athol to Springfield.

DREDGING MACHINES AND SCOWS
FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.
One, Almost New. Price $22 000.
Two Large Dumping Scows, $3,500 Each.
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ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

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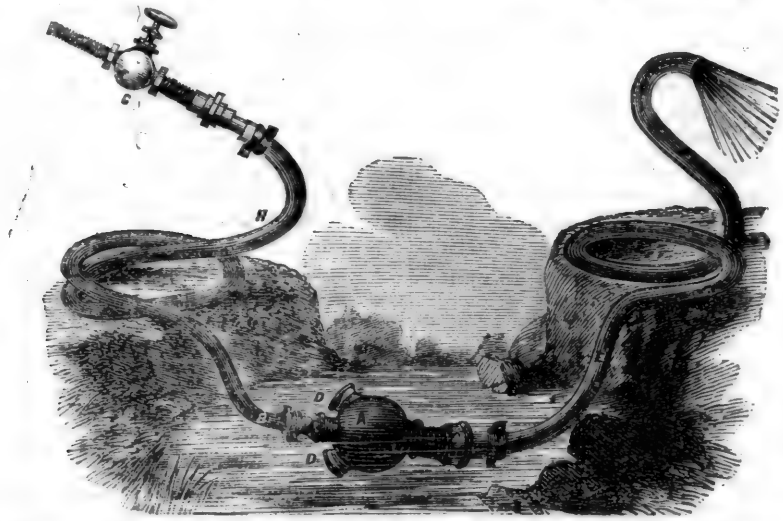
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Lansdell's Patent Steam Syphons, Double Suction, adopted by the United States Board of Supervisors, and approved by the Secretary of the Treasury for use on Steamboats.

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LINE TO

California, Japan and China.

VIA PANAMA,

CARRYING MAILS, PASSENGERS AND FREIGHT TO

ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Aug. 20, 1873—Steamer OCEAN QUEEN, Capt. SEABURY, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer ALASKA, Capt. Nolan, leaving Panama for San Francisco, and calling at Acapulco, Mazatlan and Manzanillo; also connecting for all Central American and South Pacific Ports. Departures of 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The steamship COSTA RICA will leave San Francisco on Aug. 23, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco, Sept. 1, 1873 for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

H. J. BULLAY, Sup't. GEO. H. BRADBURY, Pres't.

Established 1820.

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WM. J. YOUNG, WM. J. YOUNG & CO., WM. J. YOUNG & SON,

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

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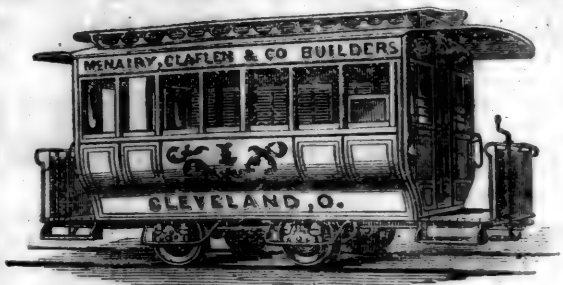
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1,000 Tons TREDEGAR RAILS.
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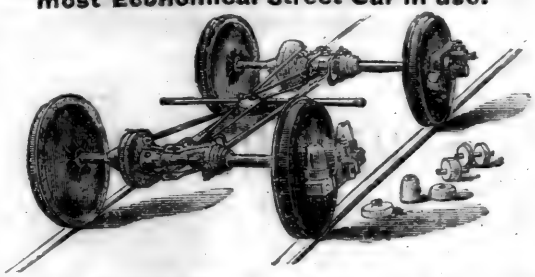
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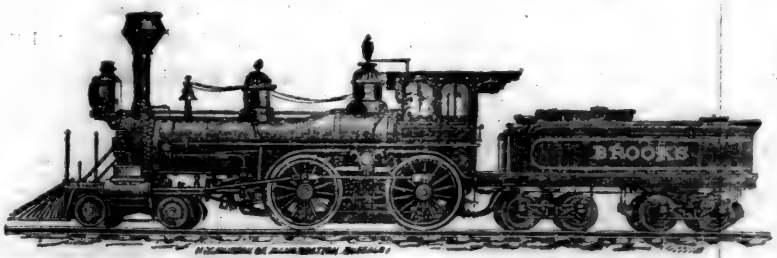


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Railroad Passenger & Freight Cars,
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Brooks Locomotive Works,
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$72 00 EACH WEEK.
Agents wanted everywhere. Business strictly legitimate. Particulars free. Address, J. WORTH & Co., St. Louis, Mo.

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TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,
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HAVING large facilities, and having had a long experience in the business, are prepared to furnish
LOCOMOTIVES,
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Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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ESTABLISHED IN 1852.

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This old established firm continue to build all kinds of Freight Cars to order.

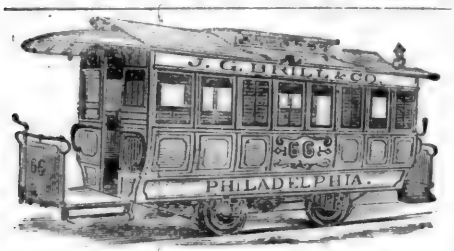
Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small.



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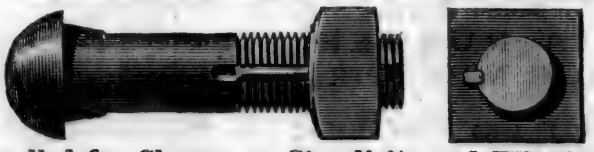
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THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

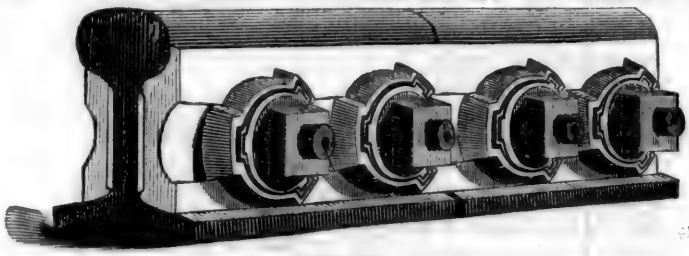
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

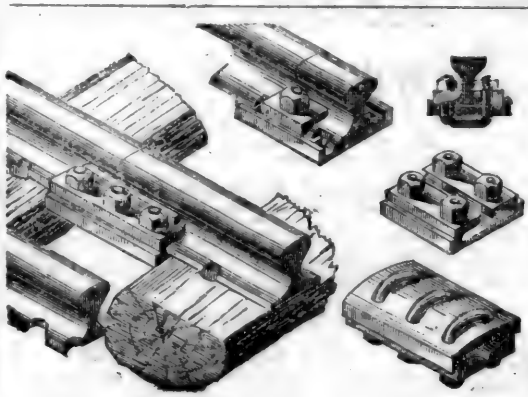
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 34.] SATURDAY, AUGUST 23, 1873. [WHOLE No. 1,948. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 23, 1873.

Portland and Ogdensburg Railroad.

The Portland and Ogdensburg Railroad Company are constructing a line from Portland, Me., to Swanton, Vt., with the design of connecting at the latter point with the Ogdensburg and Lake Champlain Railroad, or they may continue an independent line to the St. Lawrence. Their object is to complete a continuous line that shall make Portland the nearest Atlantic port to and from the great West. At present the enterprise is being carried on by two separate companies which divide their limits by the Connecticut River. Of the division east of the Connecticut sixty miles are in working order, and the remainder, about fifty miles, is under contract. With regard to the Vermont Division very satisfactory progress has been made. From West Concord, eight miles east of St. Johnsbury, to Hyde Park, a distance of sixty-one miles, the track has been laid and the road opened for business. From Hyde Park to Cambridge, twelve miles, nearly all the heavy work is finished, and thence to Sheldon most of the heavy cuttings are done. From Sheldon to Swanton the grading is completed, except one small cut at Sheldon; and the piers for the bridge at Swanton, and four miles of track are laid at the western end of the line. The remaining fourteen miles, from West Concord to the Connecticut River, has been put under contract. It is proposed to have the whole line in Vermont completed before the close of the current year. The whole length of the road will be about 230 miles.

NOTICE TO INVESTORS.

The attention of the investing public is called to the limited remainder of the NORTHERN PACIFIC RAILROAD SEVEN-THIRTY LOAN. Of the $9,000,000 of this loan unsold on the 1st of June last, less than $5,000,000 now remains, and this balance will soon be absorbed, after which the Company has resolved to issue only six per cent. bonds.

There are now between 500 and 600 miles of the road in regular operation, with a growing traffic; surveys and construction are progressing satisfactorily; the survey prosecuted the present season, in connection with the Stanley military expedition, has resulted in the location of an excellent line through Western Dakota and Eastern Montana, and the company has advertised for proposals for grading and bridging the Yellowstone Division, extending 205 miles from Bismarck, at the crossing of the Missouri River to the crossing of the Yellowstone, in Montana. The Company's lands (amounting to more than 20,000 acres per mile of road) are selling to settlers at an average price of nearly $6 per acre, and the proceeds of land sales constitute a Sinking Fund for the repurchase and cancellation of first mortgage bonds.

The Company's seven and three-tenths per cent. gold bonds, the last of which are now offered, yield nearly 8½ per cent. per annum at the present price of gold.

All marketable securities are received in exchange at current rates, and full information furnished on inquiry.

JAY COOKE & CO.,
No. 20 Wall-st., New York.

☞ The Beaufort (S. C.) *Republican* says that negotiations are pending which promise to result in a consolidation of the Georgia Railroad, the Savannah and Charleston Railroad, and the Port Royal Railroad, so that they will be operated, as one road, under one management. This is to be done by the purchase of a controlling interest in the stock of the Savannah and Charleston by the Georgia Railroad Company.

Northern (Canada) Railway.

The semi-annual meeting of the proprietors of this railway was held in Toronto on the 13th inst. From the report of the directors which was presented, we learn that the gross traffic receipts from all sources for the half-year ending June 30, 1873, have amounted to $441,528 06 (£90,324 18s 10d stg.) as against $390,271 03 (£80,192 14s 7d stg.) for the corresponding period of 1872, being an increase of $51,257 03, or 13.13 per cent in favor of 1873, chiefly due to the traffic brought to the main line by the lines of the Northern Extension Railway Companies under lease.

The ordinary working expenses of the half-year have amounted to $285,567 23 (£58,678 3s 11d) as against $238,364 79 (£48,979 1s 11d) for 1872, being at a rate of 64.67 of the gross earnings as in comparison with 61.07 per cent in the previous half year. This advance is not larger than, in the report of last year, the directors led the proprietors to expect.

The additional outlay on works of extension has been $56,722 45 (£11,655 6s 0d) as against $63,164 50 (£12,979 0s 8d) in 1872.

The net revenue of the half-year available for dividend has amounted to $102,788 28, (£22,120, 17s 6d) and after all interest accrued due to date having been paid a balance of $1,683 26 (£345 17s 6d) has been carried forward to the credit of revenue account.

The Dominion Parliament having authorized a grant not exceeding $35,000 in aid of the reconstruction and improvement of Collingwood harbor, conditional upon a like sum being jointly appropriated thereto by the town of Collingwood, and the company in equal proportions, preliminary arrangements have been completed, and the works will at once be proceeded with.

The line of the Northern Extension Company has been completed to Washago, and that additional division was opened for traffic on the 18th instant—making a total of 54.85 miles of that company's line now in operation.

☞ The next meeting of the Chesapeake and Ohio canal board will be held in Cumberland, Md., September 10th, when a large delegation of Pittsburgers interested in the extension of the work to that city will attend.

Central Pacific Railroad.

The Annual Report of the Central Pacific Railroad Company for the year ending December 31, 1872, covering the operations of the road from its commencement, and embracing also information of its traffic and earnings down to the close of June, 1873, is now published.

The mileage at the latter date was as follows:

Main Line—		
San Francisco, Cal., to Ogden (U. P. R. R.) Utah	883	miles
Divisions—		
Oregon—Roseville (18 m. N. Sacramento) to Redding	152	
San Joaquin—Lathrop (78 m. E. San Francisco) to Goshen	146	
San Jose—Niles (27 m. E. San Francisco) to San Jose	18	
Alameda—Alameda to Hayward's Station	17	
Oakland—Oakland to Brooklyn	6	
	839	"
Total length of main and division lines	1,222	"
Siding and other tracks	110	"
Total length of equivalent single track	1,332	"

Gauge 4 feet 8½ inches. Rail 56 pounds.

Telegraph Line—On all lines of the road, 1,222 miles.

Rolling Stock—Locomotive engines, 184.

Passenger Cars—1st class, 93; 2d class, 54; and palace sleeping cars, 21; total of all passenger cars, 168.

Mail and express cars 15, and baggage cars 25; total 40.

Caboose cars 38; Directors' and Superintendents' cars 2; pay car 1.

Freight cars—Box 1,704, and platform 1,494; total 3,198.

Section cars 179; hand cars 222; dump cars 110; track-laying cars 51; wrecking cars 2; and snow-plows 7; total construction and road cars 571.

Total number of all classes of cars, 4,018.

In addition to the above there were built in the Sacramento shops between January 1 and June 30, 1873, 437 cars and three locomotives. Seven other locomotives were being built and were nearly completed at the latter date. The Miller platform has been put on all the passenger cars, and passenger trains are equipped with the Westinghouse air brakes.

The shops at Sacramento are extensive and complete for the construction and repair of locomotives and cars; fully equipped with the most approved machinery for that purpose, and are situated on large and commodious grounds within the city limits. The machine and car shops are located at Sacramento City and the repair shops at San Francisco, Oakland, Lathrop, Rocklin, Truckee, Wadsworth, Winnemucca, Carlin, Toano Terrace and Ogden. To date, these shops and their machinery have cost $1,280,223, and the material therein constantly kept on hand averages in value more than $1,000,000.

The railroad hospital at Sacramento is a large and commodious building on ample grounds, and has fully realized the expectations of its founders. Every officer and employe of the company contribute monthly fifty cents from his pay as "hospital dues," which constitutes a fund to defray the current expenses of the institution. This payment entitles each contributor to free admission and medical attendance, in case of sickness or injury, while in the service of the company. Thus far the fund has been sufficient to defray expenses and pay interest on the cost of the property.

Accessory to the railroad, the company own vast wharf and ferry property at San Francisco, Oakland and Alameda, with a ferry steam fleet of seven steamers with an aggregate of 4,292 tons; a fleet of twenty-nine steamers of 6,621 tons, on the Sacramento River, and twenty barges and other sailing craft of 7,600 tons, or a total of 23,005 tons floating stock.

The San Francisco ferries, to and from Oakland and Alameda, consist of seven steamboats, with a total of 4,392 tons, viz: El Capitan, 982; Alameda, 813; Oakland, 285; Washoe, 580; Thoroughfare, 1,012; Louise, 386, and Flora Temple, 334 tons, with wharves, piers and slips to accommodate them. The "Thoroughfare" is a large, powerful boat, designed exclusively for the transportation of freight trains between Oakland and San Francisco, with track capacity for eighteen cars, besides additional room and pens for sixteen car loads of live stock. It is a most decided success, and determines the question of manner of approach to the city of San Francisco.

The Lands of the Central Pacific Railroad Company, granted by Congress, on the Main Line and California and Oregon Branch, amount to 11,722,000 acres; which, at the minimum valuation of the Government lands adjoining them, $2.50 per acre, would be $29,306,000. Much of it is the choicest agricultural and timber land in the country, and will sell for a much higher price. The Railroad Hospital property at Sacramento, and large landed water front property at Mission Bay, San Francisco, Oakland and Sacramento, independent of improvements, are valued at $7,500,000; but neither these nor the granted lands appear as assets in the company's general balance sheet.

The assets of the Company are:

1,222 miles main line of railroad and telegraph, with all necessary sidings, turnouts, switches, turn-tables, depots, depot buildings, round-houses and snow-galleries, also wharves, slips, piers and steamers for ferries at San Francisco	(cost)	$130,485,678 74
Equipments for same—Locomotives, cars, snow plows, etc	(cost)	5,622,693 04
Real estate purchased for use of road	"	968,976 06
Shops and machinery	"	1,280,223 25
Telegraph instruments, furniture, safes, etc., at stations and offices	(cost)	76,692 05
Sacramento river steamers	"	830,372 90
Material on hand:		
In shops for constructing and repairs (per inventory)	"	985,283 23
In store of supply department (per inventory)	"	112,769 24
Fuel on hand (per inventory)	"	325,048 53
Balance of accounts outstanding after deducting obligations		2,366,130 90
Farming lands—estimated value		29,306,000 00
Undivided half 60 acres land in Mission Bay, in San Francisco; 500 acres water front at Oakland; about 140 acres and water front at Sacramento—estimated value, independent of improvements		7,750,000 00
Cash in hands of Treasurer		147,156 06
Total		$180,257,024 00

"The policy of the company with regard to their farming lands has been to sell them at low prices and on easy terms to actual settlers. This course of action invites an industrious agricultural population, whose improvements and production tend to increase the business of the roads and enhance the value of the still vacant lands. Most of the lands that have been sold were purchased for gold on a credit of five years; a payment of 20 per cent. being made at the time of sale, and the remainder in equal annual instalments, with interest at the rate of 10 per cent. per annum, payable in advance on all sums remaining unpaid. Of these lands there were sold previous to October 1, 1870, 137,635.55 acres, which brought the sum of $295,065 50, being an average of $2 21 per acre. From October 1, 1870, to December 31, 1872, there were sold 122,765.09 acres for $484,227 97, being an average of $3 93 per acre. From December 31, 1872, to June 30, 1873, there were sold 20,638.71 acres for $132,337 54, or $6 41 per acre. These sales were made to 1,446 individual purchasers, being an average of about 187 acres to each buyer. The annual advance in the average price of land sold indicates the increasing value of the unsold lands, and when viewed in connection with the annual increase of the road business, fully justifies the policy of selling, as far as practicable, to the actual settlers for cultivation. Immigration this year promises to be more than double that of any year since the junction of the roads at Ogden. The wealth of the soil, as exhibited in its great wool, grain and wine productions, and the advantages of climate are attracting attention that must each year largely increase the inflow of population.

"The trade of the Pacific Ocean, centering at the Bay of San Francisco, shows a remarkable growth, and furnishes some indication of the great business that is to come from the exchange of productions with the islands of the Pacific Ocean and the countries bordering upon it.

"The construction of the main line (Sacramento to Ogden, 742 miles), was commenced at Sacramento in February, 1863, and was opened by sections of varying length through the next ensuing six years, until its completion to a junction with the Union Pacific Railroad May 10, 1869. Since the opening of the road thus far there has been added to it by consolidation 480 miles, viz: the Western Division, 141 miles; the Oregon Division, 152 miles; the San Joaquin Division, 146 miles; the San Jose, 18 miles; the Alameda, 17 miles, and the Oakland, 6 miles. All these additions to the

main line have been proven at once profitable investments, adding to and with themselves increasing the pro rata earnings of each mile of the whole.

"These additions, like the main stem, have mostly penetrated a sparsely settled and undeveloped country, but of vast resources; and together they may be said to command the entire scope of the San Joaquin and Sacramento Valleys, and all the country, in fact, the business of which shall seek the Pacific. The Sacramento and San Joaquin Valleys—the two great valleys of California—alone occupy an area of 480 miles in length by an average breadth of 70 miles, or 21,500,000 acres of arable land susceptible of varied and most profitable cultivation, which must bring a very large traffic to these roads as soon as they shall be brought into culture in the near future.

"From the valley of the Sacramento to Ogden, the Truckee and the Humboldt Rivers alone offer a practicable pass through the range of mountains that occupy so largely the country from the Washatch to the Sierra Nevada, lying parallel to them and running north and south. The natural and only drainage of all that vast country, for hundreds of miles, north and south, is to the lines of the road, and it is the same with the drainage of the great valley system of California. These lines are so laid with reference to the topography and passes of the country that these valleys and their tributaries are completely commanded, and hereafter the construction of lines of railroads in this vast country must prove feeders to the Central Pacific Railroad.

"On the original line from Sacramento to Ogden, as well as upon the other parts, large expenditures have been made in perfecting them since they were opened for business, until now they are in such a state of completeness as to tracks, depots, machinery, snow galleries, docks, wharves and terminal accommodations and supplies on hand, that you may reasonably expect dividends upon your shares from this time on. Heretofore the net earnings have gone to construct and bring your property to its present state of completeness and effectiveness."

"The results of the operations of your roads for the year 1872 are more than satisfactory; they are conclusive of pre-eminent financial success. Though your lines command this vast country, so rich in mineral, agricultural, and manufacturing resources and of great commercial advantages, it is but sparsely occupied and but slightly opened for business."

"Altogether the prospects of your company are bright, and you have the satisfaction of knowing, at the same time, you have performed a most beneficient work in opening up to settlement a country otherwise in great part inaccessible for development."

Statement of Profit and Loss.

Balance to credit of this account, Jan. 1, 1872		$4,097,016 92
Earnings for the year 1872	$11,963,640 57	
Less expense of operating	5,011,278 84	
		6,952,361 73
Interest on sinking funds		94,997 00
		$11,144,375 65
Interest		$2,722,244 88
Taxes	$239,972 00	
General and miscellaneous expenses	238,272 17	
Legal expenses	63,676 16	
Civil engineering	25,900 97	
Discount on currency receipts	425,349 27	
		988,170 57
Balance, January 1, 1873		7,433,960 20
		$11,144,375 65

Operations and Fiscal Results, 1872.

Passenger Traffic.—Passengers by rail; through (east, 21,645, and west, 34,040), 55,685; and local (east, 265,247, and west, 267,901), 533,974. Total (east, 286,892, and west, 301,941), 588,833. Passengers by ferry (east, 1,203,928, and west, 1,211,513), 2,415,141. Total of all passengers by rail and ferry (east, 1,490,520, and west, 1,513,454), 3,003,974, being an increase over previous year of (east, 283,094, and west, 337,897), 620,991. Upon computation the average distance traveled by each passenger was 35.33 miles, and the average charge per mile per passenger 3.83 cents.

Freight Traffic.—Freight moved (local, 647,497; through, 98,657, and company's, 194,669), 940,823 tons. Freight moved one mile (local, 104,915,024; through, 85,601,483, and the company's, 45,120,916), 235,637,223 ton. The average charge per ton per mile on freight (excluding company's freight) was 3.66 cents. Local freight includes 111,317 tons of grain forwarded from the agricultural districts to the general markets, the charge being 3.19 cents per ton per mile. Of the through freight (tons) the following were some of the principal articles:

Forwarded West.				Forwarded East.			
Agric. impl.	2,267	Meats	1,281	Coffee	842	Salmon	1,446
Butter	564	Oil	1,718	Flour	2,615	Seal skins	859
Cheese	183	Oysters	372	Green fruit	951	Tea	6,053
Fish	887	Paper	417	Leather	659	Whalebone	116
Live stock	1,591	Liquors	586	Quicksilver	192	Wheat	712
Lard	519	Tobacco	1,317	Silk	495	Wine	1,692
Lumber	1,043	Wagons	1,313	Can fruit	91	Wool	10,735
Machinery	778			Cotton	217		

Earnings and Operating Expenses for the Year ending December 31st, 1872.

Earnings.	Coin.	Currency.	Total.
Freight	$4,738,853 08	$2,228,591 50	
Passengers	2,289,553 84	1,775,656 16	
Express	97,489 49	66,905 15	
Wharf	4,715 35		
Mail		281,402 21	
Miscellaneous	109,881 41	49,349 78	
Sleeping cars	85,273 23	119,482 15	
Telegraph	73,084 46	9,149 16	
Rental	30,658 85	440 00	
Baggage	21,579 64	32,575 16	
	$7,400,089 85	$4,563,551 22	
		7,400,089 85	
			$11,963,640 57
Expenses.			
Expense of Superintendence	$49,271 37		
Station Service	402,721 86	$8,136 86	
Telegraph do	130,137 09	1 95	
Train do	357,644 11	2,487 75	
Sleeping Car do	18,218 88	30 35	
Ferry do	212,121 20		
Locomotive do	1,240,738 21		
Wharf do	34,104 03		
Repairs, Track	837,087 15		
do Snow Sheds	100,166 01		
do Bridges	99,198 98		
do Buildings	100,254 41		
do Engines	502,165 57		
do Cars	458,860 83		
do Tools and Machinery	110,973 62		
Office Expenses	91,618 54	58 25	
Stationery and Printing	34,362 50	961 26	
Advertising	12,788 61	7,153 66	
Loss and Damage (Freight)	17,789 21	11,214 12	
Damage (Persons)	19,657 34	21 509 50	
Miscellaneous	14,306 90	6,084 22	
Water	91,286 15	28 50	
Insurance	1,195 75		
Repairs of Snow Plows	1,496 42		
Rental	24,448 38		
	$4,953,612 42	$57,666 42	
		4,953,612 42	
			5,011,278 84
Earnings over Operating Expenses			$6,952,361 73

Recapitulation.

Earnings	$7,400,089 35	$4,563,551 22	$11,963,640 57
Expenses	4,953,612 42	57,666 42	5,011,278 84
Earnings over Operating Exps.	$2,446,476 93	$4,505,884 80	$6,952,361 73

The currency was sold at a discount of $435,349, leaving the earnings over expenses for the year, $6,527,012 in coin. The average premium on gold in New York was about 14 per cent; adding this premium, the earnings over expenses would be equivalent to $7,740,794 currency. The following statement shows the yearly earnings and expenses since the first opening of any part of the road:

Fiscal year.	Gross earnings.	Expenses—Amount.	Expenses—p. c.	Nett earnings.	Rate p. m. of road.—Ear'gs.	Rate p. m. of road.—Exps.
1864-65	$519,096	$190,686	36.77	$328,209	$14,030	$5,159
1866	864,268	200 723	23.22	663.545	11,524	2,676
1867	1,433,646	333,624	23.27	1,100,022	11,359	2,876
1868	2,312,017	843 166	36.46	1,468,857	7,630	2,788
1869	5,670,822	2,993,523	52.78	2,677.299	9,373	4,948
1870	7,438,970	3,664,018	49.31	3,774.952	9,061	4,468
1871	8,862,054	3,480,803	43.84	5,021,251	8,889	3,852
1872	11,963,641	5,011,279	41.88	6,952,362	10,849	4,235

FINANCIAL CONDITION OF COMPANY AT CLOSE OF YEAR.

Capital stock, $100,000,000; subscribed, $59,644,000, and paid in		$54,283,190 00
Funded debt $54,084,000, viz:		
*Conv. mort. 7 p. c. (S. F.) bonds, due Jan. 1, 1883	1,483,000 00	
†State Aid 7 p. c. (S. F.) bonds, due July 1, 1884	1,500,000 00	
‡1st mort. (Cen. Pac.) 6 p.c. (S.F.) bonds, due July 1, 1895-96	6,378,000 00	
§1st mort. (Cen. Pac.) 6 p.c. (S.F.) bonds, due Jan. 1, 1897-98	19,505,000 00	
‖1st mort. (W. Pac.) 6. p. c. (old) bonds, due Dec. 1, 1895	119,000 00	
‖1st mort. (W. Pac.) 6 p. c. (new) bonds, due July 1, 1899	2,616,000 00	
1st mort. (Cal. & Oreg.) 6 p. c. bonds, due Jan. 1, 1888	6,000,000 00	
1st mort. (Cen. Pac. & Ogn. Div.) 6 p. c. bonds, due Jan. 1, 1892	750,000 00	
San Francisco, Oakland and Alameda 8 p. c. bonds due July 1, 1890	500,000 00	
San Joaquin Valley Railroad 6 p. c. bonds, due October 1, 1900	6,080,000 00	
Land grant mortgage 6 p. c. bonds, due Oct. 1, 1890	9,153,000 00	
Lands	$398,436 01	
Hospital fund	24,604 79	
		423,040 80
Government subsidy bonds		27,855,680 00
Profit and loss		7,433,960 20
Total		$144,079,871 00

Construction account		$130,485,678 74
Equipment account		5,622,693 04
Real estate account		968,976 06
Shops account		813,981 96
Machinery in shops		466,241 29
Furniture and telegraph instruments, safes, &c		76,692 05
Steamers, Sacramento River		830,372 90
Sinking fund No. 1 (convertible mortgage bonds)	$497,847	
do do No. 2 (California State aid bonds)	165,500	
do do No. 3 (1st mort. C. P. R.R. bonds)	165,500	
do do No. 4 (1st mort. C. P. R.R. bonds)	50,000	
		878,847 00
Material—in shops, $985,283 28; and in store, $112,769 24		1,098,052 47
Fuel on hand		325,048 53
Balances of accounts less obligations		2,366,130 90
Cash in hands of Treasurer		147,156 06
Total		$144,079,871 00

NOTES ON FUNDED DEBT.—*Sinking fund, commencing 1863, $35,000 yearly. †Interest payable by State of California, sinking fund commencing 1870, $50,000 yearly. ‡Sinking fund commencing 1870 $50,000 yearly. §Sinking fund commencing 1872, $50,000 yearly. ‖One hundred and nineteen Western Pacific (new) bonds are reserved by the company unsold, to take up or exchange for 119 old bonds, due December 1, 1895, still outstanding.

Boston, Hartford and Erie Bonds.

A correspondent wishes to know how it happens that Boston, Hartford and Erie 7's do not improve in price since the foreclosure of the Berdell mortgage. He also appears to be in doubt as to whether the Boston, Hartford and Erie 7's quoted in the stock sales are Berdell bonds or not, and desires an explanation of the matter. We will therefore attempt to give a brief statement of the present condition of affairs. The bonds now known as the Boston, Hartford and Erie 7's are the bonds issued under the Berdell mortgage, of which there are twenty millions issued. This mortgage was made for the purpose of completing the road and taking up all underlying incumbrances, and, according to the terms of the mortgage, a sufficient amount of the bonds was to be retained for the latter purpose. But by the unwarranted diversion of a portion of the bonds to other uses, it happened that they were all issued without all the bonds under previous mortgages having been taken up. The amount of these underlying bonds outstanding at the present time, however, is only about $500,000, and this is all that the new company has to pay to obtain a clear title to the property, with the exception of such liabilities as the trustees have incurred since they came into office. All the other indebtedness of the old company will have to be proved in bankruptcy, and paid from whatever assets there may be in the hands of the assignees. The Hartford, Providence and Fishkill road, which was purchased by the Boston, Hartford and Erie, subject to a mortgage of $2,055,000, is still in the hands of the trustees under that mortgage, but it will be surendered to the new company whenever the company is in a condition to take up the mortgage itself, the interest being all paid from the earnings of the road. This briefly shows the present condition of affairs. The new company, which is formed of the Berdell bondholders, issues stock in place of bonds, giving ten shares of stock for each thousand dollar bond surrendered. The foreclosure of the mortgage, by which all the original stock is wiped out, of course greatly simplifies affairs, and improves the prospect of the corporation. But, as a reason why the bonds did not at once advance after foreclosure, it is to be recollected that the price of the bonds was enhanced and kept up before the foreclosure by the knowledge that that course would be adopted. The effect of the foreclosure, to use a street phrase, was "discounted" months before it took place, and after its occurrence many were naturally disposed to realize on the advance. Others, too, taking into consideration the fact that the road was not finished, and that several millions of dollars would be required to do so, preferred other investments, and the price dropped for want of support, as has been the case with a good many other stocks and securities, the intrinsic value of which was not unfavorably affected. That the real value of the bonds was enhanced by the foreclosure there seems to be no reasonable doubt, and while we think the bonds are now unduly depressed, there may be reason for others to think that the price was unduly inflated before. Those who have money invested or to invest must be there own judges of this matter, and according to the view they take, whether right or wrong, the price will be higher, in the futnre as it has been in the past. —*Boston Adv.*

Baltimore City Passenger Railway.

At the regular monthly meeting of the directors of this company held in Baltimore on the 13th inst., Mr. Henry Tyson, (who has recently been elected Third Vice President of the Erie Railway Company,) tendered his resignation as President and General Superintendent, which was accepted. At the same time he made the following statement of the affairs of the company:

In retiring from my official connection with this company I deem it proper to state to you briefly the results that have been achieved during our joint administration of its affairs, extending through a space of more than eleven years. Its organization took place on the 28th of May, 1862, the road having been previously worked for about two years by an association having no charter, during which time a floating debt of $640,342 66 was created. By the act of incorporation the property of the association was taken at $659,624 57. The amount expended since that period in extension of the road, purchase of property and equipment, erection of depots and buildings, has been $378,831 87, making cost of road and equipment, on the 1st day of July, 1873, $1,038,456 44. The present capital stock of the company is 40,000 shares, upon which $21 per share has been paid by shareholders, and $2 50 per share added from its earnings, making the shares $23 50 each, paid in, and the capital stock $940,000. The difference between the capital stock and cost of road and equipment, $98,456 44, very nearly represent ing its actual floating debt. The average annual earnings for eleven years to June 30, 1873, during which time the average capital has been $760,000, have been 19.62 per cent upon the capital stock, of which the city of Baltimore's proportion has been 12.12 per cent, and the shareholders' 7.50 per cent. Total amount to the city of Baltimore $1,022,952; do. to the shareholders $630,450. In 1871 and 1872 the mayor and city council of Baltimore granted privileges to railroad companies to run their lines upon streets very near to and parallel with those occupied by this company, the operation of which lines has very materially affected its receipts. This, in connection with a severe epidemic amongst the horses, the effects of which extended from October, 1872, to June, 1873, causing a direct loss of not less than $60,000, which, added to the high price of hay and straw, so influenced the company's profits that it was thought most prudent to pay no dividend in January and July last. But by the exercise of a rigid system of economy and a decrease in the number of cars run, the company again finds itself in a fair condition of prosperity, with a present surplus of about $40,000, and prospects which will ensure, even with the disasters of last year, a surplus of not less than 6 per cent upon the capital on the 1st of January. The company has for the last year kept in arrears to the city two quarterly payments, carrying in this way the principal portion of its floating debt, upon which the city receives interest. Its well defined policy has been to fulfill all of its obligations to the city of Baltimore and to pay its shareholders a fair interest upon their investment. This only has been accomplished by economy and a sacrifice in some instances of public comfort and convenience, rendered necessary by the unwillingness on the part of the mayor and city council of Baltimore to make such abatement of tax or change in the original agreement made between that corporation and this company as has been rendered necessary by the depreciation in the currency and proportionate increase in expenditures. All necessary property has been acquired and buildings erected, and arrangements made to give the largely increased accommodation which the public convenience so urgently demands, as soon as the mayor and city council of Baltimore will place the company upon a base of operations which will permit the full and liberal equipment of the various lines, and at the same time give to the shareholders a fair interest upon their investment.

Mr. Tyson's successor in the presidency and general management of the Baltimore City Passenger Railway Company will not be elected until the annual meeting of the stockholders in January, when it is expected there may be other changes in the directory.

☞ A cash dividend of five per cent has been declared upon the preferred and common stock of the Chicago and Alton Railroad Company out of the earnings of the last six months, payable at the banking house of the company's agents, Messrs. M. K. Jesup & Co., No. 59 Liberty st,. New York, on the 5th day of September next, to holders who are registered as such, at the close of business hours on the 22d day of August, at which time the transfer books will be closed, and reopened for transfers on the 11th day of September next.

Northern Pacific Railroad.

General Rosser, in charge of the railroad survey of the Stanley Yellowstone expedition, reports to the Northern Pacific Railroad managers that the new route across Western Dakota, from the Missouri to the Yellowstone, is entirely practicable and satisfactory, being greatly superior to those formerly examined. The distance, 205 miles, is 21 miles shorter than the survey of 1871. The gradients are moderate. The average of work per mile is considerably less. The number of important bridges is reduced nearly two-thirds. The Little Missouri River, which former surveys crossed seven and eleven times, is crossed once on the line now located. The route runs immediately through only one mile of the Bad (or clay) Lands, just east of the Little Missouri. With few exceptions, the country is rolling prairie, sometimes rising into low hills, the grass being excellent and soil good. Good water was found the entire distance. Coal outcrops at various points in veins several feet in thickness, and timber is more abundant than on former routes.

The report states that the main body of Colonel Stanley's expedition and most of the press correspondents did not accompany the engineers and Colonel Custer's detachment, but followed the old abandoned route south of Heart River. Hence descriptions of the region traversed by the main command do not apply to the country traversed by the new route.

The directors of the company have accepted the new line recommended by General Rosser, from Bismarck, the present end of the track, to the Yellowstone crossing, and have called for proposals to grade and bridge this section of 205 miles.

The expedition is now prosecuting the survey westward up the left bank of the Yellowstone to Pompey's Pillar, where it will join the survey made last year from the West, and thus complete the surveyed line across the continent.

The entire command is expected to return to Fort Rice about October.

☞ Articles of association have been filled for the formation of a company to construct a railway from Bordentown to Camden, (N. J.) twenty-three miles in length. The capital stock is $1,000,000, and is to be divided into ten thousand shares of $100 each. The requisite amount has been subscribed. A company was formed a short time ago to run a road from South Amboy to Bordentown. The above road is probably intended to connect with it.

☞ The management of the Columbus, Chicago and Indiana Central has perfected a negotiation with the lessees for additional equipment and rolling stock to meet the increasing traffic with both the old and new roads at the western terminus. The company has begun a new arrangement with the Columbus and Hocking Valley road for carrying coal, which it is expected will add about $1,000,000 annually to the earnings of that road.

☞ The first regular train from New Haven to Willimantic, via the Air Line road, went through on the 12th inst., accomplishing the distance in about three hours. For the present only one train will run daily, leaving new Haven at 5.50 p. m., and Willimantic at 6.25 a. m.

Commerce of New York.

The foreign imports at New York for the month of July, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$9,885,624	$14,528,180
Do. for warehousing....	20,318,307	10,882,627
Free goods.....	5,890,400	5,612,362
Specie and bullion.....	2,041,904	149,957
Total entered at port...	$38,136,235	$31,173,126
Withdrawn fr. wareh'use	25,779,161	10,033,598

The foreign imports at New York for seven months from January 1, were:

	1872.	1873.
Entered for consumpt'n.	$118,640,268	$109,417,043
Do. for warehousing...	126,606,308	82,856,822
Free goods.....	22,850,813	57,006,582
Specie and bullion.....	2,819,482	2,941,662
Total entered at port...	$270,916,871	$252,221,109
Withdrawn fr. wareh'se.	89,832,451	73,875,844

Revenue from customs at New York:

	1872.	1873.
In July.....	$7,251,160 35	$10,008 929 55
Add 6 months.....	73,822,709 76	61,981,516 65
Seven months.....	$81,073,870 11	$71,990,446 20

The exports from New York to foreign ports in the month of July, were:

	1872.	1873.
Domestic produce.....	$19,140,248	$24,828,308
Foreign free goods.....	61,806	107,178
Do. dutiable.....	868,934	686,017
Specie and bullion.....	17,248,688	10 038,643
Total exports	$37,309,676	$35,660,146
Do. exclusive of specie.	20,060,988	25,621,503

The exports from New York to foreign ports for seven months from January 1, were:

	1872.	1873.
Domestic produce.....	$119,582,556	$158,231,491
Foreign free goods....	740,893	1,363,247
Do. dutiable	6,196 022	5,514,646
Specie and bullion.....	54,363,587	37,857,927
Total exports.....	$180,883,058	$202,967,311
Do. exclusive of specie..	126,519,471	165,109,384

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 9, at 447,156 tons, and for the coal year 11,416,547 tons, against 11,226,854 tons to corresponding time last year, being an increase of 219,693 tons. The bituminous tonnage for the week is 59,886 tons, and for the year 1,864,139 tons, giving a total of all kinds for the week of 503,042 tons, and for the year of 13,310,686 tons, against 12,879,653 to same time last year, being an increase of 431,033 tons.

☞ The Cairo and Fulton Railroad will be completed to Fulton by the 1st of September, and to Texarcara by October. The Cairo, Arkansas and Texas Railroad of which Mr. Allen is President, runs from Greenfield, opposite Cairo, via Charleston, Sikeston, Dexter, &c., 69 miles to Poplar Bluffs, on the Arkansas Branch of the Iron Mountain Railroad. This branch will be finished this month.

☞ Certificates of incorporation of the Toledo and Maumee Narrow Gauge Railroad Company, and of the Maumee and Toledo Narrow Gauge Railroad Company, each with a capital stock of $20,000, have been filed with the Secretary of State of Ohio. The incorporators are the same, viz: W. J. Wells, Clayton W. Everett, W. F. Lockwood, Miles W. Plain and George Vogle.

Chicago Belt Railroad.

Articles of incorporation of the Chicago Belt Railway and Transfer Company, capital stock of $400,000, have been filed in the office of the Secretary of State of Illinois. It is intended and proposed by the corporation to construct and operate a railway from or near the "Grand Crossing" on the Illinois Central Railroad around the city of Chicago, on or west of its western limits to a connection with the Chicago and Northwestern Railroad or any of its divisions, intersecting and uniting with all intervening railroads. The members of the Board of Directors are D. Knight Carter, Edwin W. Chamberlain, Sylvester Foord, Jr., Albert L. Rice and Augustus H. Scoville.

☞ A correspondent of the Cincinnati *Enquirer* writing from Huntington, W. Va., says that the unexpectedly large and increasing freight business, which has been thrown upon the Chesapeake and Ohio Railway since its opening, has rendered it necessary for the company to increase its rolling stock forthwith. Two hundred new freight cars are to be delivered at this point alone, during this month, and not less than the same number for six months to come. Fourteen new locomotives have been purchased for the road, to be delivered immediately. Cincinnati passengers are delighted with the new route by way of Huntington to White Sulphur Springs.

☞ The Harrisonburg (Va.) *Register* states that the North River Railroad has been absorbed by the Shenandoah Valley Railroad. The new road—the consolidated Shenandoah Valley and North River roads—is to be called the Shenandoah and Ohio River Railroad, and will be continued from Bridgewater on to the Ohio river. The right of way to the Ohio river has been secured except at three or four points. The road will run through Briery Branch Gap, and strike the coal and iron fields of West Virginia. Two large engineer corps are to be put on the Shenandoah and Ohio road by September 1st, and the road constructed as speedily as possible.

☞ The German government has decided to reduce for three years and then to abolish altogether the import duty on iron. The reduction, which takes effect in October, is 15s per ton on hammered and rolled iron, T-iron angles and thick sheets, bringing down the rate to £1 per ton. Blooms are to be admitted at 10s per ton, pig and old iron duty free. Proportionate reductions are to be made in the duties now charged on rough castings, forgings and unfinished articles in steel and sheet iron, also on boilers and steam machinery. These reduced imports will, according to present arrangements, be absolutely repealed on the 1st of January, 1877.

☞ The Cumberland rolling mill has been shipping rails for the track of the Baltimore, Pittsburg and Chicago Railroad, the (extension of the Baltimore and Ohio from Mansfield, Ohio, to Chicago,) nearly every week since the 5th of July, when the first shipment was made. All the rails for the new road will be supplied by the Cumberland mill.

☞ The Montpelier and Wells River Railroad will soon be completed. Only thirteen miles of track remain to be laid.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	508,270	556 080	532,657	511,854	609,788	579,642	535,306	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	825,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,659	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,800	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,289	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 791	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,510	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,004	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,005	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,156	551,122	485.945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482.164	499.296	468.368	585.623	747,942	702.691	767,508	946,707	932,663	764,671	547,842	7,976,490
1866	523,566	899,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,250	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,146	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,506,338	1,037,964	773,494	12,203,408
1871	695,428	602,482	774,934	787,641	1,094,101	952,899	851,846	1,099,937	1,281,574	1,047,318	1,005,236	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236.160	242,509	236,436	193,959	203,696	218,347	271,425	287,451	293,296	262,793	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095.965
1870	203,060	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	351,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,492,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,056.469	971,193	1,201,500	1,258,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,468,454	1,417.211	17,328,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,951	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477.027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,166	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	699,846	783,255	744,782	881,693	696,475	698,065	8,028,754
1873	580,497	562,949	651,962	544,035	687,630	724,983	672,917	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,678	152.264	267,411	303,915	306,944	266,086	282,723	332,555	305,446	387,999	303,305	210,197	3,321 518
1372	189,606	191,738	300,783	322,875	341,843	322,569	329,838	357,302	349,468	449,418	314,513	273,240	3,693,183
1873	150,567	194,786	300,719	352,800	332,764	312,614	323,231	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312.617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1.368,948	1,402,597	1,345.310	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	1,585,369	1,451,762	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,438	81,599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140.473	132,869	131,019	109,629	1,390,522
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	119,173	119,650	115,115	118,572	127,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	181,868	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	457,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,960	470,703	480,547	427,096	422,015	529,890	628,660	582,802	587,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,608	641,807	487,603	464,163	5,608,117
1873	370,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,586	7,250 089
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	500,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,760	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	.....	.....	.....	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250.617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,095	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,591	305,755	299,560	304,512	265,406	315,099	328,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,063
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,139,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,501	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,060	12,500,664
1872	657,315	645,090	823,683	1,044,251	1,116,387	1,167,098	1,071.407	1,142,241	1,193,695	1,322,847	1,127,039	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,668	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,266
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,480	152,515	102,995	1,786,547
1872	158,198	140,471	165,960	154,641	147,540	149,832	130,145	161,496	177,085	201,648	178,160	155,450	1,928,674
1873	144,209	169,464	177,617	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,873	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	255,137	257,800	286,825	260,529	293.344	283,833	484,200	450,203	429,898	323,270	399,439	4,013,209
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,500	450.246	470,720	422,369	323,577	434,284	4,242,345
1870	257,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	516,618	4,454,464
1871	366,175	328,791	393,456	443,611	453,000	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,760	431,949	460,646	447,811	510,792	462,868	434,465	614,175	565,811	621,351	489,841	466,031	5,944,570
1873	370,290	405,110	471,801	446,527	470,698	541,191	483,599	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	755,467	999,665	837,388	716,820	5,709,135
1870	626,529	600,139	539,238	706,606	802,586	746,450	643,058	644,061	728,521	719,698	670,168	505,053	7,654,094
1871	479,573	373,925	499,899	484,540	724,466	728,174	673,696	681,805	500,402	777,362	706,142	469,932	7,521,682
1872	378,936	494,115	585,861	741,802	880,442	855,459	743,882	769,567	866,754	980,706	915,727	757,851	8,892,800
1873	438,975	481,783	708,259	881,266	1,007,831	949,863	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City.....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,430	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass'.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	776	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,737	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn, City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Sept. 30,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	194	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	31	16	East New York & Jamaica N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	293,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in operation.)		—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	235,899	92,369	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,588	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n).N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in operation.)		—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	20.7	50	15	48
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	264,295	123,540	137,000	—	85,554	27,869	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,018	299,424	133,100	—	310,958	105,646	13.5	50	....	18½
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,530	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston).....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	59
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,788	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	200,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,345	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,008	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark.....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	348,982	85,193	23.5	50	15	59
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,090	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,918	100,000	10,000	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland.....Me.	160,300	160,300	—	800	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,730	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,583	15.0	50	30	68
Oct. 31, '71	6.75	286	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	28
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,950	100,100	12.5	100	100	130
Sept. 30,'71	4.63	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	40½
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	67½
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield.....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	345	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,488	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	6,081	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	194	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,001,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.59	50	....	18½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	209,816	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lan	singb.)		—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110½
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	588,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham..N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany).....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	130	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,808	400,000	100,000	—	415,796	105,301	10	50	50	92
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,933	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	423,600	300,000	125,000	3,600	17,070	600	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport.....Pa.	38,625	15,000	5,000	22,213	10,438	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester.....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest.	Payable.	Principal Payable.	Market Price.
Albany:	$	pc			
1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st. & G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage.....	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	200,000	6	J.& J.	1883	....
Park Avenue (Bkly):					
1st Mortgage.....	183,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s).	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	....
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1876	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Rea. estate.....	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A.&O.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1879	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A.&O.	1890	....
Worcester:					
1st Mortgage.....		7	.....	.....	....
2d Mortgage.....		6	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100	13,280,000	J. & J.	July '73 3½
Allegheny Valley	50	2,246 350	— & —	.....
Atlanta and West Point	100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf	100	3,696,200	— & —	.....
" " pref.	100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*	100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.	100	1,500,000	— & —	.....
Avon, Genesco & Mt M.*	100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio	100	13,151,962	M. & N	May '73 5
Washington Br.	100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref.	50	5,680,685	— & —	.....
Berkshire*	100	600,000	J.A.J&O	July '73 1½
Brooksburg & Corning.*	50	250,000	J. & D.	Dec. '72 2½
Boston and Albany	100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.	100	633 200	— & —	.....
Agricultural Br. guar.	100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref	100	800,000	M. & N.	May '73 3
Boston and Lowell	500	2,852,900	J. & J.	July '73 4
Boston and Maine	100	6,816,807	M. & N.	May '73 4
Boston and Providence	100	3,950,000	M. & N.	May '73 5
Buffalo, N. Y. and Erie*	100	980,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv.	100	5,636,000	M. & S.	Mar. '73 5a
" " pref.	100	1,485,900	M. & S.	Mar. '73 5a
Camden and Amboy*	100	5,847,800	J.A. J.O.	July '73 2½
Camden and Atlantic	50	379,020	— & —	.....
" " pref.	50	752,700	— & —	Oct. '72 3½
Cape Cod	50	1,020,350	J. & J.	Jan.'72 2½
Cape May and Millville*	50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv.	50	426,900	Novemb.	Nov.'71 6
Catawissa*	50	1,109,600	— & —	.....
" pref.	50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*	50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*	100	6,860,400	M. & N.	May '73 1½
" " pref.	100	769,600	F. & A.	Aug. '73 3½
Central of Georgia	100	4,866,800	J. & J	July '73 5
Central of New Jersey	100	20,000,000	J.A.J&O.	July '73 4
Central Ohio*	50	2,425,000	J. & D.	June'73 3
" pref.	50	400,000	J. & D.	June '73 3
Chemung*	100	880,000	J.A.J&O	July '73 1½
Cheshire, preferred	100	2 100,000	J. & J.	July '73 2
Chicago and Alton	100	8,929,900	M. & S.	Sept.'73 5
" " pref.	100	2,425,400	M. & S.	Sept.'73 5
Chicago, Burl. & Quincy	100	18,652,910	M. & S.	Sept.'73 5
Chicago, Iowa & Nebras*	100	3,916 300	J. & J.	July '73 4
Chicago & N. Western	100	15,033,480	J. & D.	Dec. '72 3½
" " pref.	100	21,292,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific	100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton	100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*	50	2,980,550	— & —	Apl. '72 10a
" " pref.	50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind.	100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*	50	2,057,589	M. & N.	May '73 3½
Cleveland & Pittsburg*	50	11,236,150	F.M.A.N	May '73 1½
Col., Chic. & Ind. Cen.*	100	13,000,000	.....	.....
Columbus and Xenia*	50	1,786,800	M.J.S.D.	June'73 2
Colum. & Hocking Val.	100	2,500,000	F. & A	Aug '73 5
Concord	100	1,500,000	M. & N.	May '73 5
Concord and Ports.*	100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv.	1 00	2,100,000	F. & A.	Aug. '73 3
Connecticut River	00	1,850,000	J. & J.	July '73 5
Cooperstown and Susq.	100	307,383	— & —	.....
Cumberland Valley	50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk	50	400,000	M.J.S.D.	Dec '71 4
Delaware*	50	1,220,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn.	50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee*	50	822,146	— & —	.....
" " pref.	50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*	100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*	50	1,300,200	J. & J.	July '73 3
East Mahanoy*	50	392,950	J. & J.	July '73 3
Eastern (Mass.)	100	4,262,600	J. & J.	July '72 3
Eastern (N. H.)	100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*	100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport*	50	500,000	M. & N.	May '73 2½
" " pref.	50	500,000	J. & J.	July '73 3½
Erie Railway	100	78,000,000	March.	Mar. '73 1½
" pref.	100	8,536,916	J & J.	Mar. '73 3½
Erie and Pittsburg*	50	1,090,250	M.J.S.D.	June'73 1½
Fitchburg	100	4,000,000	J. & J.	July '73 4
Georgia	100	4,166,000	J. & J.	July '73 4
Grand River Val.* guar	100	1,000,000	— & —	.....
Grand Trunk, (Can.)	100	14,367,946	— & —	.....
Great Western, (Ca.)	100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph.	100	4,151,700	F. & A.	Aug. '70 3½
" " pref.	100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)	50	116,850	M. & N.	May '73 5
Harlem Extension	100	4,000,000	— & —	.....
Harrisburg & Lancaster*	50	1,162,500	J. & J.	Jan. '73 3½
Housatonic, pref.	100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top.	50	880,000	— & —	.....
" " pref.	50	450,750	J. @ J.	July'68 3½
Illinois Central	100	25,280,510	F. & A.	Aug.'73 5
Indianapolis, Cin. & Laf.	50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*	100	4,825,000	— & —	.....
Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*	100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*	100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So.	100	49,466,500	F. & A.	Aug.'73 1½
" " (guar.)	100	538,500	F. & A.	Aug.'73 5
Lawrence*	50	260,200	— & —	.....
Leeds and Farmington*	100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna	50	8,739,800	M & N.	May '67 5
Lehigh Valley	50	21,468 800	J.A. J.O.	July '73 1½
Little Miami*	50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*	50	2,646,100	J. & J.	July '73 3½
Long Island	50	3,000,000	M. & S.	May'73 10a
Louisv., Cin. and Lex	50	1,623,483	J. & J.	July '69 3
" " pref.	100	848,700	J. & J.	July '72 4½
Louisville & Nashville	100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi.	100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	100	200,000	A. & O.	Apl. '73 3
Lykens Valley	20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western	100	2,500,000	J. & J.	July '73 5
Maine Central	100	3,400,500	— & —	.....
Manchester and Law	100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati	50	1,372,891	— & —	.....
" " 1st pref.	50	8,130,719	M. & S.	Sep. '66 3a
" " 2d pref.	50	4,460,368	M. & S.	Sep. '66 3a
Massawippi*	100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston*	25	5,312,725	J. & D.	Jan. '69 3
Michigan Central	100	18,738,204	J. & J.	Jan. '73 4a
Mill Creek & Minehill*	50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul.	100	13,296,550	J. & J	Dec. '70 7a
" " pref.	100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.*	50	3,856,450	J. & J.	July '73 3½
Morris and Essex*	50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell	100	800,000	M. & N.	May '73 5
Naugatuck	100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*	50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*	100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton	100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.*	50	1,800,000	J. & J.	Aug '69 12a
N Haven & Northamp	100	605,000	J.A. J.O.	Sept '72 3
New Jersey*	100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*	100	1,418,800	J. & J.	Jan. '73 5
N.Y. Cen. & Hudson R.	100	89,428,350	A. & O	Apl. '73 4
New York and Harlem.	100	8,500,000	J. & J.	July '73 4
" " pref.	100	1,600,000	J. & J.	July '73 4
N. Y., N. H. & Hartf.	100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.	100	2,000,000	J.A. J.O.	July '73 2½
Niag. Bridge & Canand*	100	1,000,000	J. & J	Jan. '73 3
North Carolina*	100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N.C.) pref.	100	111,000	M. & N.	May '67 4
North Pennsylvania	50	3 150,150	January.	Jan. '72 5a
Northern Central	50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh.	100	3,088,400	J. & D.	June' 73 4
Northern New Jersey*	100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*	100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.	100	3,077,800	J. & J.	Jan. '73 3
" " pref.	100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi	100	19,995,847	J.A. J.O.	.....
" " pref.	100	4,024,474	J. & D.	June'73 3½
Oil Cr. & Allegheny R.	50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport.	100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*	100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri	100	3,635,750	— & —	July '73 1½
Panama	100	7,000,000	J.A. J.O.	July '73 3
Paterson and Hudson*	100	630,000	J & J.	July '73 4
Paterson and Newark*	100	500,000	J. & J.	.....
Paterson and Ramapo*	100	243,000	J. & J.	July '73 3
Pember. & Hightstown*	50	342,150	J. & J.	Jan. '71 3
Pennsylvania	50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*	100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*	50	6,004,300	J. & J.	.....
" " pref.	50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn*	50	1,626,250	M.J. S.D.	June'73 3
Philadelphia & Reading	50	32,684,375	J. & J.	July '73 5
" " pref.	50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*	100	1,259,100	J.A. J.O.	July '73 1½
Phila., Wil. & Balt.	50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*	100	19,714,285	J.A. J.O.	Apl. '73 1½
" Special Imp.	100	2,000,000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams	100	400,000	J. & J.	July '73 3
Portland and Kennebec	100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates	100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm	100	1,500,000	J. & J.	July '73 5
Providence & Worces.	100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston	100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga*	100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*	110	557,500	— & —	.....
Rome, Watert. and Ogd.	100	2,998,900	J. & J.	July '73 3½
Rutland*	100	2,700,000	— & —	.....
" preferred	100	4,300,000	F. & A.	Aug'73 3½a
St. Croix and Penobscot	100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute	100	2,300,000	— & —	.....
" " " pref.	100	2,040,000	May.	May '68 7
St. Louis and Iron Mt.	100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.	100	12,000,000	.....	.....
" " pref.	100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*	100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley*	50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke	100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.*	50	869,450	F. & A.	Aug. '73 3
Shore Line*	100	995,800	J. & J.	Jan. '72 5a
South Branch (N. J.)*	100	438,300	J. & J.	Jan. '72 3
South Carolina	100	4,819,275	F. & A.	Feb. '72 1
South Western, (Ga.) *	100	3,939,900	F. & A.	Feb. '73 4
Staten Island	100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*	100	443,700	J. & J.	Jan. '72 3½
Stony Brook*	100	297,300	M. & N.	May '72 3
Summit Branch*	50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)	100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	100	1,670,139	— & —	July '73 3
Taunton Branch	100	500,000	J. & J.	July '73 4
Terre Haute & Indiana	100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref.	100	1,797,000	— & —	Jn.'70 11-4a
Tol., Wab. & West. pref.	100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*	100	374,400	J. & D.	Dec. '71 3½
Union and Black River	100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*	100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass	100	$2,880,000	M. & N.	May '73 2
Warren (N. J.)	100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley	100	225,000	A. & O.	Apl. '72 2½
West Jersey	100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*	100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*	100	500,000	J. & J.	July '72 3½
Worcester and Nashua.	75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.				
Albany City	100	110,300	— & —	..... 2½
Baltimore City	100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy. (NY)	100	900,000	— & —	.....
Boston and Chelsea	100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)	100	200,000	J.A. J.O.	Apl. '73 3
Brondw. & 7th Av. (NY)	100	2,100,000	J. & D.	Jun. '70
Brooklyn City	100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt.	100	800,000	J. & J.	July '70
Brooklyn and Jamaica	100	488 100	— & —	.....
Bushwick (Brooklyn)	100	302,000	J. & J.	July '71 3½
Jambridge	100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv.	100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)	50	500,000	J. & J.	July '73 7
Citizens' (Pbg.)	50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl.	100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.	100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)	100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark	100	200,000	— & —	 3
42nd St. & G. St. Ferry	100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw. (Ph.)	50	491,750	J. & J.	July '73 5
Germantown (Ph.)	50	1,000,000	J. & J.	July '73 3
Girard College (Ph.)	50	500,000	J. & J.	July '71 3
Grand St. and Newton	100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm.	50	2,050,000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.)	25	105,000	A. & O.	Oct. '71 6
Lynn and Boston	100	200 000	— & —	.....
Malden and Melrose	100	200,000	— & —	.....
Metropolitan (Boston)	50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)	100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)	100	797,320	— & —	.....
Orange and Newark	100	282,555	— & —	.....
Philadelphia City	50	750,000	J. & J.	July '73 4
Philadelphia and Darby	20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry	50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester	50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)	100	888,100	J.A. J.O.	July '73 2
Second & Third St. (Ph.)	50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.)	50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)	100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)	100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)	50	1,000,000	J. & J.	July '73 1
Somerville (Boston)	100	75,000	M. & N.	May '73 3
South Boston	100	400,000	J.A. J.O.	July '73 2½
Union (Boston)	100	200,000	.....	July '72 7½
Union (Phila.)	50	400,000	J. & J.	July '72 6
West Philadelphia	50	400,000	J. & J.	July '73 6
CANALS.				
Chesapeake & Delaware	50	1,983,562	J. & D.	June'73 3
Chesapeake and Ohio	25	8,229,594	— & —	.....
Delaware Division	50	1,633,350	F. & A.	Aug.'73 4
Delaware and Hudson	100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*	100	5,847,400	J.A. J.O.	July '73 2½
Erie of Pennsylvania	50	64,000	— & —	.....
Lehigh Coal & Navigat.	50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.	50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)	100	1,025,000	F. & A.	Aug. '72 2
" (preferred)	100	1 175,000	F. & A.	Aug '73 5
Pennsylvania	50	4,337,950	— & —	.....
Schuyl. Nav. (common)	50	1,908,207	F. & A.	Feb'73 30c
" (pref.)	50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water	50	2,002,746	— & —	.....
Union	50	2,907,850	— & —	.....
" preferred	50	—	— & —	.....
W. Branch and Susq.	50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.				
Adams Express	100	10,000,000	M.J. S.D.	Sept.'73 2
American Coal	25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.	100	18,000,000	J. & J.	July '73 3
Ashburton Coal	50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship	100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City	100	1,000,000	— & —	.....
Butler Coal	25	500,000	J. & D.	Dec'69 85c
Canton	100	731,250	— & —	.....
Consolidation (Md.) Coal	100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron	100	500,000	— & —	Apl. '73 6
Maryland Coal	100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold	100	2,836,800	— & —	.....
" pref	100	8,893,400	— & —	.....
" certif	100	2,324,000	J. & J.	.....
Pacific Mail Steamship	100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel.	25	3,000,000	.....	..... 2½
Pennsylvania Coal	50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car	100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common	100	5,700,000	— & —	.....
" preferred	100	4,300,000	— & —	.....
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	10	1,000,000	— & —	.....
United States Express	100	6,000,000	F.M.A.N	Aug '73 2
United States Trust	100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp	100	5,000,000	J. & J.	July '73 4
West. Union Telegraph	100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal	100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Aug. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112¼
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	117¾
.. ..coupon	4,656,000	6	" "	1880	119¾
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,560.550	6	Jan. & July	1881	117¾
.. ..coupon	63,755,800	6	" "	1881	119¾
Loan of Feb. 25, 1862 (5-20s).....registered	25,457,500	6	May & Nov.	1882	117
(5-20s).....coupon	187,446,900	6	" "	1882	117
Loan of March 3, 1863.....registered	53,553,500	6	Jan. & July.	1881	117¾
.. ..coupon	21,446,500	6	" "	1881	119¾
Loan of March 3, 1864 (5-20s).....registered	2,291,700	6	May & Nov.	1884	116¾
Loan of June 30, 1864 (5-20s).....registered	32,389,450	6	May & Nov.	1884	117
(5-20s).....coupon	34,118,100	6	" "	1884	117¾
Loan of March 3, 1865 (5-20s).....registered	36.285,400	6	May & Nov.	1885	116¾
.. .. .. (5-20s).....coupon	119,148,750	6	" "	1885	118¾
.. .. 2d series (5-20s).....registered	58,448,600	6	Jan. & July.	1885	117
.. .. .. (5-20s).....coupon	148,411,450	6	" "	1885	117¾
.. .. 3d series (5-20s).....registered	90,517,650	6	Jan. & July.	1887	117¾
.. .. .. (5-20s).....coupon	224,495,050	6	" "	1887	119¾
.. .. 4th series (5-20s).....registered	14,025,500	6	Jan. & July.	1888	117¾
.. .. .. (5-20s).....coupon	24,309,750	6	" "	1888	118
Loan of March 3, 1864, (10-40s)....registered	140,315,350	5	Mar. & Sept.	1904	112¾
.. .. .. (10-40s).....coupon	54,251,950	5	" "	1904	115¾
Consols of July 14, '70 & Jan. 20, '71.registered	141,516,800	5	F. M. A. & N.	1881	114¾
.. ..coupon	69,387,300	5	" "	1881	114¾
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. ..coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. ..coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	113¼
U. S. Notes and Fractional Currency.....	400,452,343	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1886	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1890	84
				'90-'92	
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	.....	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	1876	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	'77-'78	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1881	
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'83-'84	....
Kentucky—($2,750,610):				'76-'89	
.. State Bonds 1833 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	300,000	6	Various.		....
Louisiana—($21,214,800):				'93-'98	
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	1893	48½
.. Deficiency (Treasury) Bonds 1853.....	759,000	6	Jan. & July.	'86-'88	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	1907	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1886	55¼
.. .. .. 1866	1,000,000	8	Various.	1875	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1910	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1899	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	'10-'11	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	1906	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1880	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.8	Mar. & Sept.	1898	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.		....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	7 to 78	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	99½
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1821-'47.....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1854-'39.....	590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1866.....	511,365	6	J. A. J. & O.	1883	104½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	6	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,580	6	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	90
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1863	....
Missouri—($17,660,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	92½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	97½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	104½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	10
.. State (new) Bonds, 1867 to 1870	1,559,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	18
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,023,721):					
.. Loan of 1860 Bonds, skg fd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg fd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg fd.....	1,495,309	6	" "	1881	105
.. Loan of 1856 Bonds, skg fd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	...
Pennsylvania—($29,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	103½
.. Loan of Feb. 1867 (15-25s).....	728,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	" "	'82-'92	103½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	802,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,760,000	6	April & Oct.	1888	22
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	82½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,006,000	6	" "	"	81½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,026,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,886,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'78-'87	....
.. Funded Interest sterling, 1867.....	468,250	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1896	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1890	93½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	3,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,300	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	863,250	6	Jan. & July.	Baltimore.	1875	99
Loan of 1850-'80	579,500	6	" "	"	1880	98½
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	98½
Loan of 1855-'90 (Balt.) stg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	98
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	34
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. I. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	86
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	97
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	97½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'07	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	89
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	99½
Chattel Mortgage	158,250	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	79½
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'00	99½
Convertible 20 years bonds, gold	1,488,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'38-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,090,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	160,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $16,000,000	10,000,000	6*	May & Nov.	New York.	1889	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	169,600	6	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	135,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,409,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	3,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	95½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1900	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	96½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,560,000	7	F. M. A. & N.	" "	1915	92½
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I.& Pac.)	8,000,000	7	" "	" "	1896	102½
Chi. & Southwes'n (C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1880	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $6,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	800,000	7	Jan. & July.	New York.	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin. S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	700,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	86
Consol. sinking fund guar.	525,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	90
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	70
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1875	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1860	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4,	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1880	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1889	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	109,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y.L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	6	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1870	96
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	96
1st Mort. (Essex R.R.)assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	103½
3d Mortgage	6,000,000	7	" "	" "	1883	102
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	928,500	7	June & Dec.	" "	1888	98½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,049,000	7	Jan. & July.	" "	1898	....
Equipmen :Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1893	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)t.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,800,000	7*	Jan. & uly	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & N	N Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1892	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £5,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu'e £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,548	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	120,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	92
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.R.R55m)	1,200,000	10	Jan. & July.	" "	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	451,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,068,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	106
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& C B.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	8,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,821,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.)	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(D.L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B's.&Ph.	1899	88
1d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1969	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	104½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	98½
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct	" "	1898	98
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	96
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.& Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jan. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	105½
Lexington & St. Louis (P.of Mo.)						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1899	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	98
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	91
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	90
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	.. .
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	82½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P.R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	112
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	99¼
1st Mort. (M. Air L.W.D.assu'd	1,900,000	8	May & Nov	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	81
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,854,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $3,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	90½
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1869	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1890	75½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	93
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1808	93
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	900,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1890	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	99½
3d Mortgage skg fd	1,228,000	6	April & Oct.	"	1900	88
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,080	6*	" "	"	1900	91
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
3d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	54
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,001	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	98½
2d Mort. (Charlotte to Lynchb.)	1,165,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	100½
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 45 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv	93,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	3,414,000	7	" "	"	1911	103
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	378,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	94½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold.		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	" "	1880	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free.		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'90	75½
Rich., Fredericksburg & Potomac							
Sterling Loan		97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond.	'75	....
1st Mortgage		175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City :						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	109
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	97
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	88½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern :						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph :						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division :						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City :						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $460,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,930	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500.000	7	Jan. & July.	New York.	1889	....
State gunaranteed (C.& S.)bonds.	505.000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida :						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,159,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'90	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern :						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie :						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.) 117 m...	1,800,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	88½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1897	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1895	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1883	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	88
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	81½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	73
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	65
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	98½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	9
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	93½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	87½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	89
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	75½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1862	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered. — 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	94½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	86
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	76½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1866	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July	"	1882	72
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,450	6	" "	"	1888	74
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July	"	1895	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July	Philadelphia.	1891	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1894	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	...	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	95
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44 9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	900,684	—	50	.....
Nov. 30, 1872	35 8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35·8	.....	(Phila.&R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	20	3,117	Atlantic and Great West. N.Y. Penn.& O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,284	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	630,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind.Ter.	.....	—	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.7	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	172½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	—	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	.....	—	100	5½
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.6	—	206	181	46	4,118	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	145½
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	127½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	116½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	452	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	150½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie..N.Y.& Penn.	3,064,271	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota..Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	71
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	249.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	—	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	76,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	—	—	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	—	—	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	—	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	—	—	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.	)	572,104	183.169	7 p.	50	39½
Sept. 30, 1872	14 8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538.006	*	—	—	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic.&	North We	stern R. R	.)	.....	.....	—	100	.....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	102½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499.9 9	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	40½
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39.140	.....	.....	60,440	20.440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	.....	789,785	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,473	777,632	288,087	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	...	...	....	Chester and Tamaroa.....Illinois.	1,690,000	—	.....	2,836,883	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$ p.c.	
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.0	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	9.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493.732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109 6	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224.815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	60	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	50	—	(Boston, Clinton & Fitchb'g.)			21.580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2 25',402	287,906	.....	61,060	2,031,468	552,840	.....	.....	85 0	36,210	8,764	27.637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,063	398,639	234.423	14,796	1,000,000	1,500,000	360,653	311 091	50.0	198,167	86,845	179,666	751,054	386,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,006	4,200,000	676,500	137,240	853.233	232.0	1,103,551	.....	.....	1,623.454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33.525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased to Erie)			21.500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	33.0	34	17	5	1,004	*Grand Rapids and Indiana*.....Indiana.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311.670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492.000	1,500,000	.....	.....	—	(Leased by Michigan Central R. R. Co.)					—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,343,999	16,977,703	91 97,296	4,850,346	1,515	1,377.0	6,754,570	1,718,273	1,535,290	5,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24 167,4 7	30,816,00	.....	.....	569 0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400.000	*	.....	.....	1,500,000	2,400,000	.....	.....	—		(Not regularly operated.)				—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17.528	17,489	9.553	30.358	12.528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western, Texas and Pacific.¶...Texas	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,164	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)					—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	869,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)					—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Tol. Wab. & Western R. R. Co.)					—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased by Tol., Wab. & Western R. R. Co.)					—	100	...
Aug. 31, 1872	206.0	68.5	27.7	23.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,828	415,363	2,484,670	670,529	—	100	38
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	1 3 550	.....	40,000	68,151	7.9	21,096	79,998	14 397	71.032	20.295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82.388	24.356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000.000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	86.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased by Pennsylvania R.R. Co.)					7	50	...
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven...Connecticut.	4,729,381	872.197	1,452,042	1,120,651	6,500,000	550,000	50,547	1,043,724	78.5	782,172	1,303,158	721 348	2,106.674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. and Fishkill..Conn. & R.I.	4,201 486	598,875	.....	.....	2,037,940	2,055,500	100.000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,416	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150.000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Flint & Pere Marquette R. R. Co.)					10½	...	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New Haven & Northam't			14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	282.741	242.218	528,115	117.529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 30, 1872	45.0	29.5	15.5	—	28	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,163,500	117,441	.....	74.5	238,167	59,126	449.748	301,957	17,451	—	50	...
Dec. 31, 1872	705.5	—	130 4	—	197	117	45	4,586	*Illinois Central* .....Illinois	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,388,226	1,352,156	2 039,321	8,028,754	2,103,197	10	100	107
Dec. 31, 1872	62 8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	*	.....	.....	960,000	960,000	.....	.....	—	(Leased by Chicago Burl. & Quincy Co.)					—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Not operated by Company.)					—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	267	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.2	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424.409	600.000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Indiana.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,394	90,205	—	100	...
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585.000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased by Ill.Cen. R.R.Co.)			337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)					—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,180	*	.....	.....	494,162	600,000	103.302	.....	35.6	82.960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	—	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	84,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased by Michigan Central.)					—	100	...
Dec. 31, 1872	86.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased by Erie Railway.)				140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,858	224.0	1,061,102	658,633	468,736	1,287.280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased by Chicago & Alton R.R. Co.)					7	100	...
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800.000	.....	.....	—	(Leased by Michigan Central R. R. Co.)					8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898.320	.....	.....	.....	185,250	600,000	.....	.....	—	24,937	216,230	.....	182,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840.000	.....	.....	—	(Leased to Lake S. & M. So.)			103 800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	590,000	.....	.....	.....	250.000	640,000	.....	.....	—	(Leased by Michigan Central R. R. Co.				51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	283	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	.....	.....	2,789.413	6 131,500	.....	.....	260.0	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 31, 1872	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased by Leav. Lawr. & Galv. R.R. Co				72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2 706,480	.....	672.6	2,475,270	179,182	348.966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2 395,000	.....	107,611	49.0	(Completed Oct. 19, 1871.)			87.612	35,973	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3.348,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	382,294	2,213,010	1,083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000.000	1,300,000	.....	.....	—	(Leased by Tol. Western R. R. Co.)					—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased by Tol. Western R. R. Co.)					—	100	...
Sept. 30, 1872	16.0	....	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727,553	792,000	96,097	.....	—	(Not yet in operation.)					—	100	...
Dec. 31, 1872	541.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112 833	4,352,243	17,591,629	6,118,598	8	100	93½
Jun. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....			(Opened through in July, 187				—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending	Companies.	Railroad. Main Line. M.	Branch Line. M.	2d Track and Sidings. M.	Railroad in progress. M.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad. $	Rolling Stock. $	Assets. $	Accounts and Cash. $	Liabilities. Stocks. $	Bonds. $	Accounts. $	Surplus Income. $	Railroad Operated. M.	Operations. Trains Moved. M.	Carried one mile. Passengers. Number.	Carried one mile. Freight. Tons.	Earnings. Gross. $	Earnings. Net $	Dividends. pc.	Value of Shares. Par. $	Value of Shares. Market. p.c
Sept. 30, 1871	N. Y., Housatonic & North.	5.4	—	—	34.3	1	1	—	3	461,207	*	.....	.....	217,200	161,000	55,465	.....	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	N.Y. & Conn. New York and Mahopac	7.1	—	—	—	—	—	—	—	229,110	*	.....	.....	135,300	—	74,700	—	7.0	—	(Recently	opened—	No returns.)	—	—	100	....
Sept. 30, 1872	New York.	124.3	16.75	159.7	—	84	127	41	1,910	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.26	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	137
Sept. 30, 1871	N. Y., N. H. & Hartford.	262.0	*	26.2	104.0	33	21	19	486	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	N. Y., Providence and Boston.	62.5	—	6.3	—	18	19	7	189	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	- 245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	C. & R. L. Niagara Bridge and Canandaigua.	99.0	—	3.6	—	—	—	—	—	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	.Cent.& H	ar. R.)	60.000	6	100	....
Sept. 30, 1871	N. York. Niles and New Lisbon	35.0	—	3.5	18.0	.....	.....	.....	.....	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	Ohio. North Carolina ¶	223.0	—	9.6	—	25	23	18	314	4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	North Carolina. North-Eastern ¶	102.0	—	8.8	—	13	13	5	141	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	South Carolina. North Louisiana and Texas	72.0	—	3.6	118.0	.....	.....	.....	.....	(No accounts obtainable.)								72.0		(No accounts.)					100	....
Oct. 31, 1871	La. North Pennsylvania.	55.6	12.1	42.2	—	37	35	18	684	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	100
Dec. 31, 1871	Pennsylvania. Northern, of Canada	94.9	2.6	271.3	—	24	24	3	60	5,465,409	*	49,191	650,317	2,985 700	2,311,667	867,520	—	97.5	645,593	178,610	307,988	777,499	177,704	—	100	....
Dec. 31, 1871	Canada. Northern Central ¶	138.0	4.0	128.5	—	131	68	38	4,288	11,484 745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164.400	4,266.899	979,133	6	50	72
Mar. 21, 1872	Md. and Penn. Northern New Hampshire	69.2	13.4	16.5	—	26	15	5	536	3,068,400	*	160,570	262,916	3.068,400	102.100	164,729	146,661	82.6	523,692	181,100	445,210	722,774	187,741	8	100	104½
Dec. 31, 1871	N. Hamp. Northern New Jersey	21.3	—	4.6	—	6	19	6	32	527,451	*	875,000	.....	1.000,000	400,000	.....	.....	—	—	(Leased to	Erie Com	pany.)	—	8	100	....
Dec. 31, 1871	N. J. and N. Y. Northern Pacific	278.0	—	....	1,700	.0..	.....	.....	.....	(In progress.)		.....	.....	100,000,000	50,000 p.m	.....	.....	278 0	—	(No acc	essible ret	urns.)	—	—	100	....
Sept. 30, 1871	Minn., Dak. &c. Norwich and Worcester ¶	59.4	7.0	12 5	—	20	14	5	642	2,846,180	*	1 448,971	217,215	2.823,400	750.000	784,387	548,255	66.4	402,895	371.651	304,710	749,117	261,746	10	100	130
Dec. 31, 1871	Conn. & Mass. Nova Scotia	115.0	32.0	14.6	—	22	26	12	366	6,942,765	*	.....	.....	(Govern	ment bon	ds and c	ash.)	145.0	336,349	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	Nova Scotia. Ogdensburg and Lake Champlain	118.0	4.0	24.0	—	33	19	6	1,085	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,939	163,412	388,837	1,027.699	347,857	6	100	60
Dec. 31, 1871	N. Y. Ogden Mine	10.0	2.0	1.0	—	2	—	—	48	452,994	*	.....	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	New Jersey. Ohio and Mississippi	340.0	53 0	19.7	—	87	43	24	1,371	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	38½
Oct. 31, 1871	Ohio, Ind. & Ill. Oil Creek and Allegheny River	95.0	3.5	43.0	—	32	19	5	314	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	.....	123.5	760,466	569,290	813,502	1,675.008	651,502	10	50	51
Sept. 30, 1871	Penn. Old Colony and Newport.	130.5	15.3	48.4	—	40	76	20	274	8,029,088	*	278,002	381,036	5,000,000	2,941.000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671.478	599,236	6	100	111½
Dec. 31, 1871	Massachusetts. Orange and Newark	5.0	4.0	2.7	—	.....	.....	.....	.....	808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195.356	37,874	—	100	....
Sept. 30, 1871	New Jersey. Orange, Alex. and Manassas Gap ¶	260.6	10.0	9.0	—	27	19	11	346	8,500,000	690,600	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185.604	121.911	939,680	359,677	—	100	....
Dec. 31, 1871	Va. Osage Valley and Southern Kansas	25.0	—	1.2	16.0	—	—	—	—	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operat	ed by Pac	ific of Mo.	at 25 p. c.)	—	—	100	....
Sept. 30, 1871	Mo. Oswego and Rome	28.6	—	3.3	—	—	—	—	—	950,953	—	—	—	268.000	612,100	27	—	28.6	(Leased	to Rome,	Watertow	n & Ode	nsburg.)	—	100	....
Sept. 30, 1871	New York. Oswego and Syracuse	35.0	—	32.1	—	11	12	4	213	1,269,324	*	.....	.....	1,141,400	183,000	.....	.....	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	New York. Owensboro and Russellville	21.0	—	1.5	64.0	2	1	1	15	(Under construction.)				1,500,000	1,500,000	.....	.....	21.0		(Opened	April 17, 1	871.)			100	....
Feb. 29, 1872	Kentucky. *Pacific* of Missouri ¶	283.5	—	45.0	—	97	60	23	1,221	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	48½
Dec. 31, 1871	Missouri. Paducah and Gulf	63.5	—	6.3	101.5	6	5	2	43	(Under construction.)				2,425.000	1,071,000	.....	.....	63.5		(No returns	furnished.	)			100	....
Feb. 28, 1872	Kentucky. Painesville and Youngstown	—	—	—	65.0	2	—	—	10	250,000	*	.....	.....	250.000	—	—	—	—	—	(Under	construct	ion.)	.....	.....	100	....
Dec. 31, 1871	Ohio. Panama	47.5	—	7.4	—	20	4	—	417	9,500,000	*	.....	.....	7,000,000	2,993,177	—	—	47.5	—	(No	returns.)	—	—	—	100	114
Apl. 30, 1872	New Granada. Pares and Decatur	34.0	—	1.7	41.0	—	—	—	—	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0	—	(Construc	tion in pro	gress.)	—	—	100	....
Dec. 31, 1871	Illinois. Paterson and Hudson	14.5	—	14.5	—	—	—	—	—	330,000	—	—	—	330.000	—	—	—	14.5	—	(Leased t	o Erie.)	—	245,662	5	100	....
Dec. 31, 1871	New Jersey. Paterson and Newark	12.0	—	2.6	—	—	—	—	—	1,000,000	—	—	—	500.000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)	—	53,410	—	100	....
Dec. 31, 1871	New Jersey. Paterson and Ramapo	15.1	—	15.1	—	—	—	—	—	350.000	—	—	—	248.000	80,000	—	—	15.1	—	(Leased t	o Erie.)	—	29,758	6	100	....
Jan. 31, 1872	New Jersey. Pekin, Lincoln and Decatur	67.3	—	3.3	—	—	—	—	—	2,488,250	—	87,758	—	1,500,000	1,076.000	—	—	67.3	(Leased	to Tol.Wa	b. and We	stern.)	—	—	100	....
Dec. 31, 1871	Illinois. Pemberton and Hightstown	22.0	—	1.4	—	—	—	—	—	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companie	s.)	—	6	100	....
Dec. 31, 1871	N. Jersey. Pemberton and New York	18.0	—	1.0	—	—	—	—	—	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New J	ersey Sout	hern.)	—	—	100	....
Dec. 31, 1871	New Jersey. Peninsular	118.0	—	10.0	87.0	5	4	2	47	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	.....	118.0	(Recentl	y opened	—No retu	rns.)	—	—	100	....
Dec. 31, 1871	Mich. Ind. & Ill. Pennsylvania	354.9	69.0	353.8	—	640	297	129	11988	27,151,999	7,458,101	39,452,616	16,009,353	41,339,475	34,418,205	13,660,565	1,253,887	699.0	11,904,317	4,699,986	6,575,842	18,719,837	6,896,404	10	50	109½
Dec. 31, 1871	Pennsylvania. Pennsylvania Coal	47.0	15.9	57.0	—	23	8	—	2,435	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000	286,850	47.0	.....	.....	941,863	.....	.....	20	50	240½
Dec. 31, 1871	Pennsylvania. Pennsylvania and Delaware	—	—	—	21.0	—	—	—	—	251,098	—	.....	.....	132,412	700,000	100,000	—	—	—	(To be co	mpleted in	1872.)	—	—	50	....
Nov. 30, 1871	Penn. Pennsylvania and N. York.	104.6	8.9	26.0	—	11	2	—	1,089	4,829.887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1.271.226	306,306	—	50	....
Dec. 31, 1871	N.Y. & Penn. Peoria and Bureau Valley	46.0	—	6.2	—	—	—	—	—	1,800,000	—	.....	.....	1,200,000	600,000	—	—	46.0	(Leased	to Chicag	o R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	Illinois. Peoria, Pekin and Jacksonville	83 0	—	10.1	—	12	8	4	168	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	261,382	80,722	131,216	333,403	.....	—	100	....
Dec. 31, 1871	Illinois. Peoria and Rock Island	91.0	—	8.0	—	7	8	—	180	3,500,000	*	.....	.....	1,200,000	2,300,000	.....	.....	91.0	.....	(Turned o	ver to Co	Dec. 1, 1	871.)	—	100	....
Dec. 31, 1871	Illinois. Perth Amboy and Woodbridge.	6.5	—	1.0	—	—	—	—	—	214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper.b	y Camden	and Amb	boy.)	—	—	100	....
Dec. 31, 1871	N. Jersey. Petersburg ¶	61.0	21.3	6.8	—	11	8	8	106	1,719,113	*	.....	63,753	1,342,200	258.500	50,305	31,860	82.	168,592	34.953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	Virginia. Philadelphia and Balt. Cent.	46.0	—	5.5	—	8	7	3	88	1,803,848	177,744	.....	....	220,606	1,500.000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	Penn. & Md. Philadelphia and Erie ¶	287.6	—	104.6	—	126	34	18	2,517	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,854	1,828,491	3,542,264	842,596	—	50	50
Dec. 31, 1871	Pennsylvania. Philadelphia and Reading	17.1	3.1	25.4	—	24	45	13	192	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	180
Nov. 30, 1871	Pennsylvania. Philadelphia and Trenton	98.4	179.7	442.7	—	343	457	—	11836	32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	111
Dec. 31, 1871	Pennsylvania. Philadelphia, Wilm. and Baltimore.	26.6	—	36.2	—	—	—	—	—	1,259,600	*	329,620	.....	1,259,100	—	—	—	—	—	1,276.762	663,195	1,308.498	248,705	8	100	124½
Oct. 31, 1871	Penn. Pickering Valley	95.3	9.8	80.6	—	61	144	—	1,555	11,001,030	*	2,077,202	446,515	10,997.900	1,745,000	284,988	496,589	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	110
Dec. 31, 1871	Pennsylvania. Phg, Cin. & St. Louis.	11.3	—	0.4	—	—	—	—	—	468,478	—	.....	.....	80,855	330.300	112,713	—	11.3	(Leased	to Phila. a	nd Reading	g.)	—	—	50	....
Dec. 31, 1871	Pa. & W. Va. Ohio. Pithole Valley	193.0	8.0	36.6	—	102	34	18	1,519	18,030,444	*	3,637,305	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540.576	1,236,803	3,316,973	942,895	—	50	....
Dec 31, 1871	Pennsylvania. Pittsburg and Connellsville ¶	7.0	—	1.0	—	3	1	1	22	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8 639	.....	14.159	Loss.	—	50	....
Oct. 31, 1871	Penn. Pittsburg, Ft. W. and Chic.	149.0	1.0	24.6	—	30	24	9	180	7,330 816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717.299	964,989	178,099	—	50	....
Dec. 31, 1871	P., O., L. & I. Pittsfield and North Adams	369.3	—	150.5	—	224	95	54	8,912	33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985.732	2,047,114	8,393,974	4,040,644	7	100	76
Sept. 30, 1871	Mass. Port Huron and Lake Michigan	18.6	—	1.5	—	—	—	—	—	443,678	—	.....	.....	450,000	—	—	—	—	(Lease	d to Bost	on and Al	bany.)	—	6	100	94
Oct. 31, 1871	Mich. Portland and Ogdensburg	66.0	—	2.1	24 0	7	6	3	316	609,058	101,524	13,131	128,950	83,230	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	82
Dec. 31, 1871	Me. & N. H. Portland and Oxford Central	60.0	—	3 0	50.0	5	13	3	92	1,807,847	*	.....	.....	1,007,847	800,000	.....	.....	....	(Not in r	unning ord	er.)			—	100	....
Dec. 31, 1871	Maine. Portland and Rochester	27.5	—	2.7	—	2	1	1	22	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1871	Me. & N. H. Portland, Saco and Portsmouth	52.5	—	2.6	—	5	10	4	89	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85.570	30,616	—	100	....
May 31, 1871	Maine. Port Royal	51.3	—	6.7	—	19	—	7	167	1,369,836	*	586.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	—	628,430	180,561	10	100	126
May 31, 1872	South Carolina. Portsmouth, Gt. Falls and Conway.	50.0	—	....	60.0	2	....	....	....	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—	—	(Not in op	eration at	date.)	—	—	100	....
Mar. 31, 1871	N. H. Poughkeepsie and Eastern	26.0	—	0.2	—	3	3	2	56	370,000	*	.....	.....	170 000	200,000	.....	.....	26.0	.....	.....	6,110	97,204	33,511	—	100	91½
Sept. 30, 1871	New York. Providence, Warren and Bristol.	20.8	—	1.5	25.4	3	5	—	25	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	....	40,208	53,052	6,110	34,021	5,673	—	100	....
Nov. 30, 1871	R. I. & M.	13.6	—	3.1	—	4	6	3	11	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	3.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	8.9	—	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,52	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	340	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,935	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	623,731	457,484	1,576,494	441,122	7	100	103½
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11 4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	5,000	—	—	(Leased	to Erie at	48 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	255.0	25.4	...	—	...	15	7	93	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	—	20.0	.....	(No return	s furnished	ed.)	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.5	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	215.2	605,163	497,714	309,906	1,239,515	394,311	8	100	87½
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	289,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	15	1,011	Rutland .....Vermont.	5,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,904,055	—	239.0	(Leased	to Vermont	Central.)	.....	.....	—	100	10
Apr. 30, 1872	192.0	—	....	89.0	—	—	—	—	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	—	112.0	.....	(No return	s furnished	ed.)	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,898	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶....Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 25,	1871—No	returns.)	.....	—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)	.....	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,419	1,968,600	16,206,500	318,423	5,318,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	17.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	Leased	to Boston	and Lowe	ll.)	17,711	4½	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,868	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	...	...	...	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	—	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206.545	41,009	750,445	334,087	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	6,696,600	*	.....	.....	2,867,600	1,624,000	.....	—	157.0	.....	(No report	furnished	ed.)	.....	—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,554	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	50
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67 077	408,615	142,937	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,286,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,748	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,085	—	66.0	.....	49,466	.....	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,080,000	.....	—	....	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,467,950	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,388,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	461.6	164.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	69½
Sept. 30, 1871	34.9	—	9.1	—	13	1.	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	—	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723 700	—	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,325	United Companies of New Jersey..N. Jer.	28,520,394	—	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	123½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,81 ,681	*	.....	.....	2,568,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central.)	.....	.....	8	100	70
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	—	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts...Mass. & Vt.	3,386,244	272,534	234,074	26,443	2,880,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	80
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	—	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)	.....	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,081,400	—	.....	.....	1,800,000	1,281,409	.....	—	—	(Leased	to Del., L	acka. and	Western.)	.....	7	100	84½
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,520	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,580	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	12	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,816	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,009	2,008,324	3,160 000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	2.	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgi a.)	—	—	306,088	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675.000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,7 0.268	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	.....	.....	—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.069	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	6.	5	171	West Jersey .....New Jersey.	2,241,892	*	1,270,689	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,410	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,979	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	230	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,847	240,628	82,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	150,969	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	—	143.5	297,360	70,848	128,039	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,576	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	135
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	278,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	.....	.....	—	25	....
Dec 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	lo-s.	10	100	113
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	76½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,008,800	110.000	8,179	—	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,781,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,454,048	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	601,420	637,811	60c	50	3
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,310	270,505	—	84.0	—	—	501,674	144,099	87,304	—	50	12
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	—	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)				—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	50	— @ 51 —
Gartsherrie		47 75	@ 48 —
Glengarnock		45	— @ 46 —
Eglinton		44	— @ 45 —
Pig, American, No. 1		44	— @ 45 —
Pig, American, No. 2		36	— @ 40 —
Pig, American, Forge		33	— @ 35 —
Bar, Refined, English and American		—	— @ — —
Bar, Swedes, assorted sizes	(gold).	—	— @137 50

—STORE PRICES.—

Bar, Swedes, 1¼ x ¾ & ¼ 1½x ¾ to ¾ & ¾ sq. 1¾ to 5x¾ to ¾ & ¾ to 2sq. 6 to 12 x ¾ & ¼		175	— @185 —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		92 50	@ — —
Bar Refined, 1½ to 6 by ¾ & 5-16 in		97 50	@ — —
Bar Refined, 1 & 1½ by ¾ & 5-16		100	— @ — —
Large Rounds, 2½@2¾ to 3¾ @4 in		102 50	@117 50
Scroll		112 50	@145 —
Ovals and Half-round		120	— @140 —
Band, 1 to 6 in. by 3-16 to No. 12		110	— @112 50
Horse Shoe		120	— @122 50
Rods, ¾@1-16 inch		97 50	@140 —
Hoop, ¾ by No. 22 to 1 & 1½ by 13 & 14		120	— @170 —
Nail Rod	per lb.	—	9½@ — 9¾
Sheet Russia, as to assortment	(gold)	—	17 @ — 18
Sheet, Single, D. and T. Common		—	5¾@ — 7
Sheet, Doubles and Trebles, Charcoal		—	7 @ — 8½
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	—	— @ 68 —
Rails, American, at Works in Penna	c'y.	—	— @ 77 50
Anvils (Eagle)	per lb. currency.	—	9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	—	18½@ — 23
English Spring (2d and 1st quality)		—	9½@ — 10½
English Blister (2d and 1st quality)		—	14 @ — 18½
English Machinery		—	- @ — 14½
English German (2d and 1st quality)		—	12½@ — 14½
American Blister		—	— @ — 11½
American, Cast, Tool		—	— @ — 17
American, Cast Spring		—	— @ — 11
American Machinery		—	11½@ — 12
American German Spring		—	9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	—	— @ 4 75
8d. and 9d.	"	—	— @ 5 —
6d. and 7d.	"	—	— @ 5 25
4d. and 5d.	"	—	— @ 5 50
3d.	"	—	— @ 6 25
2d. and 3d. Fine		—	— @ 7 —
Cut Spikes, all sizes		—	— @ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	—	— @ — 35
Straits	(gold).	—	— @ — 31½
English	(gold).	—	28 @ — 28½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal	per box. 10 87½	@11 25	12 75	@ 13 25
I. C. Coke	8 50	@ 9 —	10 25	@ 10 75
Coke Terne	7 62½	@ 8 50	9 25	@ 10 25
Charcoal Terne	9 62½	@10 37½	11 50	@ 12 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		—	6½@ -- 6½
Crude 40@47 gravity (in shipping order)		—	11 @ — 11½
Refined, Standard White (in ship'g order)		—	16½@ — 16½
Refined, S. W. (in jobbing lots)		—	16½@ — 17
Refined, S W. (in tin)		—	20½@ — 25
Naptha, Refined (65@73 gravity)		—	9 @ — 10
Residuum (in shipping order)	per gall.	—	10 @ — 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	—	— @— 38
Copper, Bolts		—	— @— 40
Copper, Braziers' (over 16 oz.)		—	— @— 40
Copper, Nails		—	— @— 45
Copper, Old Sheathing, &c., mixed lots		—	26 @— 27
Copper, American Ingot		—	27 @— 27½
Copper, English Pig		—	— @— —
Yellow Metal, New Sheathing & Bronze		—	— @— 27
Yellow Metal, Bolts		—	— @— 32
Yellow Metal, Nails, Sheathing & Slating		—	27 @— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 50	@ 6 62½
German Ordinary	(gold)	6 50	@ 6 62½
English	(gold)	6 62½	@ 7 — —
Bar		—	— @ 9 25
Pipe		—	— @10 50
Sheet		—	— @10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. per lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16	— @18 —
Liverpool House Cannel		—	— @22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 20.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20
Boston, Hart. & Erie	....	....	....	2¼	....	....
Canton Co	....	....	....	98	99	....
Central Pacific 6s	100¾	100¾	....	100¾	100	99¾
Central of N. Jersey	103	102¾	103	102¾	102¾	102¾
Chicago & Alton	110	110	....	....	....	....
.. pref	110	110	....	....	....	....
.. 1 M	....	....	....	....	....	....
.. S. F.	....	....	....	....	....	....
.. Inc. bds	97¼	....	....	....	....	....
Chicago, Burl. & Q.	105	105	....	....	....	103
.. 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	66¾	66¼	66¼	65	64¼	65¼
.. pref	83	83¼	....	83	83	82
.. 1st M	....	....	....	....	....	100
.. S. F.	....	....	....	....	....	....
.. Consol	92¾	92¾	....	....	....	....
Chic., Rock Isl. & Pac	110¼	....	110¼	109¾	109¼	109
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	....	....
Clev., Col., C. and Ind.	85¼	86	....	84¼	85	84¼
Clev. & Pittsburg guar.	89¼	89	87¼x	87¼	87¾	....
.. 2 M	....	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
.. 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	32	32	32	30¾	30¾	31
.. 1 M	....	90	....	....	....	90
.. 2 M	....	....	70	....	....	....
Del. & Hudson Canal	114¾	113	113	114	112¾	113
Del. Lack. & Western	101	101	101	101¾	100¾	100¾
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M 7s	....	....	....	....	....	....
Erie Railway	59¾	59¾	59¾	59¼	58¾	58¾
.. pref	....	....	....	....	....	104¼
.. 1 M. 7s, 1897	....	....	....	....	....	....
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	....	....	....	....	....	....
.. 4 M. 7s, 1880 99	....	....	....	....	....	....
.. 5 M. 7s, 1888	....	98¼	....	....	....	....
.. 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	....	....	....	....	....	38
.. pref	....	....	....	....	....	....
.. 8s, conv. 92	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
.. 2 M. S. F.	....	....	....	....	....	....
.. 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	108	....	....	....	107	....
.. 7s	102	....	....	....	....	....
Lake Shore & Mich. S'th.	94¼	94	93¾	93¾	93¾	93¾
Lake Shore Div. bonds	....	....	....	....	96	95¼
Marietta & Cin. 1st pref	....	....	....	....	....	....
.. 2d pref	....	....	....	....	....	....
Michigan Central	93¼	93	....	....	....	93
.. S. F. 8s, 1882	112	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
.. 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
Milw. and St. Paul	51¾	52	51¾	51¾	51¾	51¾
.. pref	72	71¾	71	71	71¾	71
.. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 8s	106	....	....	....	....	....
.. 7 3-10s con	....	....	....	....	....	....
.. 7s, gold	....	....	....	....	....	....
Missouri 6s	92¾	92¼	92¾	92¼	92¾	....
.. H. & St. J. 8s	....	....	....	....	90¾	....
Morris and Essex	92¼	92¼	....	92	92	....
.. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	105¼	105¼	105	104¾	104¼	104¼
.. 7s, S. F. 1876	....	....	....	....	....	....
.. 6s, S. F. 1883	....	....	....	....	....	....
.. 6s, S. F. 1887	....	....	....	....	....	....
N. York and Harlem	131¼	131¾	133	....	131¾	131
.. pref	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. Yors. N. Hav. & Hart	....	137	....	137	....	....
N. Carolina 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	....	....
Ohio and Miss	39¼	39	39	38¾	38¾	38¾
.. pref	....	....	....	....	....	....
.. 2d M	84¼	....	....	84	84	....
Pacific Mail S. S. Co	40¼	40¾	39¾	40¾	40¾	41¾
Panama	116	116	115	114¾	113¾	114
Pitts., Ft. W. & Chi. gtd.	93¾	93¾	....	93¼	94	....
.. 1 M	106	....	....	106	106	....
.. 2 M	....	....	....	101	....	....
.. 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	39¼	....	38	....	....
St. L., Alton & T. H	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 1 M	100	....	....	....	....	....
.. 2 M. pref	....	....	....	....	....	....
.. Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	82¼	82¼
.. new	81¾	82	....	....	82¼	82¼
Tol., Wab. & Western	71	71¼	71	70¼	68¾	69¼
.. pref	....	....	....	....	....	....
.. 1 M	....	....	96	96	....	....
.. 2 M	....	....	....	....	....	....
.. Equipment	....	....	....	....	....	....
.. St. Lou. Div.	90	....	....	90	....	90
Union Pacific	27¾	27¾	27¾	27¼	27	27¼
.. 1st mort	82	81¾	82	81¾	82	81¾
.. L. Gt. 7s	....	....	....	....	73	....
.. Inc. 10s	62¾	....	....	....	64	65
Virginia 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	....	....
.. consol	53	....	....	....	....	....
.. def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 20.

	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	....	....	....	....
U. S. 5s, 10-40s, coup	....	....	....	....	....	115¼
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	113¾	114¼	114¼	....	....	....
U. S. 6s, 1881, reg	117¾	117¾	117¾	117¾	117¾	117¾
U. S. 6s, 1881, coup	....	....	119¾	....	....	....
U. S. 6s, 5-20s. reg. '62	117	....	....	....	....	117
U. S. 6s, 5-20s, c. 1862	117	117	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	117¼	....	....	....	....	117
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	118¼	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	117¼	....	117¾	....	117¼	....
U. S. 6s, 5-20s, reg. '67	117	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	119¼	119¼	119	119¼	....	119¼
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	118	....	....	....	118
U. S. 6s, Pac. R.R. issue	113¼	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.

	W. 13.	Th. 14.	F. 15.	Sat. 16.	M. 18	Tu. 19
Catawissa preferred	....	....	43	43	....	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	90	....	....	....	....
.. 6s, 1889	89	....	....	....	....	....
.. mort. 6s, '89	....	98¼	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	94	....	....	....	....	....
Lehigh Navigation	38¼	38¼	38¼	38¼	38¼	38¼
.. 6s, 1884	90¾	....	90¾	....	....	....
.. Gold L	91¼	91¼	....	....	....	92
.. R. R. L	....	....	....	....	....	....
.. Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R	61¼	61	....	61¼	....	61¼
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
.. pref	....	....	....	....	....	48
North Pennsylvania	50	....	50	....	....	....
.. 6s, 1880	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	36	....
Oil Creek & Alleg. Riv	....	25¼	....	....	....	....
.. 7s	....	....	....	....	....	71¼
Pennsylvania R. R	54¼	54¼	54¼	54¼	54¼	54¼
.. 1st M	100¼	....	....	....	100¼	100
.. 2d M	....	100¼	....	....	100¼	100¼
.. Gen. mort	....	....	....	....	....	....
.. .. reg	....	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	103¾	....	....	103¾	....	....
.. 6s, 3d series	....	....	....	....	108¼	....
Philadelphia City, 6s	....	....	....	....	....	....
.. new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	55¾	55¾	55¼	55¼	55¾	55¼
Philadelphia and Erie	....	....	....	....	....	....
.. 6s	91	....	....	....	91	....
.. 7s	91¼	....	....	....	....	....
Phila., Wilm. & Balt	....	....	....	55	....	....
Schuylkill Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 6s, 1882	....	....	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	123¼	123¾	123¼	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	48
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	18¼

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 19.

	W. 13	Th. 14.	F. 15.	Sat. 16.	M. 18.	Tu. 19
Baltimore City 6s, 1875	....	....	....	....	....	....
.. 1886	....	....	....	....	99	....
.. 1890	99	99	99	....	99	99
.. 1884	....	....	....	....	98¼	....
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	172¼
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	98¼	....	....	....
.. .. 1885, 98	98¼	98¼	....	....	....	....
Marietta & Cin. 1st M	102¼	....	....	102¼	....	103
.. 2d M	....	....	....	....	....	....
.. 3d M. 8s	....	....	....	82¼	....	82¼
Northern Central	....	....	....	....	....	36¼
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	94¼	94¼	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	....	....	....	....
.. Defer. Certif	....	....	....	12	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 20.

	Th. 14	F 15.	Sat. 16.	M. 18.	Tu. 19.	W. 20
Boston and Albany	145¾	....	146	....	145¾	145¾
Boston and Lowell	....	....	....	....	....	127½
Boston and Maine	....	....	....	....	....	116½
Boston and Providence	....	....	150½	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s, new	33½	32½	....	32¾	32¾	
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	104¾	104	103	103½	103	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	103	....	103	103	103¾	....
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	91	93½	92	92¼	92	
Northern, N. H.	104	....	104½	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	99¼	....	....
Old Colony	111½	111	....	111½	....	....
Ph., Wil. & Baltimore	54¾	55	....	....	54½	54½
Portl'd, Saco & Ports.	....	....	125	....	....	....
Union Pacific	81	....	....	....	....	....
" 6s		81	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	101½	....	....	....
Metropolitan "	....	....	....	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls "	....	26¾	26¾	26¾	27	27
Franklin "	....	....	....	7¼	....	7¼
National "	....	....	....	....	....	....
Pewable "	....	....	....	....	....	....
Quincy "	....	42	....	42½	....	....

London Stock Exchange.

	—Closing Prices.— Aug. 6.	Aug 1.
Atlantic & Gt. W. 1st mort., $1,000	73 — 76	73 — 75
Do. 2d mort., $1,000	65 — 67	65 — 67
Do. Con. mort. B'nds Bisch's Cert.	41 — 43	41 — 43
Do. Reorg. Scrip	97 — 99	95 — 97
Do. Leas. Lines, Rental Bonds	80 — 82	87 — 89
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	46½ — 46¾	46¼ — 47
Do. 6 per cent Convertible Bonds	97 — 98	97 — 98
Cons Mort. amount autho. to be issued for conv. of existing bonds	95 — 96	94¼ — 95½
Illinois Central $100 shares all paid	84¼ — 85½	83 — 85
Do. Redemption mort. bonds 6 p.c	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	102 —104	99 —101
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.	78 — 82	78 — 82
Panama General mort.	97 — 99	96 — 98
Pennsylvania, 2d mort.	97½ — 98½	99 —101
Do. General mort.	96 — 98	96 — 98
Do. $50 shares	43 — 44	43 — 44
Philadelphia and Erie 1st mort.	98 — 100	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, August 23, 1873.

Stock Exchange and Money Market.

Money has been in more request for speculative use, but has been in ample supply for all the current wants of responsible borrowers at from 3 @5 per cent on call. In the discount line there has also been more animation, with rates on strictly choice to very good business paper quoted at from 6@9 per cent per annum. The active call for coin for custom house purposes, last week, materially diminished the specie reserves of the city banks, which also reported a loss of about a million and a half of legal tender notes, with an important reduction of their deposit average. The U. S. Sub Treasury, last week, again added liberally to both its currency reserve and its coin hoard. The city banks last week reported a loss of about 2¼ millions in their deposit line with a decrease of nearly a million and a half in their legal tender, and of about 2⅛ millions in their specie reserves. They enlarged their loan and discount averages about 1⅞ millions, and contracted their circulation slightly.

The city banks have shown a further loss of ground on their obligatory reserve, the last statement showing that they had $9,686,950 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, enlarged its coin balance about 3¼ millions, and its currency reserve nearly 1⅜ millions. Its currency reserves at the close of the week were $32,265,513; and its coin hoard, $45,651,597.

The clearances of the city banks averaged through the week about 71⅞ millions a day, and amounted in the aggregate, for the whole week, to $431 024,238, as against $420,989,757 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,357,599 and its coin reserve $3,229,970 as the result of the week's business.

The cash balances in the U. S. Treasury Department on Tuesday were: Currency, $10,238 705; special deposits of legal tenders for the redemption of certificates of deposit, $35,230,000; coin, $89,966,119; coin certificates, outstanding, $43,-513,300; outstanding legal tenders, $356,000,000.

The specie reserve of the city banks according to the latest return is $27,644,100, against $20, 399,300 same time last year. The city bank deposits are now $234,857,300 against $235,757,600, week ending Aug. 17, 1872. The legal tender reserve amounts to $47,540,100, against $52 533,400 same time last year. The circulation now stands at $27,222,700 against $27,290 600 same time las year. The loans are now $292,614 000 against $295,802,800 at this date last year.

The coin reserve of the city banks is now about 27⅝ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is a little over 47½ millions against about 34⅞ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 234⅞ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

Government revenues have been more liberal in the customs form, though on a moderate scale in the excise line, through the week. The excises yielded within the week about two millions, and thus far in the current fiscal year commencing with July 1, 1873, $13,586,256. The customs at the port of New York, for the week, were $3,408,-131, and at the outports, about $1,150,000 more, in coin or coin certificates.

The U. S. Sub-Treasury office last week received $3,778,864 of currency, and $5,358,398 of gold, the latter including $3,511,000 from customs; and disbursed $2,421,265 of currency and $2,128,428 of gold, the latter embracing $360,-381 of coin interest.

Under the Treasury programme for August, Government proposes to sell Gold, as follows: Thursday, August 28, $1,500,000.

Gold has been decidedly more active and quoted higher, though closing less buoyantly. The speculative inquiry was more confident, during most of the week. The customs demand was also brisker. The export movement was light. The range of the price during the week has been from 114⅜@115¾, and the quotation on Wednesday was 115⅜ against 115⅛ on Wednesday of the preceding week. The specie outflow last week, was $496,793. The Gold Exchange Bank clearances have averaged about 83 millions per day during the week.

The customs demand for Gold last week, averaged $585,166 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873 have been $2 176,151, against $2,797,422 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $81,543,060 against $96,474,277 during the same time in 1872.

Government has disbursed through the U. S. Sub Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $50,968 510, against $56,299,029 during the same time in 1872.

The export drain of specie was $496,793 last week, against $582,185 same week preceding year. The shipments since January 1, 1873, have been $39,125,366 against $55,243,691 during the same portion of 1872.

Foreign Exchange has been very much depressed, by the liberal offering of bills, while the demand has been on a comparatively liberal scale. Bankers' sixty day bills on London closed on Wednesday at 108@108⅛; sight bills on London, at 108¾@108⅞. The week's exports of Domestic Produce have to the currency value of $5 258,190.

Government securities have been offered very sparingly through the week at the ruling prices, which fluctuated with gold. The investment demand readily took the small amount offered.

The Secretary of the Treasury has made a new call for $15 000,000 more of the Five Twenties, for redemption, interest thereon to cease on and after Nov. 16. The bonds thus called in are coupon bonds known as the third series, act of Feb. 25, 1862, dated May 1, 1862, as follows, as given in the official circular: Coupon Bonds, $50, No. 6,-201, to No. 10 200, both inclusive; $100, No. 20,-001 to No. 30,750, both inclusive; 500, No. 10,701 to No. 15 800, both inclusive; $1,000, No. 22,001 to No. 36,000, both inclusive; total, $13,000,000. Registered Bonds, $50, No. 1,321, to No. 1,375, both inclusive; $100, No. 9,501 to No. 10,300, both inclusive; $500, No. 5,701 to No. 6,100, both inclusive; $1,000, No. 22,301 to No. 25,000, both inclusive; $5,000, No. 7 501 to No. 7,900, both inclusive; $10,000, No. 9,680 to No. 10,000, both inclusive. Total, $2,000,000. Grand total, $15,-000,000. Of the amount outstanding (embraced in the numbers above) $13,000,000 are Coupon Bonds and $2,000,000 are registered Bonds.

U. S. sixes of 1881 closed on Wednesday of this week at 119¼@119¾; U. S. Five-Twenties of 1862, 116¾@117; U. S. Five-Twenties of 1864 at 117@117¼; U. S. Five-Twenties of 1865 118¾@119; U. S. Five-Twenties of 1865 consolidated 116¾@117; U. S. Five-Twenties of 1867, 119@119¼; U. S. Five-Twenties of 1868, 117⅞@118⅛; U. S. Ten-forties at 115½@115¾; U. S. Fives of 1881 (Funding Loan) 114⅝@114⅞; Six per cent. currency Sixes from 113¼@113¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 6.	Aug. 13.	Aug. 20.
Consols	92⅞	92⅞	92¾
U. S. 5-20s, 1865	94¼	94⅜	94⅞@95
" 1867	94¼	95	95⅛
" 10-40s	91¼	92	*90¼
New Fives of 1881	90¾	90⅞	91¼
Erie	46⅞	47¼	46¾
Ill. Central	84	86	86

* Ex Sept. coupon.

The Railway and Miscellaneous share specu-

lation has been decidedly more active, but prices have been quite variable; the movement having been more or less bearish in temper, especially toward the close. Pacific Mail Shares were a prominent feature. The fight about the control of this property was growing in earnestness and determination; more or less affecting values on the general list.

State bonds have been in moderate request at somewhat irregular prices.

Railway Mortgage Loans have been in good demand at generally firm prices. Central Pacific Sixes have been in fair request at from 99⅝@99⅞. The Chesapeake and Ohio Seven per cent gold bonds have been in good demand at 90, and interest. Chesapeake and Ohio Sixes have been inquired for at 88½ and interest. Western Pacific Sixes at 92½@92¾. The Northern Pacific 7-30 Loan has been more sought after at par and interest. Over $4,000,000 of the Northern Pacific 7-30 Gold Bonds are officially announced as having been disposed of since the first of June, and but $5,000,000 of the loan remains. When this is closed out, the company will pay but six per cent for such funds as it may require for the completion of the road.

General business has been moderately active, since our last. Domestic produce has been attracting more attention. Breadstuffs and Provisions have shown more firmness. Petroleum, and Naval Stores have been irregular. Wool has favored sellers. Middling upland Cotton left off heavily at 19⅞c. per lb. The receipts at all the ports, since Sept. 1, have been 3,578,842 bales, against 2,674,391 bales same time in the preceding year; exports 2,364,769 bales against 1,944,483 bales in the previous year; stock at the ports at latest dates, 142,640 bales against 76,650 bales same date in 1871.

The Metal trade has been without much animation. Copper has been quite dull, but quoted steady at 27c.@27¼c. for prompt and 28c for forward deliveries. Iron has been quiet and generally quoted lower with sales reported of only 350 tons American Pig at $39 for No. 2 and $45 for No. 1. We quote: Eglinton Pig at $44: Glengarnock, at $44@$45; Gartsherrie at $47 75; Coltness at $50@$51; No. 1 American Pig at $44@$46; No. 2 do. at $38@$42; English rails at $64@$65, gold; American Rails, at works, at $74@$78; Old Rails $46@47; Wrought Scrap, $40@$45. Pig Lead has been quiet with foreign quoted at 6⅝c.@6¾c., gold, for ordinary; sales, 100 tons Domestic at 6⅛c., gold. Spelter continues inactive at 7½c.@7⅝c., gold. Pig-tin has been in limited demand, with Straits quoted at 31¼c.@31½c., with English at 28¾c., and to arrive 28¼c., and Banca, at 34¾c., gold. Tin Plates have been quite sparingly sought after, with Charcoal Plates quoted here at $10 87½@$11 25; Charcoal Terne, $9 75@$10 25; Coke, at $8 50@$9; Coke Terne $7 75@$8 50, gold, per box. Zinc dull and unchanged.

An improved inquiry has been noted for foreign goods at generally firm rates. The week's imports of foreign goods and merchandise amounted to $6,970,442 including $3,076,668 of dry goods.

Ocean freights have been quite active, but rates have been quoted easier and irregular, though closing more firmly. The demand has been mainly for Grain and Petroleum room.

At the Live Stock Markets, Beeves have been moderately sought after at from 6½@13¼ cts. Veals at 5½@9½ cts.; Sheep at from 4¼@6½ cts.; Spring Lambs 5½@9½ cts.; Swine at 5¾@5⅞ cts. per lb., all live weight. The week's receipts were 10,290 Beeves, 2,288 Veal Calves, 31,919 Sheep and Lambs, and 24,084 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Northwestern Int. bonds, 96⅜; Burlington, Cedar Rapids and Minnesota 1st mort., 86; Gt. Western 1st mort., 1888, 94½; Toledo, Peoria and Warsaw 1st mort. E. D., 92; do. 7s, consol., 76; do. 1st mort. Burlington div., 83⅞; West Pacific bonds, 92½; Detroit, Monroe and Toledo 1st mort., 96; North Missouri 1st mort., 88½; Central of New Jersey 1st mort., new 105; Clev., Psines. and Ash. 7s, old, 99; do. new, 97½; Buffalo, New York and Erie 1st mort., 92; Clev., Col., Cin. and Ind. 1st mort., 104¾; Ohio and Miss. consol., S. F., 92; Pacific R. R. 7s, guar. by Mo., 97½; Canada Southern 1st mort., 89; E. Tenn., Va. and Ga. 1st mort., 91½; St. Louis and Iron Mt. 2d mort., 88½; New Jersey Southern 1st, mort., 75¼; Atlantic and Pacific pref., 27; New Jersey R. R., 123½; Rome, Watertown and Ogdensburg R. R., 87½; Rensselaer and Saratoga R. R., 104; Western Union Telegraph, 89⅝; Adams Exp., 92¼; Am. Exp. 62½; Wells-Fargo Exp., 74; Maryland Coal, 24¼; Consol Coal of Md., 54½; Am. Coal, 68; Louisiana 6s, old, 45; do, 6s, Levee bonds, 55; South Carolina 6s, new, Jan. and July, 15; Alabama 8s, 1892, 83¾; Brooklyn 6s, W. L., 93¼.

Philadelphia.—Camden and Atlantic R. R., 35½; do. pref., 43; do. 2d mort., 95; Catawissa new pref., 32¾; do. 7s, new, 99¾; Nesquehoning R. R., 56; 17th and 19th Street R. R., 23; Philadelphia and Trenton R. R., 121½; Belvidere Delaware 2d mort., 86; Philadelphia and Reading Gen'l mort. reg., 103; do. coupon, 101½; do. 7s, 1893, 104; do. 7s, new, conv., 102¾; do. deben. bones, 79; Pittsburg, Cincinnati and St. Louis 7s, 75; Pennsylvania and New York 7s, 99¼; Reading Coal and Iron mort. 7s, 91⅛. The latest quotations are: City 6s, 98⅜@98¾; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 100¼@100½; do. 2d series, 103⅛@104; do. 3d series, 108@108½; Philadelphia and Reading 55⅜@55½; do. Gen'l mort. 7s, coup., 101@101½; do. reg., 102½@103; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 103@103; United New Jersey R. R. and Canal Co., 122@123; Camden and Amboy mort. 6s, 1889, 96½@97; do. 1883, 90@90½; do. 1889, 88@89½; Pennsylvania R. R., 54⅜@54½; do. 1st mort., 100¼@100¾; do. 2d mort., 100@100½; do. General mort. coupon, 91@92; do. reg., 96½@96½; Little Schuylkill R. R., 46⅜@46½; Morris Canal, 48@50; do. pref., 120@127; do. 6s, 94@95; Susquehanna Canal, 6@8; do. 6s, 72@74; Schuylkill Nav., 6@7; do. pref., 12⅛@13; do. 6s, 1882, 71@74; do. 1872, 78@80; Elmira and Williamsport pref., 38@38½; do. 7s, 1873, 94@95; 5s, do. 58@60; Lehigh Coal and Navigation 37⅞@38⅛; do. 6s, 1884, 90¼@90¾; do. R. R. Loan, 91¾@92; do. Gold Loan, 91@92; North Pennsylvania, 49½@50½; do. 6s, 99½@99½; do., 7s, 101½@—; do. Chattle 10s, 110@111½; Philadelphia and Erie, 24¼@25; do. 6s, 90½@91; Minehill, 52@53; Catawissa, 19@20; do. pref. 42½@43; do. new pref., 32@33; do. 7s, 1900, 99½@100; Lehigh Valley, 61@61⅛; do. 6s, new coupon, 95@96; do. reg., 97@97; do. 7s, 105@105½; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 57½@58; Thirteenth and Fifteenth, 18@19; Spruce and Pine, 31@33; Green and Coates 47¼@48; Chestnut and Walnut, 60@70; Hestonville, 18@19; Germantown, 30@—.

Boston.—Vermont Central 1st mort., 25; do. 8s, 1891, guar., 80; Vermont and Canada Equipment 8s, 79; Chicago, Burlington and Quincy 7s, 95½; Old Colony 7s, 102; Vermont and Massachusetts 7s, 1879, 98¼; Boston and Albany 7s, 1892, 105; Eastern R. R. 7s, 1882, 101; Ogdensburg and Lake Champlain 8s, 1878@1879, 91¾; Atchison, Topeka and Santa Fe R. R., 15¼; Norwich and Worcester R. R., 130; Berkshire R. R., 72½; Connecticut and Passumpsic Rivers R.R., 87; do. 6s, 1876, 95½; do. 7s, 1876, 97¼; Eastern (N.H.) R.R., 97¾; Rutland R.R. pref., 52¼; do. scrip. No. 3, 88; do. No. 4, 86; Cincinnati, Sandusky and Cleveland R. R., 13¼; Burlington and Missouri River R.R. in Iowa, 102¾; do. in Nebraska, 49¾; do. 8s, in Nebraska, 97¾; Boston Water Power Co., 26; Cary Imp., 9¼; New Hampshire 6s, 98½; Massachusetts 6s, 1875, gold, 111¾; Chicago 7s, 1884, 99⅞; do. 6s, 1877, 94¾; do. 6s, 1880, 91¼; Boston 6s, 1880, currency, 99; St. Louis 6s, 89½; Lynn 6s, 1891, 94¼; Detroit 7s, 1878@1891, 98¾@99; Cleveland 7s, 1879, 93⅝; Cincinnati 7s, 1891, 102; do. 6s, 1900, 89; Charlestown 6s, 1891, 94½; Newburyport 6s, 1892, 95; Cambridge 6s, 1893, 95; Allouez Mining Co., 16¾; Calumet and Hecla, 152½; Dana, 1; Hanover, 1; Humboldt, 1; International Silver, 40c.; Mesnard, 2⅛; Pontiac, 1¼; Petherick, 3⅞; Ridge, 8; Rockland, 2¾; Star, 1⅛; St. Clair, 2¼.

Baltimore.—Northern Central 6s, 190C, gold, 91; Wilmington, Columbia and Augusta 7s, 75¼; Virginia consols, coupons, 79¼; Maryland Defense 6s, 104¾. The latest quotations are: Wilmington, Columbia and Augusta bonds, 74@78; Wilmington and Weldon bonds, 93@94½; Pittsburg and Connellsville 7s, 1898, 94@94½; Baltimore and Ohio, 165@172½; do. 6s, 1875, 98@98⅝; do., 1880, 97¾@98½; do., 1885, 98@98½; Parkersburg Branch, 11@12⅛; Northern Central, 85@38; do. 6s, 1885, 91@91½; do., 1900, 88@89; do., 6s, 1900 gold, 91@91¼; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, 92⅛@96; Marietta and Cincinnati 1st mort. 7s, 1892, 102½@103; do., 2d mort., 7s, 93@95; do., 3d mort., 8s, 82¼@82⅜; Central Ohio, 40@42; do. pref., 40@40¾; do. 1st mort., 88⅞@89; Western Md. 1st mort. 6s, 1890, 80@—; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@97; do. 3d mort., guar., 95½@97; do. 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., 81@85; Richmond and Danville 1st mort., 75@75¼; Orange and Alexandria 1st mort. 6s, 92@94; do., 2d mort. 6s, 86@86½; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 82@82; Orange, Alex. and Manassas 7s, 80@80¼; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75⅞@76; do. 8s, 3d mort., 87½@88; Baltimore 6s 1875, 99¼@100; do., 1884, 98½@99½; do. 1886, 98¾@—; do. 1890, 98¾@99; do., 1893, 100@100; do. 1893, exempt, 100@—; do., 1900, ex-

empt, 98⅛@99; do. 1900, new, 98@98½; do. 1902, 98½@99; Memphis City 6s, 50@—; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 37@—; do. coupon old, 37@37½; do. consol. 6s, 53@53⅜; do. coupons, 79⅛@79½; West Virginia, 12@13; City Passenger R. R., 16¾@18½; George's Creek Coal, 120@140.

☞ While the Stanley Yellowstone Expedition is still pursuing its way westward through Montana, a practical result of its labors appears in the announcement published to-day by the Northern Pacific Railroad Company that they are ready to receive bids for construction of the two hundred and five miles of their road between the Missouri and the Yellowstone. General Rosser, the engineer in charge of the surveys, reports that an unexpectedly favorable line has been found avoiding the so-called Bad Lands almost entirely, traversing a good grazing country well supplied with pure water. We notice that some of the press correspondents with the Expedition state that the road can be built on this line at even less cost than across the prairies of Minnesota. Thus another important advance in this great enterprise is inaugurated under most favorable auspices.

☞ The earnings of the Union Pacific Railroad for June, 1873, were $969,863 68, the expenses $417,118 04, and the net earnings $552,745 64. In June, 1872, the earnings were $835,459 47, the expenses, $391,660 08, and the net earnings $443,799 39—showing an increase in earnings of $134,404 21 with an increase in expenses of $25,457 96, making the increase in net earnings $108,946 25. From January 1 to June 30, 1873, the earnings were $4,582,976 27, the expenses $2,352,914 83, and the net earnings $2,230,061 44—showing an increase in gross earnings compared with 1872 of $741,359 56, and an increase in net earnings of $775,582 14.

☞ The earnings of the Milwaukee and St. Paul Railway for July, 1873, were $834,341 22, against $488,348 42 for July, 1872—an increase of $345,992 80. From January 1 to July 31, 1873, the earnings were $4,457,330 26, against $3,412,511 59 in the corresponding period of the previous year—an increase of $1,044,818 67.

☞ The New Jersey Midland Railroad Company have filled the route of a part of the extension of the road to the Delaware River at Belvidere, and thence across that river; also the links connecting the road with the Belvidere Delaware Railroad. This will form a continuous line to Philadelphia.

☞ T. Jones, Yorke has been elected President. G. J. Robbins Secretary, and B. F. Lee Treasurer of the Cape May and Millville Railroad. This road is leased to and worked by the West Jersey Railroad Company at a rental of 6 per cent per annum.

☞ The Chesapeake and Ohio Railroad Company have purchased and placed at the western end of their line one of the largest wharf-boats on the Ohio river. It is 168 feet long by 32 feet wide, and 14 feet to the ceiling, giving the storage of nearly 55,000 cubic feet.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Aug. 8, are: freight, $47,045 10; passengers, $30,265 14—total, $77,310 24.

☞ Messrs. Jay Cooke & Co., give notice that of the $9,000,000 of seven-thirty gold bonds of the Northern Pacific Railroad Company unsold June 1 less than $5,000,000 now remain to be disposed of. When these are sold only 6 per cent. bonds will be issued. Between 500 and 600 miles of the road are in operation, and the company have advertised for proposals for grading and bridging the Yellowstone division, extending 205 miles from Bismarck. The agents also state that the company's lands (amounting to more than 20,000 acres per mile of road) are selling to settlers at an average price of nearly $6 per acre. The proceeds of these lands constitute a sinking fund for the repurchase and cancellation of the first mortgage bonds.

☞ The Shepherdstown *Register* says that the directors of the Baltimore and Ohio Railroad Company, in order to shorten their line as much as possible, contemplate running a line upon the old and original survey, which was made about the year 1836, running from Harper's Ferry to a point near North Mountain, passing through Shepherdstown and Scrabble, Berkeley county, and then on to North Mountain, thereby shortening their line at least ten miles, leaving Martinsburg to the left.

☞ The Alexandria *Gazette* says that the East Alexandria Railroad Company, the road which is to connect the Washington City, Virginia Midland and Great Southern Railroad and the Baltimore and Ohio Railroad, opposite Alexandria, Va., has commenced accumulating the lumber for the construction of its necessary bridges, one of which will be at Blue Plains, just opposite Goose Egg Island, on the Maryland side, and the other just above the wharves of the American Coal Company, on this side of the river.

☞ At the annual meeting of the stockholders of the Brockville and Ottawa Railway Co., held in Brockville, Ca., on the 13th inst., the following gentlemen were elected directors for the ensuing year: H. L. Redhead, A. Turner, E. J. Senkler, Jr., Dr. J. E. Brouse, Daniel Galbraith, A. B. Foster. The officers elected are: H. L. Redhead, President; Hon. A. B. Foster, Managing Director; Mr. Redhead, Auditor; G. Lowe, Secretary; Archer Baker, Accountant.

☞ Messrs. Claxton, Remsen & Haffelfinger, of Philadelphia, have published, "A Catechism of High Pressure or Non-condensing Steam Engines." This work includes also the modelling constructing running and management of steam engines and steam boilers, and is illustrated. The author is Stephen Roper, engineer.

☞ The earnings of the Erie Railway Company for the week ending Aug. 7, 1873, were $394,517, and since July 1, $2,079,901—an increase over the corresponding period of the previous year of $179,461.

☞ The North Pennsylvania Railroad Company have commenced the extension of the northeast branch of their road for a distance of two and a-half miles into Bucks county.

☞ The earnings of the Baltimore and Ohio Railroad and branches in July, 1873, were $1,375,449 10, showing an increase, as compared with July, 1872, of $178,923 97.

☞ Banking House of Fisk & Hatch,
New York, Aug. 18, 1873.

The **SEVEN PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY** are issued in the denominations of $1,000 each, interest payable July and January, both principal and interest payable in United States Gold Coin, in New York. The price for the present is 90 and accrued interest—that is, a

$1,000 bond would cost to-day $909 21

At the present price of gold the income derived is equal to nearly nine per cent. in currency. With the rapidly increasing business of the road, its commanding importance as another great east and west trunk line, its complete roadway of 420 miles, the princely wealth of **iron, coal, salt, and timber,** along its route, tapping, as it does, at its Western terminus on the Ohio River, over 12,000 miles of water navigation, it Eastern terminus resting on the tide waters of the Atlantic Ocean, and the fact that the other great parallel trunk lines are being compelled to lay additional tracks to meet the enormous and steadily augmenting traffic between the East and West—all warrant us in our belief that the securities of the Chesapeake and Ohio are destined to attain a high rank in the markets of the world. Government bonds are so high, at present, and really desirable permanent investment securities so difficult to be obtained at a reasonable price, that we are glad to have so satisfactory a bond to offer our friends and customers.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO:** the price of these is 88½ and accrued interest. They are issued in denominations of $100, $500, and $1,000, interest payable May and November. Underlying, as they do, a property that has cost nearly $38,000,000, and which is constantly increasing in value, they need no recommendation. The small remaining balance will soon be absorbed.

$100 bond will cost to-day	$90 29
500 bond will cost to day	451 46
1,000 bond will cost to day	902 92

We also buy and sell the **Central and Western Pacific Gold Bonds** at the market price.

The Central Pacific Company has now over 1,222 miles of completed road, and its earnings this year will reach upward of $13,000,000. Their securities should rank with those of the Government itself.

We also continue to deal in Government Bonds, execute orders at the Stock Exchange for investment Stocks and Bonds, receive deposits on which we allow interest at the rate of four per cent. per annum, and conduct a general banking business.

FISK & HATCH.

☞ The Metropolitan street railway will be entirely completed from the Georgetown Heights to the capitol, and be in good order by the 20th of September next.

☞ Stephen Kendrick, Jr., of Franklin, N. H., has been appointed Assistant Superintendent of the Green Bay and Lake Pepin Railway in Wisconsin.

The Baldwin Locomotive Works.

One of the most famous among the many large manufacturing institutions of America is the Baldwin Locomotive Works, located on Broad street, in this city. These works date back to the earliest history of steam roads, and the late Mathias W. Baldwin, the founder of the works, was one of the pioneers in American locomotive building. In the year 1830 he built his first engine—a stationary, which is still in use—and seven years later, in 1831, the first, successful locomotive engine, used for a time in the Philadelphia Museum as a curiosity. During 1832 the Philadelphia, Germantown and Norristown Railroad Company, then operating six miles of road by horse power, ordered an engine. Mr. Baldwin had then only about twenty hands employed, and this force, in about one year, produced the "Old Ironsides," a four wheeled engine, with wood and iron drivers, fashioned after the old English patterns somewhat, which was a decided success, and for years did valuable service for the company. Subsequently a second engine was sent to South Carolina, and a third, purchased by the old State road, from Philadelphia to Columbia, at once established the reputation of the builder, and his first shop in an alley running from Walnut street, and betweeen Fourth and Fifth. He removed to Lodge alley, and again in 1834 to Broad and Hamilton streets, on the site of the present works. Here he invented improvements and purchased many more, until the awkward looking, old fashioned engine, without any "cab," has grown into a beautiful and harmonious looking pile of mechanism, which is not excelled anywhere. The growth of the works to accommodate the rapidly increasing trade has been almost beyond conception. In 1832 only 20 hands were employed, and one engine required a year to build. At this time there are about 3000 skilled mechanics employed, and the present firm are turning out an average of 1¾ engines per day. From a single, narrow, contracted shop, where a hammer could scarcely be slung aloft without striking the wall, the works now cover 8 acres and ⅝, and from a pay roll of $200 per week it has grown to $40,000 per week, or over two million dollars per year. In order to show the enormous extent of the work done in all these years it may be stated that there have been built, of all sizes and kinds, 3,342 engines, the lowest selling for $3,500, and the highest for $34,000. Averaging these engines at about $12,000 each, it will be seen that this one concern has manufactured within forty years engines to the value of $41,104,000, or over $1 000,000 work per year. During these years the firm have paid out for labor alone about $15,000,000, and some of the employes have seen the full forty years of service with the firm. One Mr. Lewis O. Howell, who forged the iron for the first engine is still a foreman, a hale hearty man of 71 years, who looks as though he were equal to another quarter of a century. As showing the imperfections of the early engine made this gentleman states that a large party of celebrities who make a trial trip over the old State road on the third engine built, had large holes burned in their clothing by the sparks from the engine, there being no "spark arrester" known then. To further exhibit the increase of demand for the later perfected engines, it is stated that in 1866 there were 118 engines built, 127 in 1867, 124 in 1868, 235 in 1869, 280 in 1870, 331 in 1871, 422 in 1872, and the number for 1873 will exceed 500.

The 1000th engine was furnished in February, 1861; the 2000th on October 30th, 1869, and the 3000th November 13, 1872, and the last one completed up to this writing numbered 3,342, on July 18th. It is stated that one other immense firm in Berlin has turned out over 3000, having on exhibition their 3000 h'locomotive at the Vienna Exhibition; but this firm employs ten thousand men to do less work and at greater cost in the same time than the Baldwin works, thus proving conclusively the superiority in skill, the perfection in machinery, and even Europe itself acknowledges the superiority in perfection of the American built engine.

The Baldwin Works cover over an area of 8⅝ acres, or nearly 4 squares, the real estate possessions amounting in the aggregate to about $1,400,000, of which about $425,000 is in buildings. The works front on Broad street from Pennsylvania avenue to Spring Garden street, 760 feet, looking like a busy city all to itself. The several lots occupied by the works have a superfical area, all told, of about 400,000 square feet, and upon them are erected substantial brick structures, one, two three and four stories high, filled with the most perfect and expensive machinery.

The following table will show the number of shops, the area of each, the purposes for which they are used, the number of men employed in each and the number of machines:

Number.	Buildings.	Area in square ft.	Number employed.	Machines.
1.	Frame shop	18,463	99	55
2.	Connecting rod shop	19,213	124	63
3.	Wood pattern shop	13,213	125	30
4.	Steam Hammer shop	28,600	190	15
5.	Office buildings	2,166	19	..
6.	Store room	1,600	14	..
7.	Wheel department	10,890	63	70
8.	Smith and boiler shop	56,167	486	45
9.	Drawing room	2,166	18	..
10.	Standard gauge shop	1,600	13	10
11.	Piston and guide shop	14,486	86	68
12.	Valve motion shop	10,216	115	43
13.	Erecting shop	23,800	285	30
14.	Grinding room	4,148	10	9
15.	Pipe shop	4,148	28	5
16.	Sheet iron shop	6 800	32	5
17.	Paint shop	8,296	19	5
18.	Machine repair shop	6,800	46	21
19.	Brass work shop	6 800	34	35
20.	Brass foundry	2,800	17	..
21.	Tool repair shop	6,800	12	9
22.	Pattern loft	6,800	7	..
23.	Iron foundry	18,000	265	38
24.	Smith shop	16,400	146	6
25.	Forge shop	9,600	119	10
26.	Spring shop	10,004	36	18
27.	Tender paint shop	9,790	10	..
28.	Truck wheel shop	13,706	80	27
29.	Tank shops	9,790	62	21
30.	Stack shop	9,790	38	12
31.	Tender frame shop	9,790	85	44
32.	Punching & shearing shop.	4 800	16	5
33.	B. smith shop	1,700	6	..
34.	Smith shop (No. 2)	8,140	18	4
35.	Stables	7,000	27	..
	Total	390,482	2,700	703

In addition to the above, there are 18 stationary engines, 26 boilers and 115 laboring men not enumerated, whilst a force of over 200 men are given employment at times, increasing the entire force to over 3000 persons.

The consumption of material in the works is of course enormous, and to give some idea figures are again resorted to. The average annual consumption of the principal articles used is as follows:

Coal used	18,000	tons.
Bar iron	3,000	"
Pig iron	5,800	"
Boiler iron	1,150	"
Boiler plate steel	420	"
Copper	384,000	lbs.
Spring steel	350,000	"
Lead	100,000	"
Pig tin	55,000	"
Spelter	42,000	"
Coke	40,000	bush.
Charcoal	5,600	bbls.
Steel tires	2 100	
Chilled wheels	5 000	
Flues	58,000	

As a matter of course, the larger number of the engines manufactured are sold and used in the United States, but there have been a great many sent to foreign countries. An investigation goes to prove that since the year 1860 the firm have sent abroad 154 engines, as follows: To Canada, 39; to Cuba, 25; to Brazil, 50; to Peru, 13; to Russia, 10; to Finland, 9; to Nova Scotia, 4, and to New Brunswick, 4. There are now being constructed 50 for Canada, 11 for South America, and several smaller orders for other countries. Mr. Baldwin, the founder, died in 1866, after a long life of usefulness, and, after many changes, Mr. M. Baird, a former apprentice in the business, became a prominent member of the firm. A few months since the latter gentlemen also retired, disposing of his interest in the business, amounting to one third, for $1,125,000. The present firm is composed almost entirely of young men, who have grown up with the business, from office or apprentice boys. Mr. George Burnham, the senior, who has been in the concern for 35 years, is the financier, Mr. Charles T. Parry, another member, is general manager. He is now abroad in Europe on a business tour. Dr. Edward H. Williams, an experienced railroad official, is now the selling, or contracting partner. Mr. William P. Henszey is the mechanical engineer. Mr. Edward Longstreth, a former apprentice, who was made a foreman before he was free, is now a partner, and general superintendent. Mr. John H. Converse is an old journalist.

Some of the machines used in the establishment are well worth notice. One steam hammer has a weight of over 3000 pounds, to pack and cram the red hot iron into a sufficiently compact mass to sustain great weight. Another, a tram engine, picks up an entire engine boiler and carries it from point to point. A third holds the boiler suspended, whilst a massive upright steam riveter clinks with one great blow the red hot rivet through the boiler, saving hours of manual labor. The punches, the shears, the planers, the great wheel lathes, all are huge, and yet all apparently perfect for the purpose intended, and yet improvements are being constantly made. The work goes through no less than thirty-five different shops before completion, each department of which is presided over by an experienced and competent head. Nearly all the employes are Americans, and the skill displayed by them in the several branches marks Yankee superiority over all other nations.—*Philadelphia Ledger.*

Journal of Railroad Law.

RAILROAD COMPANIES—RULES OF EVIDENCE AS TO EXPLANATION ON BILLS ON LADING.

The recent case of Long *vs.* The N. Y. Central R. R. Co., (50 N. Y., 76), was an action brought against the defendant as a common carrier for an alleged refusal to deliver 500 empty pork barrels received from plaintiff at Buffalo, under an agreement to transport to and deliver to plaintiff at New York.

The other facts are clearly and plainly stated in the following opinion by—

ALLEN, J.—There was a conflict of evidence as to the contract for the carriage of the barrels so far as the same rested in parol, and depended upon the verbal negotiations and understanding of the agents of the respective parties. The witnesses differed widely in their recollection and version of the terms of the proposal made by the one party and assented to by the other; and the disagreement of the witnesses was in respect to the freight, an essential and material part of the agreement. If the rights of the parties depend upon the agreement, thus made and consummated by the verbal negotiations of the actors, the verdict of the jury is conclusive upon this branch of the case, and the contract must be assumed to be that which the jury, by their verdict, have found it. The contract is one which is ordinarily reduced to writing before or at the time its performance is entered upon. Goods are seldom

transported by common carriers except under an agreement evidenced by a written instrument in some form. The shipper of property, either by land or water, ordinarily takes from the carrier a bill of lading, receipt or other voucher acknowledging the receipt of the goods, and the purpose for and the terms and conditions upon which they are received. The evidence in this case accords with what from experience may almost be assumed to be the universal custom of common carriers, to wit, that freight is always carried by this defendant under a written contract. The evidence is that at the time the barrels were received by the defendant a receipt was given to the party delivering them, expressing the terms of the contract, and that this receipt was presented by the plaintiff at the time he demanded the property. The property was delivered to and the receipt or contract accepted by the party representing the plaintiff, who at the time requested the defendant's agent to take it at a lower rate, which was refused. This testimony on the part of the defendant is unexplained and uncontroverted by the plaintiff. The verbal contract was merged in the written agreement, and the latter must be taken as the evidence, and the sole evidence, of the final and deliberate agreement of the parties. If it does not embody truthfully the terms of the agreement as actually made, the plaintiff or his agent should not have received it or assented to the carriage of the property under it; if accepted by the agent by mistake that fact should be shown. But at the time of the receipt of the goods, and the delivery of the shipping receipt or contract for carriage the parties were in a position to correct any mistake or misunderstanding as to the terms of the verbal agreement, and definitely adjust its terms. The one could retain his property or ship by some other carrier, and the other could refuse to accept the goods for carriage except upon such terms as should be agreed to. All prior negotiations and agreements were superseded by the formal written agreement; and by it, and it alone, in the absence of mistake or fraud, the duties and liabilities of the parties must be regulated.

Instead of relying upon the oral agreement of the defendant's agent, the plaintiff has elected to take the express written agreement of the party; and this agreement is perfect as a contract for the carriage of the goods, embracing all essential particulars. The rule that when a contract is reduced to writing, recourse must be had to the instrument to ascertain its terms, and that resort cannot be had to prior negotiations to vary its terms, and that everything resting in parol becomes thereby extinguished, was applied to a contract for the sale of a ship in Mumford *vs.* McPherson (1 J. R. 414.) The rule was recognized in Bostwick *vs.* Baltimore and Ohio R. R. Co. (45 N. Y. 712); but the case was taken out of the rule by the fact that the goods had been actually shipped under the verbal agreement, and the written agreement or bill of lading was sent to the shipper one or two days after the property had been shipped and after the owner had lost the control of the goods and was in no situation to object to its terms.

Here the contract was entire and the written instrument was complete, making by itself a perfect contract, and was delivered and accepted by the plaintiff's agents at the time of the receipt of the goods by the defendant; and there are no circumstances in the case, as made, to authorize a resort to the prior verbal negotiations or agreement by the parties. The court held on the trial that the verbal contract was that by which the rights of the parties were to be determined, and the verdict passed against the defendant upon that ruling and the terms of the contract as it rested in parol and was found by the jury. This was erroneous, and entitles the defendant to a reversal of the judgment. By the parol contract, as claimed by the plaintiff and as found by the jury, the barrels were to be carried, at specified rate per hundred pounds actual weight, while by the written contract, they were to be carried at the same rate "at estimated weight" as used in the contract, meant that each barrel was estimated to weigh 100 pounds. That this was the true meaning of the term, as there used, was not controverted upon the trial. The contest was as to which contract should govern, the verbal or written, and the plaintiff prevailed in excluding the written and establishing the verbal agreement as the contract of the parties. For the error the judgment must be reversed. Other questions of more or less importance and difficulty are presented, but as the facts may be essentially varied upon another trial they are not considered.

The judgment should be reversed and a new trial granted.

Judgment reversed.

Payment of the Alabama Indemnity.

The *Evening Post* gives the following statement in regard to the method adopted by the British Government for the settlement of the Geneva award:

Early in June last a contract was entered into by the British Government with three American banking houses in London, Messrs. J. S. Morgan & Co., Messrs. Morton, Rose & Co., and Messrs. J. Cooke, McCulloch & Co., to provide and deposit in New York to the order of the British Government, or their nominee, gold coin to the amount of the Geneva award. The first object was of course to provide for the payment of the money; the second that this should be done in such a way as might, so far as practicable, avoid any financial derangement which would have probably followed the shipment to the United States of $15,500,000 in gold, or the sudden drawing of bills of the agents of the British Government to the amount of the sterling equivalent. A credit was accordingly opened at the bank of England for the bankers referred to, at a stipulated rate for the dollar. Their correspondents here have from time to time within the past two months negotiated exchange to the amount of nearly two millions sterling, the proceeds of which have been deposited in certain registered banks in this city to the credit of Mr. Archibald, the British consul general at this port, the corresponding credit being given at the same time to the London bankers in the Bank of England. The other million pounds—or thereabouts—is represented by called bonds purchased by the bankers to the contract in London. As the bonds are purchased the amount is telegraphed to the Secretary of the Treasury, who thereupon issues certificates of deposit of the amount of coin the bonds will represent when payable. These certificates and the certificates of deposit in the banks, of the gold received for bills of exchange sold, are endorsed to the order of Mr. Archibald, the nominee of the British Government in the contract, and will be held by him until the time of payment of the award on the 13th of September. The full amount will then be paid over in one sum to Mr. Fish, the Secretary of State, at Washington, in discharge of the award.

The business has been skilfully as well as quietly managed, and has certainly prevented any of the apprehended disturbance in financial affairs.

From the official report of the iron mining and manufacture in Sweden in 1871, just published, we learn that the total amount of mine-ore was raised 633,983 tons, and of lake and bog ore 15,450 tons, an increase of nearly 30,000 tons of the former, and nearly 2 000 tons of the latter over the previous year. The export of pig iron amounted to 40,000 tons; there was besides this a trifle upward of 12,000 miscellaneous castings. The manufacture of cast iron was less than the year before, and in round numbers amounted to 185.000 tons. Of steel there was made upward of 8,000 tons, of which more than one-half was by the Bessemer process.

☞ At a meeting of the Directors of the Chicago and Lake Huron Railroad Company, held at Port Huron July 31st, the following officers were elected; President, William Bailey Lang, of New York; Vice President and General Manager, William L. Bancroft, Port Huron; Secretary, E. B. Taylor, Port Huron, Counsel, L. D. Dibble, Battle Creek; Superintendent, E. B. Taylor; Chief Engineer, Charles Palmer.

LETTING
NORTHERN PACIFIC RAILROAD.

SEALED PROPOSALS will be received at the office of the Chief Engineer, No. 23 Fifth avenue, in the city of New York, until noon of Wednesday, September 10, for Grading and Bridging all that portion of this Company's Road, between the Missouri and Yellowstone rivers, 205 miles.

Proposals will be received for the whole distance, or for sections of about 25 miles each.

For further information apply at the office of the Chief Engineer in New York, or to General T. L. Rosser, Division Engineer, Minneapolis, Minn.

W. MILNOR ROBERTS, Chief Engineer.
NEW YORK, August 15, 1873.

DREDGING MACHINES AND SCOWS
FOR SALE.

One (Osgood Pattern) Second Hand. Price $10,000.
One, Almost New. Price $22 000.
Two Large Dumping Scows, $3,500 Each.
Apply to

A. W. LADD,
5 and 7 Dey Street.

Second Hand Locomotive For Sale.

ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

RAILROAD IRON.

THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.

M. K. JESUP & COMP'Y,
59 Liberty St., New York.

FOR SALE.

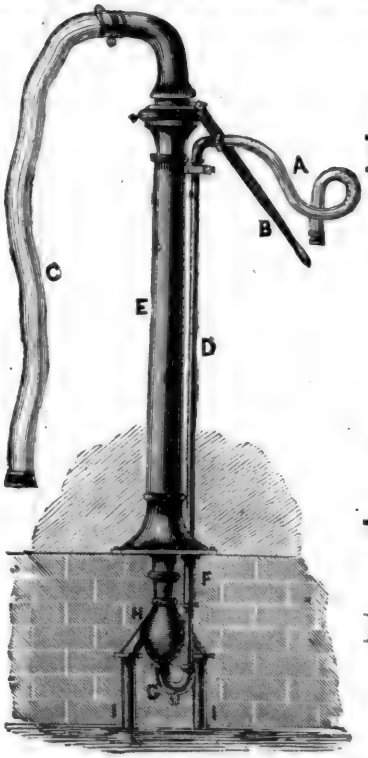
Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD
35tf 5 and 7 DEY STREET NEW YORK.

LANSDELL'S
Patent Steam Railroad Water Station.

DISPENSES WITH Tanks, Tank Houses, Stationary Power, AND Attendance.



CAN NOT FREEZE IN ANY CLIMATE, UNDER ANY CIRCUMSTANCES.

COSTS LESS Than One Half the Price of a FROST PROOF TANK.

The Engineer in charge of the Locomotive attaches the Hose A to a steam valve in the boiler. Steam passed through the pipe D and slip joint F into the globe H, producing a vacuum; the water is then lifted through the pipes I I and forced through the column E and hose C into the tender, filling any ordinary tender in about three minutes. When steam is shut off all the water in the pipes returns into the well, and any condensed steam passes off through the drip valve G, leaving nothing to freeze. The handle B serves to turn the discharge pipe and hose in any direction. The water delivered into the tender is warm, thus utilizing the steam used. The discharge tubes, represented above made of hose, can be made of iron if preferred.

LENG & OGDEN,
IRON AND STEEL DEALERS & IMPORTERS,
No. 4 FLETCHER STREET, NEW YORK.

A. W. LADD,
NO. 5 DEY STREET, NEW YORK,

Will cut to order for Bridge and Railroad Builders, WHITE PINE, GEORGIA and FLORIDA PINE, HEMLOCK and OAK TIMBER.

Agent for ROBERT BROWN, Telegraph Contractor.

Telegraph Lines of any length built with Brooks' Patent Paraffine or Glass Insulation and American Compound or English Galvanized Wire at the lowest rates and shortest notice. Also, Wire Fence for Railroads.

REFERENCES:

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NEW JERSEY STEEL AND IRON COMPANY,
TRENTON, N. J.,
Represented by COOPER, HEWITT & CO., No. 17 Burling Slip, New York,
MAKERS OF
ROLLED IRON BEAMS,
CHANNEL BARS, TRENTON STEEL TOP RAILS, &C. ALSO,
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The best and cheapest material for FIREBOX PLATES, and all Machinery uses.

PACIFIC MAIL
Steamship Company's
LINE TO
California, Japan and China.

VIA PANAMA,
CARRYING MAILS, PASSENGERS AND FREIGHT TO
ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Sept. 5, 1873—Steamer COLON, Capt. GRIFFIN, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer MONTANA, Capt. Parker, leaving Panama for San Francisco, and calling at Acapulco, Mazatlan, Manzanillo and San Diego; also connecting for all Central American and South Pacific Ports. Freight for these ports received until 5 P. M. September 3 only. Departures of 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The steamship COSTA RICA will leave San Francisco on Sept. 24, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco, Sept. 1, 1873 for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street. GEO. H. BRADBURY, Pres't.

H. J. BULLAY, Sup't.

Established 1820.
William J. Young & Sons,
SUCCESSORS TO
WM. J. YOUNG, WM. J. YOUNG & CO., WM. J. YOUNG & SON,
MATHEMATICAL & ENGINEERING
Instrument Manufacturers,
AT THEIR OLD LOCATION
43 NORTH SEVENTH STREET,
PHILADELPHIA,

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

NICKEL
AND
SILVER PLAITING,
Bronzing and Coppering
IN ALL STYLES BY
A. W. LADD,
5 Dey St., Room 7, N. Y.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern
PERKINS LIVINGSTON & POST,
31 New St., cor. of Exchange Place, NEW YORK.

FOG SIGNALS,
OR
ALARM TORPEDOES
ALWAYS RELIABLE.
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54 CLIFF STREET, NEW YORK,
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VOSE, DINSMORE & CO.,

National Spring Works,

MANUFACTURERS OF

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RUBBER CENTER SPIRAL,

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Railway Car Springs;

ALSO IMPORTERS OF AND DEALERS IN

General Railway Spplies,

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720 North Second Street, St. Louis.

HARRISBURG FOUNDRY

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Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

HARRISBURG, PENN.,

MANUFACTURERS OF

MACHINISTS' TOOLS,

SUCH AS

Lathes, Planers, Shaping and Slotting Machines, Bolt Cutting and Nut Tapping Machines, &c.

W. T. HILPRUP, Treasurer.

HEYERDAHL, SCHÖNBERG & CO.

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NEW-YORK.

10 Cornhill, E. C.

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STEEL AND IRON RAILS.

Sole Agents in the United States for

SAMUEL FOX & CO.'S

Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATED

RAILROAD IRON.

1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,000 Tons STOCKTON RAILS.
Now in Yard and for sale by

WM. H. PETIT,

72 Wall-st., New York.

RAILROAD IRON.

2,000 tons best Welsh make 56 lbs.
1,000 " Extra quality 56 lbs.

For sale by

DANA & CO.,

18 William street.

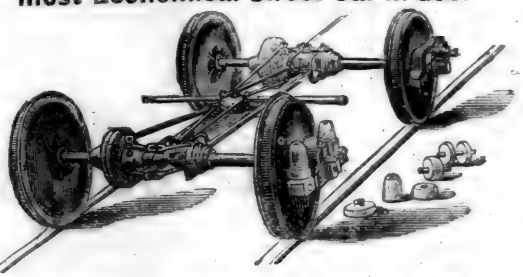
ALBERT C. McNAIRY, President. HENRY M. CLAFLEN, Vice Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,

[ESTABLISHED IN 1850.]



The Lightest Running, Easiest Riding, and most Economical Street Car in use.



Higley's Patent Street Car Running Gear and Brake, Made and Sold by the McNairy & Claflen Manufacturing Co., Cleveland, O.

HARVEY T. CLAFLEN, Sup't. JOHN COON, Sec'y.

THE

McNairy & Claflen Mfg. Co.,

PROPRIETORS,

BUILDERS OF

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BRIDGES,

ROOFS,

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OF IRON AND WOOD.

Railroad Passenger & Freight Cars,

Street Railroad Cars.

Post's Patent Iron and Combination Bridges, Howe Truss Bridges with Patent Iron Clamp, Street Railroad Cars with Higley's Patent Running Gear and Brake; also Substructures of Pneumatic and Screw Piles.

Offices: Waring Block, Cor. Bank and St. Clair Sts.

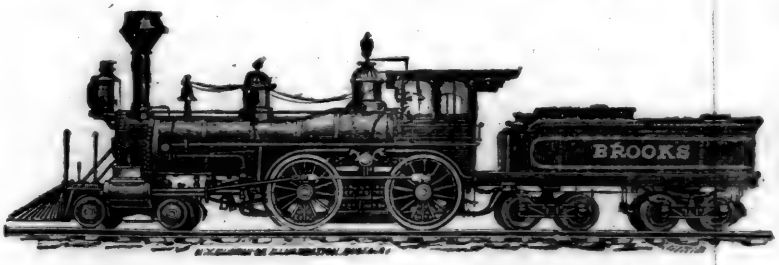
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SIMEON SHELDON, Engineer.

Brooks Locomotive Works,

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Orders Solicited for Locomotives Adapted for Every Class of Railway Service.

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now used by all the Roads in Massachusetts, and many other roads East and West, and by many of the Pullman Palace Cars, in place of Kerosene or Candles. Circulars, Lithograph and Price List sent when requested.

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Agents wanted everywhere. Business strictly legitimate, Particulars free. Address, J. WORTH & Co., St. Louis, Mo.

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TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,

TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL,

OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS.

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,

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Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

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Or WM. WHARTON, Jr., Sup't,
Of the Wharton R. R. Switch Co.,
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YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

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This old established firm continue to build all kinds of Freight Cars to order.

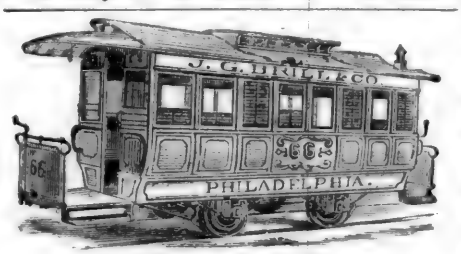
Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Paineaville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small.



MANUFACTURERS OF

Street and Narrow Gauge Cars.

CARS BUILT IN SECTIONS FOR SHIPMENT.

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PHILADELPHIA. PA.

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MANUFACTURERS' AGENT FOR THE SALE OF

AMERICAN AND FOREIGN

RAILROAD IRON

Of every Size, Weight and Pattern.

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Iron Received on Storage, in Bond or Free,

Weighed and Delivered. Wharf connected by Track with Philadelphia and Reading Railroad.

☞ Special attention paid to the Purchase and Sale of Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

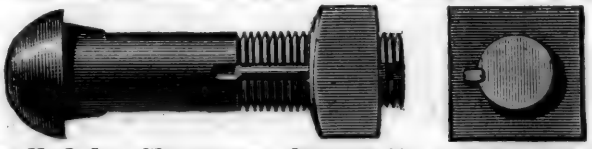
WM. COURTENAY, President. CHAS. F. COBB, Secretary.

THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

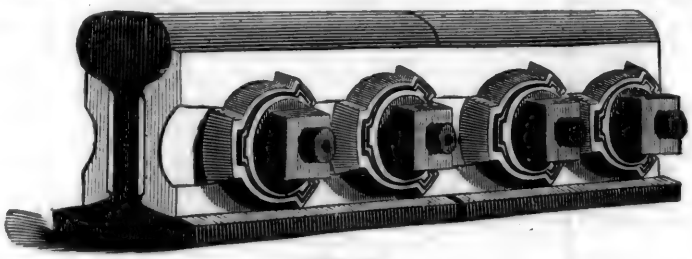
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

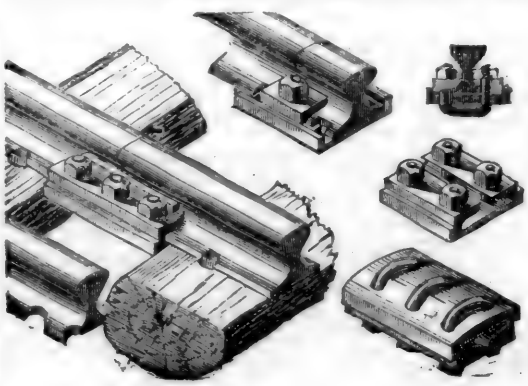
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 35.] SATURDAY, AUGUST 30, 1873. [WHOLE No. 1,949 VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, August 30, 1873.

New Route to Market for Western Grain.

Since the Chesapeake and Ohio Railroad Company began to transport heavy merchandise over their road in connection with the river and ocean steamers, applications have been made by parties at the West to have corn and wheat carried in bulk; in fact, large quantities of corn have been received at Huntington for shipment. In order to do away with the expense of bags and the handling, it has been decided to erect elevators at the western terminus so as to transfer the grain from river barges to the cars by steam power; and orders have been given for two of modern construction to be begun at once. The grain, flour and provisions traffic over this line must be very large, as its water connections are available during every month in the year, and the water transport on the Ohio and Mississippi rivers when on the same large scale as that of the latter will be equally as cheap; while the coastwise and foreign shipments from the Chesapeake are not liable to interruption at any season. It will be noticed that grain and other produce can be sent from points as distant as Saint Paul, Dubuque, Leavenworth, Omaha, Yancton, Saint Louis, Peoria, Little Rock, Shreveport, New Orleans, Memphis, Nashville, Tuscumbia, Louisville and Cincinnati, by continuous navigation, to the Chesapeake and Ohio Railroad terminus, and thence by a short and easy haul be put on board seagoing vessels destined for all ports of the world.

NOTICE TO INVESTORS.

The attention of the investing public is called to the limited remainder of the NORTHERN PACIFIC RAILROAD SEVEN-THIRTY LOAN. The unsold balance will be soon absorbed by current sales, after which the Company has resolved to issue only six per cent. bonds.

There are now more than 500 miles of the road in regular operation, with a growing traffic; surveys and construction are progressing satisfactorily; the survey prosecuted the present season, in connection with the Stanley military expedition, has resulted in the location of an excellent line through Western Dakota and Eastern Montana, and the company has advertised for proposals for grading and bridging the Yellowstone Division, extending 205 miles from Bismarck, at the crossing of the Missouri River to the crossing of the Yellowstone, in Montana. The Company's lands (amounting to more than 20,000 acres per mile of road) are selling to settlers at an average price of nearly $6 per acre, and the proceeds of land sales constitute a Sinking Fund for the repurchase and cancellation of first mortgage bonds.

The Company's seven and three-tenths per cent. gold bonds, the last of which are now offered, yield nearly 8¼ per cent. per annum at the present price of gold.

All marketable securities are received in exchange at current rates, and full information furnished on inquiry.

JAY COOKE & CO.,
No. 20 Wall-st., New York.

☞ A committee of the directors of the Philadelphia, Wilmington and Baltimore Railroad have awarded to the Baltimore Bridge Company the contract to replace the present wooden bridge now spanning the Susquehanna river at Havre de Grace by an iron structure. In all there are twelve spans in the bridge, each two hundred feet in length. The replacement of the present structure by an ironone will consume considerable time, as but one span can be operated upon at one time.

Buffalo and Lake Huron Railway.

The report for the half-year ending 30th June, 1873, states that the accounts show the balance of revenue, including the amounts previously brought forward, as £24,334, after providing for the payment of interest on the company's bonded debt of £763,758, at 5¼ per cent. per annum. The suit in Chancery of Ayres v. the Buffalo and Lake Huron Company having been withdrawn, the directors have been enabled to pay to the proprietors 5s. 6d. per share dividend for the year 1872, amounting to £14,622, and they propose to pay for the half-year just closed a dividend of 3s. 6d. per share, leaving a balance of £407 to be carried forward. A copy of the Act of Parliament, enabling the company to carry out the recently agreed re-arrangement of the bonded debt, which has received the Royal Assent, is annexed; and the board will be prepared to issue new bonds, in accordance with its provisions, after 1st Sept. next.

The revenue account for the half-year showed that the Grand Trunk Company had paid the rent to the 30th of June last amounting to £30,000, from which was deducted £21,003 for interest coupons on various stocks at 5¼ per cent per annum, due in the months of January, February, March and June respectively, leaving £8,997. To this was added £15,622, balance from the preceding half-year, £665 balance of interest account, and £10 transfer fees, making a total of £25,294. From this was deducted £960 for office and other expenses, leaving a balance of $24,334.

☞ The Richmond *Dispatch* says that "the freight and travel on the Chesapeake and Ohio Railroad continue to increase almost every day. The receipts of coal are at this time very large. On Saturday a large number of black walnut stumps gathered along New river were received here to be shipped to New York, where they will be made into buttons. Very few persons, perhaps, are aware of the extent of this kind of freight. The railroad company is at present busily engaged in having a large coal dump and stand erected near the engine house, just above the depot, and when this and other contemplated improvements are completed the removal of freights will be greatly facilitated."

New York and Oswego Midland Railroad.

The first regular passenger trains through from New York to Oswego, and from Oswego to New York, were started simultaneously from both cities on Monday evening. There will hereafter be daily trains through, thus opening up a new route from the Lakes to the metropolis. The main line is divided into three sections. The New Jersey division is 88 miles in length; the Middle division 145 miles, and the Western division 100 miles. Total from New York to Oswego, 333 miles. There are besides several branches, at Rome, Utica, Scipio, New Berlin, Delhi, Ellenville, and Crawford, making an aggregate in main line and branches of 558 miles. It is proposed to extend the line from Scipio to Buffalo within a year, which will add some 120 or 130 miles more to the aggregate of track. All this vast work has been accomplished under very disadvantageous circumstances. While its most active projectors were men of moderate means, none of them were millionaires. They pushed their enterprise by the simple force of energy, and by an intelligent presentation of the necessity, importance and merits of the work. The town bonding law has been of great assistance to them. Indeed, but for that law it is doubtful whether the road could ever have been built—certainly not in many years. This law has not only been of service in the direct aid which it has secured to the enterprise, but in attracting also outside capital, which seemed secure with these town bonds as (practically) collaterals. Whether the result will prove the investment, either by the towns or by individuals, to have been judicious as a simple investment, may be a matter of doubt; but the towns have this security, that the construction of the road has so greatly enhanced the marketable value of their property that they will be the gainers if every dollar raised by town bonds is sacrificed. The road is built. Their property has doubled in value, and nothing can happen in the future either to remove the road or depreciate their property.—*Albany Evening Journal.*

Railway Management.

Loosely quoting the old saying that the interests of the public and of railway companies are identical, which in a great measure is perfectly true, amateur railway managers are frequently heard to advocate an excessive train service. The more trains, say they, the better for the public, and therefore the more traffic. But mark the course a very experienced set of managers took, the moment they directed the affairs of the Metropolitan railway. They reduced the train service and made more profit. Sir Edward Watkin said at the late meeting of that Company—"We have run 70,000 less miles; we have increased the portion of the day which we can devote to the repair and sustentation of your property by 70 minutes, which is a most important consideration in a concern which runs a thousand trains in 24 hours. We have done that, but of course we have carried a smaller number of passengers What does that prove? It proves that you were carrying a certain amount of your passenger traffic at a loss. You were running more mileage than was profitable, and therefore, though a certain part of the traffic you got represented money over the counter, it was undoubtedly carried without the proper element which should attach to all commercial operations, viz., profit."

This embodies the practice we have always contended for, namely, that it is fallacious to run trains to get traffic; that the right course is to follow the commercial principle, and only do work that pays. An account should be taken of each and every train run, and any that did not yield a fair surplus over working expenditure should be taken off. The average cost of working per train per mile is known, and therefore it can be ascertained with certainty whether or not a train yields a profit.

The appointment of a train service must to some extent be experimental, but there is no excuse for continuing those trains which do not pay after a reasonable time has been allowed for learning their results.

If it be said that it is a public injury to discontinue trains with thin traffics, we answer the injury cannot be very great if the traffic is so exceedingly small that it does not cover bare working expense.—*Herapath, Aug. 2.*

United States Rolling Stock Co.

REPORT OF THE DIRECTORS.

The earnings of the six months ending June 30th have enabled the board of trustees to declare a dividend of 6 per cent. in gold, being at the rate of 12 per cent. per annum, payable in full on the first issue and *pro rata* on the second issue of the share capital of the Company, leaving, after paying the operating expenses, a sufficient balance as a reserve fund to provide against the loss for wear and tear on the property, for which the lessees are not accountable. Should this fund be needed for other purposes considered essential to the success of the Company, then it will be distributed in accordance with the terms of the prospectus. The statements appended give in a condensed form the transactions of the half year just expired, leaving for the annual report the detailed statements of the working of the Company during the twelve months. It will be noticed in referring to the statements of the rolling stock owned by the Company, and to its cost, that there remains now but little equipment to receive, and that within the next two months the whole capital will have been paid out, when your Company will earn a full rental on its property, while it has heretofore only received it on that part of its capital represented by the rolling stock delivered. The demand for the rolling stock on lease has constantly increased; there are applications on file for 2,000 coal cars and 2,500 box cars, as well as for several locomotives and other cars, such as flats, passenger coaches, &c. In mentioning this demand I only desire to confirm what I stated in my report of January 15th, 1873, that any reasonable addition to the present capital of the Company can be safely and advantageously invested.

GEO. B. McCLELLAN, President.

The financial condition of the company on the 30th of June, 1873, was as follows:

Balance to credit of profit and loss		$26,651 19
Estimated gross rental from January 1st to June 30th, 1873		441,129 00
Interest		14,546 00
		$482,326 19
Estimated general expenses from Jan 1st to June 30th, 1873	$24,466 16	
Insurance	808 63	
Doubtful accounts	17,994 21	
Freight	5,475 33	
		48,744 33
Balance available for dividend and reserve fund		$433,581 86

☞ The Trans-Continental Railway Company of Texas has conveyed to the Texas and Pacific Railroad Company all its franchises and real and personal property in Texas, Louisiana, Arkansas, or elsewhere, in consideration of $1,000,000 in seven per cent land grant bonds of the Texas and Pacific Railroad Company, redeemable in forty years from July 1, 1873.

Columbus and Hocking Valley Railroad.

The earnings of this road for the year ending December 31, 1872 were as follows:

From passengers		$113,076 77
" freight		721,314 07
" express and mail		8,847 50
" telegraph		921 60
" miscellaneous		8,567 08
" mileage		2,165 43
		$854,892 45
Expenses, viz:		
Repairs of road	$140,242 24	
Locomotive expenses	27,613 64	
Car expenses	30,651 94	
Transportation expenses	159,929 17	
General operating exp'ses	51,083 33	
Loss and damage	2,709 85	
	412,229 67	
Net earnings		$442,662 78
Add balance from previous year		285,118 87
Total		$727,781 65
From which deduct—		
Interest on bonds	$151,333 39	
Dividend of March 4, 1872, on all business prior to 1872	189,500 00	
Dividend of July 1, 1872, on first half of 1872	56,730 00	
	397,563 39	
Balance to credit of income account December 31, 1872		$330,218 26

The earnings and expenses have increased in about the same proportion, being 55½ per cent over the previous year. The ratio of expenses to earnings is 48.22 per cent. The report says:

During the year one thousand and twenty tons of steel rail have been laid in the main track, extending from Columbus, eleven miles.

The rails taken up, have been used for renewals and additional side tracks.

The masonry for five bridges (for double track) has been built, and three combination bridges (iron and wood) of seventy-five feet span each, have been placed on the same.

There have been four miles of side tracks built at Columbus and on the line during the year.

The company has increased the equipment by the purchase of four hundred and sixty-seven coal cars, twenty-five flat cars, three caboose cars and six locomotives, at a cost of $413,440 98, and with this large increase, we find ourselves unable to supply the demand.

A large proportion of our coal tonnage is delivered to connecting roads which require several days and even weeks in which to return our cars.

As soon as all the connecting roads to which we are furnishing coal, will furnish their proportion of cars, (now promised within a reasonable time,) your company will be able to do a much larger business with a small increase of motive power.

Twenty-eight and one half acres of land have been purchased at Columbus to furnish room for a round house, shops and side tracks.

A round house to contain thirty-two stalls has been laid out, and one-half of the same nearly completed, also a blacksmith shop of fifty by eighty feet contracted for, which will be completed within sixty days.

In your last annual report, an agreement between the miners and operators for a scale of prices from January, 1872, to April, 1873, was alluded to, and the hope expressed that the principle adopted would result satisfactorily to both parties, and give a uniform business to your road. That hope has been realized and while other sections of the country have been suffering from differences between the miners and operators in their respective sections, the miners and operators on your line of road have been doing well, and the agreement made January, 1872, has been extended from April, 1873, to April, 1874, so that

the miners, operators and your company, can rely on a uniform business during the present year.

At a meeting of your board of directors, held January, 18, 1873, it was resolved, "That this company take the necessary steps to build branch roads from its main line up Monday Creek and Snow Fork." The surveys for the same are now being made.

The dividend of March, 1872, was declared from earnings prior to January, 1872 and paid in the stock of the company as the earnings were used to procure equipment.

The dividend paid August 1, 1872, was from the business of the first half of the year. The dividend for the business of the last half of the year must necessarily be shown in the report for the present year, as our fiscal year closes on the 31st of December.

The company have 25 locomotives, 8 first class passenger cars, one passenger and baggage car combined, 3 baggage cars, 957 eight-wheel coal, 60 box and 75 flat-cars; while that owned by private parties and running on the road consists of 459 eight-wheel, and 100 four-wheel coal cars. The company also own 11 caboose cars for freight trains. The car mileage has been as follows: passenger, 219,203; freight, 6,782,101; baggage, 96,305—total, 7,097,609. The number of miles run by engines has been 499,582. Number of passengers carried, 134,999. Pounds of freight transported (including 1,209,762,000 coal) 1,863,039,946.

GENERAL ACCOUNT, December 31, 1872.

Capital stock	$1,208,810 00
Bonds issued (30 yr. 7 p.c 1st mort.)	1,500,000 00
Bonds issued (10 yr. 7 p. c. 1st mort.)	800,000 00
Bonds issued (20 yr. 7 p.c. 2nd mort.)	348,000 00
Due agents	58 70
Due Connecting Roads	27,514 90
Bills payable	261,911 01
Due individuals	1,582 77
Dividends unpaid	432 50
Income account (net earnings)	330,218 26
	$3,978,528 14
Cash on hand	$42,792 96
Construction—Main Line	2,831,678 02
Construction—Straitsville Branch	246,358 75
Equipment	1,072,738 72
Real estate (shop, switch and depot grounds)	124,216 90
Shop tools and machinery	13,398 31
Fencing	19,065 49
Right of Way (part of fencing inc'.)	92,298 16
Lancaster City bonds	300 00
Telegraph Line	4,279 61
Bills receivable	1,395 84
Due from agents	4,334 98
Due from Connecting Roads	7,000 26
Due from individuals	3,760 19
Sinking fund	15,000 00
	$3,978,528 14

President.—B. E. SMITH.

Vice President.—M. M. GREENE.

Directors.—B. E. Smith, M. M. Greene, William G. Deshler, William Dennison, Theo. Comstock, W. B. Brooks, Isaac Eberly, C. P. L. Butler, John Greenleaf, John L. Gill, John D. Martin, C. H. Rippey, S. W. Pickering.

Secretary and Treasurer.—J. J. JANNEY.

Superintendent.—JOHN W. DOHERTY.

Auditor.—T. J. JANNEY.

☞ Four routes have been surveyed for the extension of the Portsmouth, Great Falls and Conway Railroad, from Great Falls to Dover. The engineers incline to the opinion that it will not be an expensive road to build.

Central Pacific Railroad.

REPORT OF THE CHIEF ENGINEER.

ENGINEER'S OFFICE, C. P. R. R.,
SACRAMENTO, July 1, 1873.

To the President and Directors of the Central Pacific Railroad:

GENTLEMEN: In presenting a general report of the progress of surveys and construction, and of the present condition of your road, it will I presume, be unnecessary to trace in detail the history of the work from its inception, as most matters of interest in this connection have from time to time been placed before you.

The most important works undertaken by your company since the connection of the main line with the Union Pacific Railroad, have been confined to the State of California, and have been designed as a part of a general system, comprehending in its plan the development of the great interior valleys of the State, and providing suitable means of communication between them and the most eligible point for the connection of inland and ocean commerce.

In furtherance of this plan, the construction of the Western Pacific had been commenced previous to the completion of the track on the main line and the connection of the Central Pacific and Union Pacific roads, and was opened for traffic in the fall of 1869, thus forming an unbroken line from Omaha to San Francisco Bay.

Simultaneously with the construction of the Western Pacific, work was commenced on the extension of the California and Oregon Railroad. This road was in operation previous to 1868 to a point about seven miles south of Marysville, and it was pushed rapidly forward to the town of Redding, Shasta County, one hundred and seventy miles from Sacramento, and, by the line of our preliminary survey, one hundred and thirty-nine miles from the northern boundary of the State.

The construction of the road thus far, through the Counties of Placer, Sutter, Yuba, Butte, Tehama and Shasta, has developed some of the best agricultural lands of the State, and will render productive a large region heretofore uncultivated and unpopulated, for want of facilities for transporting grain and other products to market.

The certainty of the grain crop, in the northern part of the valley especially, will always render farming lands there very desirable, and the appreciation of real property since the construction of the road is ample evidence that its advantages are not overlooked by those seeking investments in that direction.

The fine grazing region in the northern part of this State and Southern Oregon is already being occupied, and the products of these large districts, when fully stocked with sheep and cattle, must find an outlet to a market over your line. Added to this may be mentioned the business of the thrifty mining and agricultural population of Siskiyou and adjoining counties, and in the transportation of lumber from some of the best pineries in the State. Large deposits of marble and iron are known to exist in convenient proximity to the line, which will undoubtedly be worked with profit at an early day. Valuable deposits of coal have already been discovered in Shasta County, but have not yet been worked extensively, and similar discoveries have been reported in the adjoining counties on the north.

The connection of this line with the Oregon and California Railroad, or its construction as an independent line to the Columbia River, will make this one of the most important routes of travel on the Pacific coast, and will be sought not only by the business community, but by tourists, to whom it will open one of the most interesting fields for pleasure and observation that has yet attracted their attention.

Not less important than the California and Oregon, is the San Joaquin Valley Railroad, forming the great Southern, as the former does the Northern, arm of the system.

Both of these roads, since their commencement, have been consolidated with, and are now known respectively as the Oregon, and San Joaquin Divisions of the Central Pacific Railroad. The latter diverging from the main line at Lathrop, runs southeasterly in a nearly direct line for a distance of one hundred and forty-six miles to Goshen, where it connects with the Southern Pacific Railroad, which is already constructed from this point to Delano, a distance of some forty-one miles further south, and is ultimately, as I understand, to be extended southerly through the State to the Colorado River, thus forming an important feeder to this part of your road, making it in fact a link in the great Southern trans-continental route, which must eventually find it most eligible terminus at San Francisco Bay. In view of its importance in this respect, at well as with regard to the heavy local traffic which must result from the development of the agricultural resources of this valley, the road has been constructed upon a maximum grade of ten and one-half feet per mile ascending, and with a grade of but five and one-fourth feet per mile against freight descending the valley. The alignment is also very favorable, the total curvature after leaving Lathrop being, in a distance of one hundred and forty-six miles, but two hundred and fifty-five degrees, with a minimum radius of five thousand seven hundred and thirty feet.

This great valley, extending from the conduence of the San Joaquin and Sacramento Rivers, southeasterly for a distance of two hundred and forty miles, with a width of from sixty to seventy miles, nearly all susceptible of cultivation, is as yet sparsely populated, though the large grain shipments from the comparatively small area under cultivation, fully attest its value as a grain-producing region.

With the completion of the system of irrigation already in contemplation by resident and foreign capitalists, and for which the topography of the country is admirably adapted, the population of this valley must rapidly increase; and when this is accomplished its productive capacity can hardly be overestimated.

Work has already been commenced on one of the principal irrigating canals, and it is confidently expected that more extensive operations will soon be inaugurated, looking to the speedy development of a large area, now comparatively useless except for grazing purposes.

The general business anticipated upon this, as well as upon the Oregon Division of your road, has thus far been more than realized; and although these lines now command the greater portion of the business of the mining districts of the Sierra Nevada, as they do the business of the valley, it is thought that the construction of lateral lines may at many points be made remunerative, tending to develop local enterprises which are now languishing for a cheap and expeditious means of communication with the main lines leading to the seaboard.

The vast forests of pine and other valuable timber which abound in many parts of the Sierra Nevada; valuable ore deposits undeveloped or but indifferently worked, for the reasons just mentioned, and towns that were once the centers of busy mining districts, are waiting for this communication with the valleys and coast, and promise remunerative returns when it shall be provided.

The topography of California and of the country lying between the Sierra Nevada and Wahsatch mountains is such that the business of the country must naturally flow towards, and find its outlet over, your road; in fact, cannot avoid centering upon your line. Hence the construction of lateral roads in this country must necessarily become feeders to your own.

The Virginia and Truckee Railroad, connecting with the Central Pacific at Reno, is an important illustration, and the impulse its construction has given to business in Virginia, Gold Hill and vicinity, warrants the belief that many similar enterprises will soon be inaugurated in Nevada and elsewhere. Surveys are already being made for a railroad from Elko to the Eureka, White Pine, Pioche and other important mining districts. The Utah Northern and Utah Central roads, extending

north and south respectively, through the fertile and populous valleys of Bear River and Great Salt Lake, both form important connections with, and already bring a large amount of business to your line.

The construction of the San Pablo and Tulare Railroad, which is already graded from Fassett (on the Central Pacific Railroad) to Antioch, will place you in connection with the roads leading to the Mount Diablo coal mines, and will enable you to receive and distribute coal for use on the road at much less than the present cost, and its distribution for use throughout the State must make this an important item of local freight.

LOCATION AND CONSTRUCTION.

The history of the location of the Central Pacific Railroad across the Sierra Nevada, and thence to Salt Lake Valley, having been referred to in detail in former reports, it is, I presume, unnecessary to repeat it here.

The heavy grades and sharp curves necessarily adopted, in locating a railroad line across this formidable range, of course renders its operation very expensive, though not more so than was anticipated.

In the construction of the road it has been the aim to bring it up to the standard of the first-class roads of the country. Embankments and excavations have been made of ample width, and the road is well ballasted. Where the material composing the road bed was not suitable for this purpose, it has been transported from the most available localities, though in some cases it has been found necessary to haul long distances.

On the mountain divisions, as well as elsewhere, where stone could be procured, all culverts and bridge piers have been built of that material, but in the valleys it has generally been found necessary to substitute wood for such structures. In such cases, whenever it could be obtained, redwood or cedar has been used.

The redwood, so well known on this coast, closely resembles red cedar in appearance, and fully equals it in durability. It has been used almost exclusively for ties on the valley roads, as well as for such portions of trestle and culvert work as are most exposed to decay.

For bridges and the superstructure of trestle work on the valley roads, Puget Sound pine has been used almost exclusively, and for purposes where rigidity and strength are both essential qualities, it has no superior among American woods.

Owing to the periodical rise and overflow of the principal streams in the Sacramento and San Joaquin Valleys, it has been found necessary to introduce trestle-work or piling for the approaches to many of the principal bridges, where otherwise embankments would not only have been more desirable, but would also have been cheaper, and the circumstances which required the construction, will also require the maintenance of this work, or its replacement with some more durable material. This, however, is not an immediate necessity, as the present structures may generally be depended on for several years without extensive repairs.

Your road first reached San Francisco Bay by a connection with the San Francisco and Oakland and San Francisco and Alameda Railroads, since consolidated with the Central Pacific Railroad.

The wharves in use by those roads had been built with a view to the accommodation of the Oakland and Alameda ferry business, and were extended only to a depth of water sufficient to meet the boats used upon those lines. Extensive additions were at once made to the Alameda Wharf for the temporary accommodation of the overland and interior freight, which was discharged there upon lighters, towed across the bay, and delivered to consignees at the Second and King Street Wharf, at which point freight for shipment on the road was also received, thus making San Francisco, practically, the terminus of the overland road as soon as the rails were laid to the eastern shore of the bay.

With the constantly increasing overland, as well as local freight, the necessity for some more expeditious method of handling it soon became apparent, and the steamer Oakland was accordingly fitted up as a car ferry-boat, carrying five loaded cars; and suitable slips being provided at Alameda and Second Street Wharves, freight was thus landed in San Francisco with but little delay and without breaking bulk.

Meantime, work had been commenced at Oakland Wharf with the view of extending it to ship's channel, and providing suitable slips for the reception of the largest sea going vessels, as well as for the boats in the regular passenger and freight ferry service.

The length of this wharf when it came into the possession of your Company, was about 6,900 feet, with a width sufficient for a railroad track and a roadway for teams, having at the terminus a single slip for the ferry-boat, El Capitan.

The plan adopted for its extension consisted of a new track for the main overland line, connecting with the old wharf about 4,000 feet from the Oakland shore and running parallel with the same to its terminus; and thence the extension of the wharf for a distance of about 4,200 feet, with a width sufficient for three parallel tracks and a roadway for teams; the construction of three slips, one for the passenger boat El Capitan, one for a new car ferry boat, and one of sufficient capacity to hold four large ships, with warehouses alongside for the temporary storage of grain when vessels were not at hand to receive it. Outside of these slips there is an available frontage on either side of more than four thousand feet, where vessels lie with convenience and safety.

Extensive passenger depots were also provided for, and every arrangement made for the rapid transhipment of passengers and freight.

A new freight ferry-boat, with a capacity for eighteen loaded cars, and additional room for sixteen car-loads of loose stock, was built and ready for use as soon as the new wharf was completed, in January, 1871, since which time all of the freight and passenger business of the Company's roads has been concentrated at this point. Recent extensive additions have been made for the reception and storage of lumber awaiting shipment by rail. The construction of this wharf has consumed 7,006,875 feet, board measure, of timber and plank; 848,658 lineal feet of round piles, and 215 tons of iron.

In manner of construction and for excellence of material, I think this may safely challenge a comparison with any similar structure in the world. Its efficiency for the purposes intended is best attested by the convenience and economy with which freight is handled and transhipped, and the security it affords the largest vessels, many of which have lain in its slips during the heaviest storms that have occurred since its construction, and with much less inconvenience than was experienced by vessels on the opposite side of the bay.

During the past year there have been loaded here with grain 110 vessels, carrying 161,135 tons; and all the local and overland freight received at or shipped from the terminus at San Francisco over your road, as well as all lumber, timber, ties, iron and other material for use on the road, passes over this wharf.

The stability of this structure has as yet been unaffected by the action of the currents, or by the heavy storms which at times prevail in the Bay of San Francisco; and although it cannot be regarded as permanent, its life will greatly exceed that of the San Francisco wharves, where the ravages of the teredo have been so destructive to all wooden structures exposed to their attacks.

The immunity of the wharves on the eastern side of the bay from the attacks of the teredo is undoubtedly due to the fresh water from the Straits of Carquinez, which, at a certain stages of the tide, flows along this shore.

The experiment of using piles treated by the "Robins process," as a preventive both against decay and the work of the teredo, has been made at Oakland Wharf, and also in some of the new work at Second street and in Mission Bay. The piles so treated have thus far withstood the attacks of the teredo, and, it is to be hoped, will continue to do so, as any process by which timber and piles may be treated at a reasonable cost, and render it safe from the destructive agencies referred to, must prove of great value to your company, as well as to the public.

WORK AT SAN FRANCISCO.

The additions which had been made to Second Street Wharf, San Francisco, though occupying all the available space south of Townsend street, soon proved inadequate to the wants of the rapidly increasing freight business, and early in 1871 steps were taken for its better accommodation. The block of ground lying between Fourth and Fifth, King and Townsend streets, was purchased as a site for temporary freight depots, and the use of the adjacent block west of Fifth street and the greater portion of the block east of Fourth street was also secured for yard purposes. Work was commenced on the buildings early in 1872. Meanwhile a new slip had been constructed for the steamer Thoroughfare (new car ferry-boat) at the foot of King street, and a double track was laid through King street to the blocks above named, there connecting with ten parallel tracks, extending from Fourth to Sixth streets, and two tracks on Townsend street.

Two large buildings for the receiving and deliverery of freight was also erected—one fifty feet in width, fronting on Townsend and extending from Fourth to Fifth streets, and the other seventy-five feet in width, fronting on King street and likewise extending from Fourth to Fifth street, a distance of eight hundred and twenty-five feet. The freight offices are in the second story of the latter, and the two buildings are connected by a foot bridge over the ten tracks above noted. The general arrangement of the yard and buildings are, it is thought, the best of which the space occupied will admit; and the advantage of separate buildings for receiving and delivering, where so large an amount of freight is daily handled, must be apparent to any one who has experience in the business.

A large amount of work has been done in Mission Bay conjointly with the Southern Pacific Railroad Company—wharves covering an area of nearly seven acres have been built, and two depots, 60x200 and 60x500 feet respectively, have been erected thereon. Tracks have been laid connecting these depots and wharves with the main tracks, at Fourth and Townsend streets. Spur tracks have also been laid from King street to the Pacific Mail Steamship Company's wharf, at the foot of Beale street, and to Hooper's warehouse, between Berry and Channel streets. The former is a most important connection, as it brings the cars within a convenient distance of the China steamers, thus facilitating the transhipment of teas, silks, and in fact, of all Asiatic freight seeking overland transit. It may be noted that it is only on those wharves not directly under the control of the State or City Government, that this connection of ship and car has been accomplished, and until further action of the proper authorities shall have removed the present restrictions, which prevent the bringing together of ship and car in Mission Bay, you will be unable to use to advantage the property already acquired there for depot purposes. The new buildings and yard in San Francisco have now been in use for more than a year, and although the amount of business is already large, it is thought they will be found adequate to the requirements for two or three years to come, or until the grading of the Mission Bay lands and the erection of permanent depots thereon shall have been accomplished. An important feature of the improvements made by your company in this part of the city is the new building for your general offices. It is located on the corner of Fourth and Townsend streets, fronting one hundred and eighty feet on each, with a depth of sixty and seventy feet respectively. It is three stories high, built of brick upon a pile foundation, with front of pressed brick, and is constructed throughout in the most thorough and substantial

manner. It contains seventy-seven rooms, and was planned especially with a view to the convenience of the several departments by which it is to be occupied.

I omitted to mention a large amount of grading in Mission Bay, consisting of a wide embankment, from Channel street southerly on the eastern line of Illinois street to the Potrero, at which place the greater part of the material for the work was obtained. This work was also done conjointly with the Southern Pacific Railroad Company, and is preliminary to the work of reclaiming the lands granted by the State to the two companies for depot purposes. The expenditures upon the work south of Channel street have already amounted to $352,224.

SHOPS.

The construction of shops for the motive power and car departments was, of course, coincident with the construction of your road. Sacramento being a central and convenient point for the principal manufacturing and repair shops, it was early decided to locate them at this place, and the small structures at first required have gradually given place to the present large and commodious buildings, consisting of a round house with stalls for twenty-nine locomotives; a machine shop one hundred by four hundred feet; car shop, ninety by two hundred and thirty feet, two stories high, with wing ninety by three hundred and ten feet; paint shop, two hundred and twenty-five by seventy feet, with five wings each twenty-four by seventy feet; blacksmith shop, two hundred and fifty feet long, of which one hundred and forty five feet are sixty, and the rest ninety feet in width; boiler shop, sixty by one hundred and seventy feet; foundry, one hundred and twenty by eighty-three feet; copper shop, fifty-two by seventy feet; and a supply store, thirty-four by sixty feet. All of these shops are supplied with tools and machinery of the latest and most approved kind, and for economy, and class of work produced, are unsurpassed by any similar works in the country.

The necessities of your work will soon require a rolling mill, for which Sacramento will be a convenient location.

The car and machine shops, blacksmith shop and round house, are built of brick, the others of wood. The ground upon which these buildings are located has mostly been reclaimed from what was formerly a swamp, and has been filled from a depth of ten to twenty five feet, and the work of grading is still in progress, the necessity for more room in the near future being already apparent. About twelve hundred men are regularly employed in these shops.

In addition to the above, division repair shops have been erected at San Francisco, Oakland Point, Lathrop, Rocklin, Truckee, Wadsworth, Winnemucca, Carlin, Toano, Terrace and Ogden.

Commodious depot buildings, adapted to the wants of the business have been erected at the principal stations, and the necessary provision made for the storage of fuel and water.

SNOW GALLERIES.

A novel and important feature of the work on the Sierra Nevada has been the construction of galleries for the protection of the track from the heavy snow-storms incident to that region. The experiment was first made of covering the track in the cuts only, depending upon snow-plows for clearing the embankments, but experience soon proved that where snow was liable to accumulate to a great depth, its removal even from the high embankments would incur great expense, and often delay the movement of trains; and it was therefore deemed best to make the covering through the deep snowbelt continuous. More than thirty miles of these galleries were built, consuming 44,639,552 feet, board measure, of sawed timber, and 1,316,312 lineal feet of round timber, equivalent in the aggregate to 52,537,424 feet, board measure, of sawed timber; and 721 tons of iron and spikes. Two general styles of construction were adopted—one, intended for localities where the weight of the snow only had to be supported, and the other for such places as were exposed to "slides" and the slower, but almost irresistible, "glacial movement" of the snow on the steep and rocky slopes, along which a great portion of the road near the summit was built.

A detailed description of the manner of constructing these galleries would occupy too much space for this report, but I need only say, that they have proven a complete success, and though frequently covered with drifted snow to a depth of ten or twenty, and, in some places on the slope of Donner Mountain, of more than fifty feet, they have afforded a safe passage for trains through this inclement region at all times and seasons, without any noticeable detentions.

As a security against fire, the wooden covering of sections of the sheds, of from one hundred to two hundred feet in length, at intervals of one-fourth to one-half mile, is being replaced with galvanized corrugated iron, and this work will be extended as rapidly as the material can be procured.

PRESENT CONDITION OF THE ROAD.

The necessary repairs of track, bridges, buildings, wharves, etc., have been kept up, so that, with the exception of the unavoidable wear of track incident to the heavy business of the road, it is at present in better condition than at any time since its construction.

In consequence of the heavy grades and sharp curves on the mountain divisions, the life of the iron on that part of your road must always be much less than on the lighter grades of the valleys, and the renewal of some portions of the mountain track has already been found necessary. During the past year there have been received two thousand and fourteen tons of steel rail, weighing sixty pounds per yard, sufficient for twenty-one and a half miles of track, most of which has already been laid upon the mountain division. The superiority of this over iron rail, especially where exposed to the heavy service of your main lines, both on the mountains and in the valleys, cannot be questioned. Its use on Eastern roads is highly commended wherever it has been tried, and that the truest economy will always be found in the use of the best procurable materials, not only in track, but all railroad structures, cannot be doubted.

As a matter both of utility and experiment, a small amount of this steel rail has been laid on Oakland Wharf and in the yard at San Francisco, at points exposed to excesive wear, and the result has been very satisfactory. In one locality they have already outlasted three sets of iron rails, and the wear on the steel rail is almost imperceptible. I would recommend to your board the propriety and economy of providing steel rail not only for the mountain track but of the whole of your main lines, as rapidly as the renewal of the rail may be necessary. The renewal of a considerable number of ties on the Truckee, Humboldt and Salt Lake Divisions has already been found necessary.

The ties laid between Promontory and Ogden, which were obtained on the Wahsatch and Uintah Mountains have been found to decay most rapidly, the quality of the timber found on those ranges being evidently inferior to that of the Sierra Nevada, from which source most of the ties used between Blue Canon and Promontory have been obtained. A great difference is noticed in the life of the ties laid on the sandy and gravelly soil of the highlands, and the strongly saline and alkaline soil of the river bottoms and "sinks" east of Wadsworth.

In the former most woods are found to decay more or less rapidly; while in the latter, the ties are still as sound as when first laid.

Besides the ordinary repairs, a large amount of work has from time to time been done in the widening of deep cuts, where the material had been loosened by blasting, and in additions to the high embankments.

BRIDGES AND TRESTLES.

All of the bridges on your road are in good condition.

The only renewals of bridges required thus far have been to supply losses by fire, which have occurred in a few instances. All bridges over sixty feet span are of the "Howe truss," and are equal to the best class of wooden structures.

The ultimate replacement of the structures with iron bridges will undoubtedly be found advisable, but they may be safely depended upon for many years yet, as safe against ordinary causes of decay.

The trestle-work found necessary to introduce in the first construction has, in some instances, been replaced with stone culverts and embankments, and elsewhere it has been kept in thorough repair.

Between Promontory and Blue Creek the line has been changed so as to avoid the two high trestles over which the track was originally laid, and at Blue Creek a stone arch culvert has been built, and the high trestle at that place replaced by an embankment.

A number of the smaller trestles, twenty or more, at different points on the Salt Lake and Humboldt Divisions, have been similarly replaced.

On the Sierra Nevada two trestles have already been filled, one near Colfax and one near Clipper Gap; another, crossing Deep Gulch about a mile east of Clipper Gap (the highest structure of the kind on the road), will soon be abandoned for the track just built upon a new line, (without trestle), crossing the gulch just above the old one.

This change of line was necessary, as it was not deemed prudent to build an embankment on the old line and maintain the trestle at the same time. This change has materially improved the alignment, but has involved the necessity of an open cut of 90,000 and an embankment of 70,000 cubic yards, a tunnel 700 feet in length with approaches of 100 feet on either end. Five hundred feet in length of this tunnel has been lined with granite masonry, with portals of the same material.

The other trestles, between, and including those at Newcastle and Secrettown—seven in number—have recently been thoroughly repaired, and may safely be depended upon for three, and probably four or five years. To replace these, embankments aggregating 653,000 cubic yards will be required, at a probable cost not to exceed forty cents per yard.

The long trestle forming the northern approach to the American River bridge has just been repaired, and may now be considered good for five years, and probably longer. This, like other similar structures in the valley, already referred to, must always be maintained.

The force at present employed on repairs of track, bridges, etc., is lighter than at any previous time the road has been in operation, and it is thought that the expenses properly chargeable to this account may be kept within the present cost. The rapidity with which the track will require renewal will, of course, depend largely upon the amount of tonnage carried over it, and the speed with which it is moved. And, as before mentioned, I would most earnestly recommend that whenever renewals of any kind become necessary, they be made with the best and most durable materials. Though not always practicable in the first construction, permanent structures are in the end the most economical, and the amount of business that may be reasonably anticipated for your road will certainly warrant their adoption in the future.

The accompanying map shows the line of your road and its connections, and their relative position to the great valleys of the State.

Respectively submitted,

S. S. MONTAGUE,

Chief Engineer.

☞ The grading of the Bucksport and Bangor Railway is rapidly approaching completion. Their is one cut in Bucksport which will require a large amount of blasting. The road will probably be in running order by the 1st of December.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	76,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	586,360	467,659	5,670,893
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,518	883,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,858	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,880	691,015	974,460	1,132,920	1,366,378	1,313,790	1,211,765	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	328,030	271,247	3,695,153
1867	242,787	157,832	235,961	282,165	335.510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,642
1869	343,182	315,099	388,727	328,390	345,833	402,864	351,045	498,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,086	408,659	418,709	506,681	497,519	475,606	441,197	404,284	4,849,405
1871	353.236	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,815	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,095	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ....	.....	.....	366,100	281,834	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	663,400	6,114,568
1865	641,005	482,164	499,296	468,356	585,623	747,942	702,691	767,508	946,707	932,683	754,671	647,842	7,976,490
1866	623,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,369	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,574	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,231,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,369	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,409
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,060	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,442,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	361,576	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,604,651	1,483,464	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,483,931	1,550,023	1,525 243	1,643,484	1,743,762	1,704,374	1,392,615	18,694,090
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,927	738,530	828,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,987	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,976	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623.383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,476	698,063	8,026,761
1873	680,490	562,949	651,962	544,035	687,630	724,983	672,917	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152.264	267,411	303,915	306,944	266,086	282,723	332,555	366,445	387,999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,695,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,245.316	1,235,285	14,797,375
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,380	1,635,691	1,764,788	1,568,424	1,483,480	17,591,629
1873	1,412,368	1,549,286	1,735,736	1,694,543	1,680,968	1,586,309	1,451,762	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	96,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,995
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,860
1871	130,883	126,224	140,740	113,173	119,650	115,115	113,572	127,341	166,191	176,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	181,868	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	368,187	326,891	378,880	467,990	511,447	458,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	5?7,484	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	598,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423.398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	350,400	420,961	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	901 135	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,366	658,017	491,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334,715	423,716	555,005	569,286	805,799	925,210	834,341	.....	.....	.....	... ...	.....	.....
Pacific of Missouri:													
1860	194,112	207,302	294,302	278,247	264,273	249,349	154,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	260,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,095	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	289,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	.....	... ...	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,003	965,358	903,974	864,637	693,104	873.153	956,658	837,361	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,332	614,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,654
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,522,847	1,127,033	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,628	127,817	176,950	171,868	157,398	164,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	192,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	150,145	167,496	177,085	201,648	177,169	165,480	1,926,674
1873	144,200	169,464	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	128,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	148,100	163,254	229,260	208,140	230,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,900	460.246	470,720	422,380	323,377	434,284	4,242,348
1870	267,664	293,645	295,279	318,699	340,892	348,633	322,756	466,431	506,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	.....	.....	.....	.....	.....	.....
Union Pacific:													
1866	.....	.....	.....	.....	707,943	706,602	23,560	617,585	758,467	999,665	837,388	716,329	5,709,188
1870	428,529	500,139	589,283	706,602	802,586	746,450	643,058	664,051	728,521	719,898	670,168	608,063	7,854,094
1871	479,473	373,925	499,599	584,840	724,460	728,174	678,696	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	384,118	586,861	741,802	890,442	835,469	743,892	789,567	868,754	980,706	915,727	767,851	8,892,606
1873	538,975	491,788	708,239	891,266	1,007,831	930,863	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness: Bonded Debt.	Indebtedness: Floating Debt.	Earnings: Gross.	Earnings: Net.	Dividends on paid Capital.	Value of Shares: Par.	Value of Shares: Paid.	Value of Shares: Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	104	18	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	165	2,856	657	—	100	100	....
Sept. 30,'71	7.25	12	...	Allentown.....Pa	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Oct. 31,'71	11.53	....	...	Avenue C (N. Y. City).....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury..Mass'.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	128,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	13,133	—	100	100	....
Sept. 30,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.85	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Oct. 31,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,867	—	100	100	....
Sept. 30,'71	10.36	334	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	31	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	20,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	377	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	85,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in operation.)		—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	18	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.).N.Y.	1,064,679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in operation.)		—	100	100	....
Oct. 31,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	48
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	183
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	235	35	Lynn and Boston.....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	58
Sept. 30,'71	15.60	280	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N.Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg..Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,342	133,800	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (P'bg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,052	898	—	100	100	....
Dec. 31,'71	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa	135,918	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	603	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	23
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,500	—	100	100	40½
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	67½
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield.....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,107	6,436	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	34,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa	.....	997,700	—	—	173,479	48,074	3.50	50	....	184
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingb.)			—	100	100	....
Sept. 30,'71	—	502	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,166	31,672	10	100	100	110½
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,912	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany).....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	92
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport.....Pa.	38,625	15,000	5,000	22,213	10,486	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	2,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester.....Mass.	31,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest:	Payable.	Principal Payable.	Latest Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
B'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M.&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F.& A	1882	....
2d Mortgage.....	200,000	7	M.&N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1872	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M.&S.	'74'5	....
Eighth Avenue (N. Y.): 1st Mortgage.....	208,000	7	J.& J.	1861	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A.&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M.&N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A.&O.	1880	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1876	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage.....	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1885	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M.&N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Rea. estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M.&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A.&O.	1890	....
Worcester: 1st Mortgage.....		7	.....	.....	....
2d Mortgage.....		5	.....	.....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$2 280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,2[illegible]6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	July '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref.100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M. & N.	May '73 4
Boston and Providence..100	3,950,000	M. & N.	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5%
" " pref.100	1,485,900	M. & S.	Sept.'73 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	July '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,760	— & —	Oct. '72 3½
Cape Cod 100	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref.100	769,800	F. & A.	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J	July '73 5
Central of New Jersey.100	20,000,000	J.A.J&O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	June '73 3
" pref..... 50	400,000	J. & D.	June '73 3
Chemung*.....100	380,000	J.A.J&O	July '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy.100	18 652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	May '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,786,800	M.J.S.D.	June'73 2
Colum. & Hocking Val.100	2,500,000	F. & A.	Aug '73 5
Concord 50	1,000,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 00	1,850,000	J. & J.	July '73 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk.... 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	18,000,000	March.	Mar. '73 1½
" pref.....100	8,538,91[illegible]	J. & J.	Mar. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June'73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ...100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	110,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top.. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	800,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug. '73 4½
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	800,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	2,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	July '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 3½
Long Island..... 50	2,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,728 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N. Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 5
New Jersey*.....100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	July '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5,842,000	M. & N	Nov.'72 3
Northern N. Hampsh....100	3,068,400	J. & D.	June'73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi.....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	July '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	249,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June'73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	July '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '73 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North..100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*..100	800,000	A. & O.	Apl. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	287,800	M. & N.	May '72 3
Summit Branch*..... 50	2,502,280	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec.'71 2½
Warwick Valley.....100	225,000	A. & O	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv.100	1,008,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	Aug '73 3
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ...100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 8
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 100	400,000	J.A. J.O.	July '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.)..... 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,982,565	J. & D.	June'73 3
Chesapeake and Ohio ... 25	3,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson....100	15 000,000	F. & A.	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.) 50	2,838,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq..... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,500	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Aug '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Aug. 1, 1873.					
Loan of June 14, 1858 ..... registered	$0,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	117¼
.. .. coupon	4,656,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,560,550	6	Jan. & July	1881	117¼
.. .. coupon	63,755,800	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s) ..... registered	25,457,500	6	May & Nov.	1882	117
.. .. .. (5-20s) ..... coupon	187,446,900	6	" "	1882	117
Loan of March 3, 1863 ..... registered	53,553,500	6	Jan. & July.	1881	117¼
.. .. coupon	21,446,500	6	" "	1881	119½
Loan of March 3, 1864 (5-20s) ..... registered	2,291,700	6	May & Nov.	1884	117
Loan of June 30, 1864 (5-20s) ..... registered	32,389,450	6	May & Nov.	1884	117
.. .. .. (5-20s) ..... coupon	34,118,100	6	" "	1884	117
Loan of March 3, 1865 (5-20s) ..... registered	36,285,400	6	May & Nov.	1885	116½
.. .. .. (5-20s) ..... coupon	119,148,750	6	" "	1885	119
.. .. 2d series (5-20s) ..... registered	58,443,600	6	Jan. & July.	1885	117
.. .. .. (5-20s) ..... coupon	148,411,450	6	" "	1885	117
.. .. 3d series (5-20s) ..... registered	90,517,650	6	Jan. & July.	1887	117½
.. .. .. (5-20s) ..... coupon	224,495,050	6	" "	1887	119
.. .. 4th series (5-20s) ..... registered	14,025,500	6	Jan. & July.	1888	117
.. .. .. (5-20s) ..... coupon	24,309,750	6	" "	1888	118
Loan of March 3, 1864, (10-40s) ..... registered	140,315,350	5	Mar. & Sept.	1904	113
.. .. .. (10-40s) ..... coupon	54,251,950	5	" "	1904	116½
Consols of July 14, '70 & Jan. 20, '71. registered	141,816,800	5	F. M. A. & N.	1881	114½
.. .. coupon	89,287,300	5	" "	1881	114½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,623,512	6	Jan. & July.	'96-'99	113½
U. S. Notes and Fractional Currency.....	400,452,343	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'89-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($8,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,388,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "		....
.. Bonds of Act of March 12, 1866.....	3,900,' 00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	'72-'74	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1886	84
				1890	
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	'90-'92	....
.. Refunded Stock Bonds, 1859	348,000	6	" "		....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1878	....
.. War Loan Bonds, 1861.....	417,000	6	" "	'77-'78	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1880	
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	1881	....
.. State Bonds (various) 1861 to 1869.....	1,225,000	7	" "		....
				'83-'84	
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	48½
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	55½
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	99½
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,637,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1888	104½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	99½
.. Bounty Loan, 1864, £826,660 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'69 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	....	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	92½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,406,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	104½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	....	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1840 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	105
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($29,272,956):					
.. Loan of Feb. 1867 (5-10s).....	02,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-15s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	103½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	22
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	82
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	4,000,000	6	" "	"	81½
Texas—($8,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					77
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,986	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1850-'80	579,500	6	" "	"	1880	98½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	98½
Loan of 1855-'90 (Balt.) stg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,788,762	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	603,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	800,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96
Beloit and Madison (C. & N.W.):						
1st Mortgage	338,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	86
3d Mortgage (Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82½
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1895	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	31½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. I. (sec'r'd by $4,000,000 Bds.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	8	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	85½
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,360	7	April & Oct.	Boston.	1893	9½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	96½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'07	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	88
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	99½
Chattel Mortgage	168,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	70½
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. C.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,453,000	7*	" "	" "	1883	106
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'83-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	76,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapenke and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage guar. by P. W. & B.	150,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	95½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Feo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	94
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,800,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	99½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,550,000	7	F. M. A. & N.	" "	1915	92
Equipm't (Eng. & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1896	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel. & Mad. R.R.) guar.	353,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd. skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.& C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1863	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1905	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77–'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73–'94	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa. Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096.000	6	Jan. & July.	" "	1892	87½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	15
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1899	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1904	90
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	70
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1910	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	97½
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1900	....
Connecting (Philadelphia):						
1st Mort. A BCD & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1840	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1901	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1848	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	600,000	6	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1861	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	1,600,000	8	" "	" "	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	160,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	96
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	101
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	103½
3d Mortgage	6,000,000	7	" "	" "	1883	101½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	99
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	98½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1896	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1892	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	...
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4,867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	500,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	91½
1st Mort. (Q. & Palm.R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1880	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	73
International (Texas						
1st Mort. gold, skg. fund tax free	10,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (280m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,152,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore).Ap. 1, '69	1,500,000	7	" "	" "	1899	95½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
2d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855 M. S. & N.I	5,256,000	7	May & Nov.	" "	1885	104
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug.1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	96
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Tht.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July1,'68 (Kal. Ail.& Gr.R.)	840,000	8	" "	" "	1868	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. lphia.	1905	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	102
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M.& A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	96
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (302 m.)	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	833,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.),						
1st Mortgage, guaranteed	500,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	103
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	92½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	82½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$650,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	112
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	99½
1st Mort. (M. Air L.W.D.) assu'd	1,900,000	8	May & Nov	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1888	....
2d Mort. (" ") guar.	600,000	8	March & Sept.	" "	1879	100½
1st Mort. (Kal. & So. Haven) guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W. Gap (E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	81½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,254,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000pm.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho) S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	945,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L. & Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	90½
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.& O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1851	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M. (NOtoT 227 m) skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M. (")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92
Bonds for debts ass'd (N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	103
Bonds for B.& N. St. (")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks (")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd (")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free (N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $10,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,600,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,558,500	7	May & Nov.	"	1896	101½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,400,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	88½
3d Mortgage (Y'k & Cumb.) guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	84
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln.)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92½
2d Mort. (Charlotte to Lynchb.)	1,156,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	6	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	81½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	.....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	100½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91½
State lien for $17,500,000, skg fd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	101½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90½
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1883	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'86	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1896	....
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	104
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'75	....
Consolidated Mortgage — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101½
Consolidated Mortgage — Dollar registered	3,414,000	7	" "	"	1911	103
Consolidated Mortgage — Gold or stg coup	7,000,000	6*	" "	Phil. or Lond.	1911	98
June 1, 1871. — Gold or stg reg	624,000	6*	" "	" "	1911	97½
June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,630	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	75
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	75
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,600,000	7	Jan. & July.	Baltimore.	1898	94
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	96
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	104
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg fd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg fd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	360,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'76-'90	75½
Rich., Fredericksburg & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1861	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond.	1876	....
1st Mortgage	176,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	97
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	89
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	560,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'88	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'78	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	850,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1880	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	168,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.& W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1901	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort.sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	80½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L. Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94¼
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	91¼
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87¼
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85¼
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	81
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	73
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	62
Omaha Bridge B'ds, str.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90¼
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1839	5,000,000	6	May & Nov.	Philadelphia.	1889	98¼
Sterling Loan £369,200	1,848,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	...
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	26
2d Mortgage consolidated	1,500,000	7	" "	"	1891	8
1st Mort.(Stan.,Sheff.& Ch.R.R.)	445,800	7	Jan. & July.	"	1887	67¼
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	70
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92¼
Convertible bonds, tax free	200,000	7	" "	"	1879	93¼
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1920	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1850	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78¼
4th Mortgage	846,000	8	March & Sept.	" "	1900	87¼
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	818,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93¼
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	102
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	75½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	"	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	100
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1893	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1899	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.)						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. 2d series, July 1, 1869.	3,500,000	7	Jan. & July	" "	1884	102
1st Mortgage registered. 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	103
Delaware & Raritan Sec U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,166,277	6	J. A. J. & O	Philadelphia.	1884	90½
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	96
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	76½
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1883	72
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1885	74
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
2d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1892	....
2d Mortgage	300,000	6	" "	"	1865	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Miles in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	57.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,067,000	.....	.....	164.0	(Del. &	Hud. Canal Co.)		1,341,228	423,821	7	100	95
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	—	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.0	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	670,000	—	—	(In prog	ress to N	Mexico.)	.....	.....	—	100	15½
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,460	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,198	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,492,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	28	19	6	238	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	15	632	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,689,843	.....	—	428.0	1,427,688	282,575	630,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retu	rns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	16.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	735,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	283	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,53	16,704,762	12,466,639	700.8	3	28,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	172½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	893,500	—	—	103.5	1,008,407	.....	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	.....	—	100	5½
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	130,291	42,045	7	100	72½
Sept. 30, 1872	15.8	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,428	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,862,615	10	100	145½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763.114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7 550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,588	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.1	—	22	24	19	473	Boston, Concord and Montreal.....N. H	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	181,716	6p	100	.....
Sept. 30, 1872	26.6	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,000	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	127½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,831	—	1,341,862	1,016,686	183.8	1,216,998	4,135,469	520,722	2,004,672	504,116	10	100	116½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	2,691,138	207,400	573,542	263,320	3,950,000	—	356,478	427,922	66.5	239,132	702,246	766,733	1,716,399	465,347	10	100	152
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada	2,647,004	*	.....	.....	424,704	1,667,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany †.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,064,271	—	—	—	950,000	2,380,000	—	—	—	.....	.....	.....	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600 707	1,876,500	430,605	—	88.0	(Opened	to Emporium, Pa.)		139,145	17,300	—	100	.....
Dec. 21, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	—	.....	(In progr	ess.)	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,824	467,036	212,110	3½p	50	71
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715.362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	2 9.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	.....	(Recently	completed	.)	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245.594	237,393	46,392	16,547	1,022,330	349,000	152,521	43,985	94.0	210,684	286.417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	—	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	—	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	—	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa.....Penn.	6,698,850	*	—	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	39½
Sept. 30, 18 2	14 8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538.006	*	—	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,223,000	*	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	201	Central of Iowa.....Iowa.	10,000,000	*	—	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,469 616	*	—	.....	297,800	687.000	479,598	—	—	(Flushi	ng & N. S	ide R. R.	)	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,092	Central of New Jersey.....New Jersey.	12,421.935	7,882,235	7,649,492	4,310.442	20,000,000	9,209.000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	102½
Dec 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499.9 9	*	—	.....	2,845.500	2,500,000	—	—	137.0	.....	.....	.....	989,327	170.721	6	100	40½
Dec. 31, 1872	883.0	119.0	110.4	600 0	187	168	40	3,307	*Central Pacific* †.....Cal. Nev. & Utah.	139,185.693	5,622,693	5,468,198	2,513,287	54,283,190	81.939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	0,952.36:	—	100	.....
Dec. 31, 1872	194.8	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,040	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652.107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13.897	628,060	500.000	3,150	—	22.8	39 140	.....	.....	60,440	20.440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26 542.490	*	789,785	2,836,883	13,398,407	18,624.953	3,387,461	—	227.0	511,475	141,973	115,472	777.632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	6	100	....										
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	—	(Phila. a	nd Reading	R. R. Co	mpany.)	—	—	50	....										
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,930	3,255,428	303,778	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	110										
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	20,050,588	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,554,575	2,839,866	10	100	99¼										
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....										
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	—	110.0	.....	.....	.....	627,930	277,853	—	100	....										
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	—	73.0	(No inf	ormation	furnished.)	.....	.....	—	100	....										
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	—	131.0	(No inf	ormation	furnished.)	.....	.....	—	100	....										
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750 000	1,000,000	—	—	(Chic., B	url. & Quin	cy R. R. Co.)	—	140,000	—	100	....										
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	.....	.....	4,200,000	810,000	.....	—	—	(Chic. &	Northwes	tern R. R.	Co.)	—	8	100	....										
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	—	170.0	462,640	240,169	128,662	500,985	218,500	—	100	....										
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,985	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	35,878 644	20,474,000	724,299	1,465,624	1,271.0	.....	2 224,705	2,510,016	11,402,161	4,592,136	—	100	64										
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	—	—	(Operat	ed by con	tractor—N	o report.)	—	—	100	....										
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No infor	mation.)	—	—	—	—	—	—	(Being co	nstructed.)	—	—	—	—	100	....										
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	109										
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern	Illinois.. Ill. & Ind.	—	(Under	construct	ion—no	informati	on)	—	—	—	—	—	—	—	—	—	100	....										
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	.....	.....	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Paci	fic R. R.	—	—	100	....										
Dec. 31, 1872	36.5	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(St. Lou	is K. City	and North	ern R. R.	Co.)	—	100	....										
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	—	—	(Mariett	a and Cin	cinnati R.	R. Co.)	—	—	100	....										
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....										
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	.....	.....	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	....										
Dec. 31, 1872	39.0	—	1.9	—	....	....	....	....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....										
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	.....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,460	148,249	43 ,38	156,087	—	100	....										
Mar. 31, 1873	36.0	—	2.6	—	6	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,350	—	42.0	.....	.....	.....	220,035	70,974	—	100	....										
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	.....	.....	2,000,000	1,800,000	.....	—	91.5	.....	90,118	72,204	187,252	61,470	—	100	....										
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	283,393	850,755	339,244	—	100	11½										
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	c nstruct	ion—no	report.)	—	—	—	25.0	20,360	4,032	.....	7,047	—	—	100	....										
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,991,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,854	4,593,171	1,379,526	7	100	85										
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	280,946	7	50	....										
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575.125	*	.....	.....	1,200,000	2,300,000	.....	—	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....										
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,002	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,058,283	7	50	87½										
Dec. 31, 1872	681.0	—	63.0	—	158	64	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,569	23,555,174	130,974	—	681.0	4,590,845	646,459	1,399,597	4,411,095	783,851	—	100	30⅝										
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999.300	—	—	—	1,474,300	525,000	—	—	40.0	.....	.....	.....	90,216	14,967	—	100	....										
Dec. 31, 1872	76.5	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,972,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,592	442,663	25	50	....										
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	50	....										
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,788	1,040,115	150,759	10	50	....										
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	—	25,000	25,000	7	100	....										
Dec. 31, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	123,946	2,127,273	1,357,100	89,767	246,371	143.7	458,581	167,112	171,923	812,768	308,902	6	100	86½										
Jun. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138 686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	135½										
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	.....	.....	1,504,025	2,436,500	96,323	—	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....										
Sept 30, 1872	60.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,278,300	1,060,000	.....	—	—	(Phila.	and Trent	on R. R. C	ompany.)	—	6	50	....										
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	308,405	100,000	22,240	—	17.0	.....	.....	.....	39,611	14,727	—	100	....										
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....										
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	684,235	1,400,000	.....	—	—	(Leased	to Pennsy	lvania R.	R. Co.)	—	—	50	....										
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....										
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	9,000,000	2,440,000	.....	—	90.0	(Recentl	y opened	—No repo	rt.)	—	—	100	....										
Mar. 31, 1873	90 0	32.0	....	20.0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	4,102,700	382,741	168,468	142.0	.....	.....	1,034,567	279,623	3½	100	....										
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	73,671	149,269	2,398,785	527,445	—	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....										
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....										
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	317,088	.....	.....	448,841	121,046	6	100	....										
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,470	99.3	& operate	d by Del. &	Hud. Can	al Co.)	—	10	100	....										
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4 259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	16,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	100⅝										
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	29,000,000	5,394,000	4,239,545	.....	115.0	3,264,260	249,578	3,247,671	4,746,678	2,867,965	10	100	100⅝										
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	—	121.0	.....	19,795	43,863	371,003	195,997	—	100	....										
Dec. 31, 1872	118 0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1	873.)	—	100	....										
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,803,295	*	.....	.....	6,523,000	5,070,000	93,000	—	250.0	447,679	108,599	198,860	776,254	127,223	—	100	....										
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Bel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	ecently op	ened—no	returns.)	—	—	100	....										
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit and Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	—	65.0	(R	ecently op	ened—no	returns.)	—	—	100	....										
Aug. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,290,388	—	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....										
Dec. 31, 1872	189.0	—	26.0	—	—	—	—	—	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	—	186.0	.....	.....	610,000	.....	.....	—	100	....										
Aug. 31, 1872	184.0	2.0	2.0	22.0	....	....	....	....	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	.....	—	—	(Leased	to Maine	Central.)	—	18,000	6	100	....										
Dec. 31, 1872	14.0	—	2.9	—	—	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	—	83.5	.....	12,838	7,781	22,792	7,175	—	100	....										
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	29,000	6	100	....										
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	880,000	.....	—	—	(Leased	by Illinois	Central.)	.....	—	6	100	62										
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....										
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,286,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....										
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,500,000	554,407	.....	58.0	.....	.....	.....	210,543	L. 26,996	—	100	....										
Sept. 30, 1872	58.0	—	7.4	—	—	6	3	92	Duxbury and Cohasset	Mass.	384,519	—	—	9,870	350,000	—	42,289	2,150	17.5	.....	100.711	6,262	34,048	1,434	—	100	....										
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	.....	.....	—	50	....										
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,809,200	495,900	—	—	—	(Phila. &	Reading	Co.)	172,398	1,201,492	366,692	6	100	....										
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	34,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	.....	.....	.....	421,320	1,973,823	574,201	—	100	102½										
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	Eastern	Massachusetts	7,436,949	1,767,291	1,332,235	1,579,678	4,262,000	6,746,100	701,841	405,582	244.6	1,403,179	5,000,399	41,308	129,305	21,728	—	100	....										
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	34	864	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	25.0	49,312	22,107	(No state	ment furni	shed.)	—	—	100	....										
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Shore	Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0	.....	.....	.....	.....	.....	—	100	....										
Dec. 31, 1872	40.0	—	1.7	—	—	—	—	—	Elizabeth and Paducah	Kentucky.	6,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	185.0	(R	ecently o	pened—no	returns.)	—	—	100	....										
Dec. 31, 1872	185.0	—	9.7	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	....										
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....										
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	500,000	—	—	—	—	—	—	—	—	—	—	100	....										
Sept. 30, 1872	459.0	495.0	805.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,472	568.131	1,133,257	80,536,910	20,398,800	2,517,801	—	954.0	12,318,504	3,598,988	5,564,274	18,371,885	4,720,285	14	100	59½										
Sept. 30, 1872	12.4	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	....										
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328.636	*	96,800	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....										
Dec. 31, 1872	114.0	—	2.0	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	.....	.....	2 000,000	3,297,000	.....	—	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	80	....										
Dec. 31, 1872	81.5	3.7	11.3	—	20	15	5	302	European and North American	Maine.	8,725,907	*	.....	.....	1,272,550	4,753,772	3,230 360	—	114.0	154,290	298,082	.....	366,979	218,046	—	100	....										
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359,515	146,088	.....	566,979	218,046	—	100	....										
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	—	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....										
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	234,683	271,986	213,361	5.8	11,988	106,787	.....	42,378	15,603	—	100	7½										
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Pbg. &	Connells	v. RR. Co.)	.....	.....	—	50	....										
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fitchburg	Massachusetts.	3,503,372	590,000	227,503	.....	4,000,000	—	—	511,300	98.3	716,246	1,869,427	740.123	1,350,289	323,935	8	100	129½										
Sept. 30, 1872	50 0	43.8	84.7	—	38	46	12	876	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,186	—	100	....										
Dec. 31, 1872	17 5	—	1.0	—	—	—	—	—																														

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5,889,000	1,048,609	1,244,678	233.3	888,227	509,975	344,559	1,138,612	455,118	—	100	...
Sept. 30, 1872	11.8	9.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,291,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	300,000	200,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	313,000	25,000	.....	1,056,600	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1873.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	50	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston, Clinton & Fitchb'g.)			21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,257,402	287,906	.....	61,000	2,031,468	552,840	.....	.....	85.0	86,210	8,664	27,637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,963	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,238	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	166,760	83,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	150,000	246,500	8,000	.....	—	(Leased to Erie.)			21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	33.0	34	17	8	1,004	*Grand Rapids and Indiana*.....Indiana.	4,867,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased by Michigan Central R. R. Co.)					—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	105,900,746	*	5,197,215	1,243,959	16,977,803	91,997,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	5,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,138	Great Western ¶.....Canada.	33,541,675	.....	.....	.....	24,167,477	10,816,000	.....	.....	509.0	4,416,442	.....	.....	5,732,870	2,969,050	6½	100	...
Sept 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not regularly operated.)					—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,416	.....	.....	.....	130,098	155,500	11,086	.....	14.0	17,528	17,486	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western, Texas and Pacific¶..Texas	2,500,000	*	.....	.....	.....	1,356,000	.....	.....	....	68,000	9,505	35,874	232,979	128,164	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased by Erie at 35 p. c. of earnings.)					—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	559,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased by Erie at 55 p. c. of earnings.)					—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri.Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Tol. Wab. & Western R. R. Co.)					—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased by Tol. Wab. & Western R. R. Co.)					—	100	...
Aug. 31, 1872	206.0	68.5	27.7	23.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,464,670	670,529	—	100	...
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	1:3 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	37
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,386	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,989	137,347	105,249	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased by Pennsylvania R.R. Co.)			7	50	...		
Sept. 30, 1872	62.0	16.5	37.0	—	37	33	16	703	Hartford and New Haven....Connecticut.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721 348	2,106,674	752,702	44	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. and Fishkill¶..Conn. & R.I.	4,201 486	598,875	.....	.....	2,037,910	2,055,500	100.000	210,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	...	...		
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...		
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased by Flint & Pere Marquette R. R. Co.)					—	100	...		
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New Haven & Northam t			14,000	14,000	—	100	...		
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,218	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...		
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...		
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...		
Oct. 30 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,128	449,748	301,957	17,451	—	50	...		
Dec. 31, 1872	705.5	—	130 4	—	197	117	45	4,585	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	10,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2 039,321	8,026,764	2,103,107	10	100	107		
Dec. 31, 1872	62 8	—	8.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,787	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased by Chicago Burl. & Quincy Co.)					—	100	...		
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Not operated by Company.)					—	100	...		
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...		
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056	—	100	...		
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...		
Dec. 31, 1872	72.0	—	12.2	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...		
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Indiana.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	284,394	90,205	—	100	...		
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased by Ill. Cen. R.R. Co.)			337,462	118,112	—	100	...		
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased to Chicago & N. Western.)					—	100	...		
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,140	*	.....	.....	494,162	600,000	103.302	.....	35.6	82,960	20,367	121,000	110,942	51,708	—	100	...		
Dec. 31, 1872	13.0	—	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,396	251,692	14.0	27,500	34,266	133,100	102,274	55,389	—	100	...		
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11.350	.....	115,876	48,865	15,041	—	50	...		
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased by Michigan Central Railway.)					—	100	...		
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,396,700	.....	.....	.....	2,096,700	2,300,000	.....	.....	—	(Leased by Erie R				140,000	—	100	...		
Dec. 31, 1872	108.0	11.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	182,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,36	1,287,280	469,070	7	100	...		
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased by Chicago & Alton R.R. Co.)					7	100	...		
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased by Michigan Central R. R. Co.)					8	100	...		
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	...		
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No returns furnished.)					—	100	...		
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased to Lake S. & M. So.)			103 800	103,800	6	100	...		
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	590,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased by Michigan Central R. R. Co.)			1,242,270	.....	—	100	...		
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	268	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,628,158	*	.....	.....	2,789,413	6 131,500	.....	.....	260.0	.....	.....	.....	.....	.....	—	100	...		
Jun. 31, 1872	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased by Leav. Lawr. & Galv. R.R.C			72,000	.....	—	100	...		
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,545	2,563,182	9,638,950	16,925,000	2 706,480	.....	672 6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...		
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,306	361,492	2 395,000	.....	107,611	49.0	(Completed Oct. 19, 1871.)			87.612	85,973	—	100	...		
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,50	362,294	2,213,010	1,083,505	471,764	—	50	...		
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss.....Illinois.	2,800,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased by Tol. Western R. R. Co.)					—	100	...		
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased by Tol. Western R. R. Co.)					—	100	...		
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet in operation.)					—	100	...		
Dec. 31, 1872	541.3	595.2	333.2	—	418	160	69	8,640	Lake Shore & Mich. S..N.Y., P. O. Ind. Ill.	63,047,176	12,384,187	7,315,807	1,515,979	50,000,000	26,495,000	6,350,020	1,417,680	1,136.5	13,477,534	2,112 833	4,352,243	17,591,629	6,118,698	8	100	92½		
Jun. 30, 1872	37.0	—	....	—	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,938	2 000 000	93,314	.....	—	(Opened through in			July, 187		—	100	...		

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "$."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5 4	—	—	34 3	1	1	—	3	N. Y., Housatonic & North.	N.Y. & Conn. 461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7 1	—	—	—	—	—	—	—	New York and Mahopac	New York. 229,110	*	.....	.....	135,300	—	74,700	—	7.0		(Recently	opened—	No returns.)		—	100	....
Sept. 30, 1871	124 3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	N.Y., Ct. & Ma. 12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	137
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	New York and Oswego Midland	N.Y. 10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,216	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	C. & R. I. 2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	N.Y. 3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	Niles and New Lisbon	Ohio. 1,112,858	*	.....	.....	500,000	500,000	127,426	—	35.0	.....	42,946	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	North Carolina	North Carolina. 4,947,746	*	326,372	354,566	4,000,000	553,413	292,020	783,241	223.0	.....	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern	South Carolina. 2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	4,813	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72 0	—	3.6	118.0	.....	.....	.....	.....	North Louisiana and Texas	La.	(No accounts obtainable.)							72.0		(No accounts.)					100	....
Oct. 31, 1871	55.6	12.1	42 2	—	37	35	18	684	North Pennsylvania	Pennsylvania. 6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	520,541	—	50	100
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	8	60	Northern, of Canada	Canada. 5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,288	Northern Central	Md. and Penn. 11,484,745	3,049,049	301,144	466,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	72
Mar. 21, 1872	69.2	13.4	10.5	—	26	15	5	536	Northern New Hampshire	New Hamp. 3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	106
Dec. 31, 1871	21.3	—	4.6	—	6	29	6	32	Northern New Jersey	N. J. and N. Y. 527,461	*	875,000	.....	1,000,000	400,000	.....	—	—		(Leased to	Erie Com	pany.)		8	100	....
Dec. 31, 1871	278.0	—	....	1,700	.....	.....	.....	.....	Northern Pacific	Minn., Dak. &c. (In progress.)				100,000,000	50,000 p.m	.....	—	278 0		(No accessible returns.)				8	100	....
Sept. 30, 1871	59.4	7.0	12 5	—	20	14	5	642	Norwich and Worcester	Conn. & Mass. 2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	130
Dec. 31, 1871	113.0	32.0	11.6	—	22	26	12	366	Nova Scotia	Nova Scotia. 6,942,765	*	.....	.....	(Government bonds and cash.)				145.0	336,349	234,305	211,003	814,257	34,384	—	—	....
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Ogdensburg and Lake Champlain	N. Y. 4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	—	122.0	634,939	163,412	388,837	1,027,699	347,857	6	100	60
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Ogden Mine	New Jersey. 452,994	*	.....	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ohio and Mississippi	Ohio, Ind. & Ill. 30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	884,514	664,676	3,197,153	798,212	—	100	39½
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Oil Creek and Allegheny River	Penn. 7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	661,502	10	50	46
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Old Colony and Newport	Massachusetts. 8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111½
Dec. 31, 1871	5.0	4.0	2.7	—	—	—	—	—	Orange and Newark	New Jersey. 808 022	59,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap	Va. 8,500,000	690,600	1,699,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Osage Valley and Southern Kansas	Mo. 600,000	—	—	—	376,000	280,000	25,000	—	25.0	(Operated by Pacific of Mo. at 25 p. c.)					—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Oswego and Rome	New York. 950,953	*	.....	.....	268,000	612,100	27	—	28.6	(Leased	to Rome,	Watertown & Ogdensburg.)			—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Syracuse	New York. 1,869,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Owensboro and Russellville	Kentucky. (Under construction.)				1,500,000	1,500,000	.....	—	21.0		(Opened	April 17, 1871.)			—	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	28	1,221	*Pacific* of Missouri	Missouri. 747,670	3,704,078	.....	.....	3,655,750	11,200,000	.....	—	471.3	.....	669,200	.....	3,597,299	947,801	—	100	47½
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Padu ah and Gulf	Kentucky. (Under construction.)				2,425,000	1,071,000	.....	—	63.5		(No returns furnished.)				—	100	....
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Painesville and Youngstown	Ohio. 250,000	*	.....	.....	250,000	—	—	—	—		(Under	construction.)			—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Panama	New Granada. 9,500,000	*	.....	.....	7,000,000	2,993,177	—	—	47.5		(No	returns.)			—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Pares and Decatur	Illinois. 1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0		(Construction in progress.)		245,662	6	100	115
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson	New Jersey. 330,000	—	—	—	330,000	—	—	—	14.5		(Leased to Erie.)		53,410	—	100	....
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Newark	New Jersey. 1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at 35 p. c.)				—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo	New Jersey. 350,000	—	—	—	248,000	80,000	—	—	15.1		(Leased to Erie.)		29,758	6	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Pekin, Lincoln and Decatur	Illinois. 2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.3	(Leased	to Tol. Wab. and Western.)				—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pemberton and Hightstown	N Jersey. 538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United	Companies.)			6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and New York	New Jersey. 875.000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New J	ersey South	ern.)		—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Peninsular	Mich. Ind. & Ill. 4,774,000	*	.....	.....	1,995,000	2,779,000	.....	—	118.0	(Recently opened	—No returns.)				—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pennsylvania	Pennsylvania 27,151,999	7,458,101	39,452,616	16,009,353	41,339,476	34,418,205	13,060,505	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	107½
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Coal	Pennsylvania. 2,000,000	*	2,947,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	240½
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania and Delaware	Penn. 251,098	—	.....	.....	132,412	700,000	100,000	—	—		(To be completed in 1872.)				—	50	....
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and N. York.	N.Y. & Penn. 4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Peoria and Bureau Valley	Illinois. 1,800,000	—	.....	.....	1,200,000	600,000	—	—	46.0	(Leased	to Chicago R. I. &	Pacific.)	125,000	8	100	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria, Pekin and Jacksonville	Illinois. 3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Rock Island	Illinois. 3,500,000	*	.....	.....	1,200,000	2,300,000	.....	—	91.0		(Turned over to Co	Dec. 1, 1871.)			—	100	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.	N. Jersey. 214,581	—	.....	.....	57,200	100,000	57,381	—	6.5	(Oper. by Camden	and Amboy.)				—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	5	106	Petersburg	Virginia. 1,719,113	*	.....	63,753	1,342,200	358,500	50,305	31,860	82.	168,592	34,953	52,345	263,432	55,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Philadelphia and Balt. Cent.	Penn. & Md. 1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	16	2,617	Philadelphia and Erie	Pennsylvania. 20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,854	1,828,491	3,542,284	842,596	—	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Phila., Germantown and Norristown	Pa. 1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	173½
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Philadelphia and Reading	Pennsylvania. 32,166,251	6,510,825	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,188	5,766,934	9,465,572	12,562,843	5,006,940	10	50	109½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton	Pennsylvania. 1,259,600	—	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	124½
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia, Wilm. and Baltimore.	Penn. 11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,866	1,069,943	8	50	110
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Pickering Valley	Pennsylvania. 468,478	—	.....	.....	80,855	330,300	112,713	—	11.3	(Leased	to Phila. and Reading.)				—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	16	1,519	Phg, Cin. & St. Louis.	Pa. & W. Va. Ohio. 18,000,444	*	3,637,308	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	1	22	Pithole Valley	Pennsylvania. 353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8 639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pittsburg and Connellsville	Penn. 7,330,816	620,631	88,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	3,912	Pittsburg, Ft. W. and Chic.	P., O., I. & I. 33,394,515	*	.....	.....	19,714,286	13,663,000	.....	.....	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	93½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsfield and North Adams	Mass. 443,678	—	—	—	450,000	—	—	—	—	(Leased to Boston and Albany.)					6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Port Huron and Lake Michigan	Mich. 609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3 0	50.0	5	13	3	92	Portland and Ogdensburg	Me. & N. H. 1,807,847	*	.....	.....	1,007,847	800,000	.....	—	....	(Not in running order.)					—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Oxford Central	Maine. 550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Rochester	Me. & N. H. 1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.2	—	6.7	—	19	—	7	167	Portland, Saco and Portsmouth	Maine. 1,359,836	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	125
May 31, 1872	50.0	—	—	60.0	2	.....	.....	.....	Port Royal	South Carolina. 1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	.....	—		(Not in operation at date.)				—	100	....
Mar. 31, 1871	28.0	—	0.2	—	3	3	2	56	Portsmouth, Gt. Falls and Conway.	N. H. 370,000	*	.....	.....	170 000	200,000	.....	.....	26.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	25.8	—	1.5	25.4	3	5	—	25	Poughkeepsie and Eastern	New York. 1,011,071	*	120,523	.....	524,404	380,300	226,830	.....	....	40,208	53,052	6,110	34,021	5,073	—	100	91
Nov. 30, 1871	13.6	—	3.1	—	4	—	3	11	Providence, Warren and Bristol.	R. I. & M. 642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	85,905	29,509	—	100	....

Sept. 30, 1871	43.4	—	13.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	23,994	69,167	348,423	144,140	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	209,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,57[illegible]	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,52[illegible]	294,497	237,347	63,806	—	5	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,935	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,62[illegible]	623,731	457,484	1,576,494	441,122	7	100	108½
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,216	161,122	758,074	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,218,959	*	454,301	160,946	1,509,82[illegible]	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,289	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	5,000	—	—	(Leased	to Erie at	43 p. c.)	.....	.....	—	100	....
Sept. 30, 1871	265.0	25.4	26.8	—	37	15	2	938	Rockford, Rock Island and St. Louis..Ill.	1, 00,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	c.	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	236,235	*	.....	.....	250,844	—	—	—	20.0	.....	.....	(No retur	ns furnished.)	.....	—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,614,770	*	758,611	113,673	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	87½
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	289,000	555,522	—	.....	65,501	113,76[illegible]	24,582	120,155	50,085	—	100	55
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	5,522,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	)	—	—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	*	.....	.....	.....	.....	.....	—	112.0	.....	.....	(No retur	ns furnished.)	.....	—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	—	250,483	4,340,000	7,000,000	250,483	—	286.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	196.0	62.5	32.5	—	54	27	11	911	St. Louis and Iron Mountain ¶...Missouri.	16,236,220	*	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.6	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 2	,1871—No	rot rns.)	—	—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)	—	—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	168	St. Louis, Vandalia & Terre Haute.....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,989	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	220,419	1,968,600	16,206,500	318,423	5,313,636	.....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	17.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	Leased	to Boston	and Lowe	ll.)	17,711	14	100	31½
Jun. 31, 1871	116.3	—	10.7	—	21	15	6	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,568	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	66	Schenectady and Susquehanna...N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,195	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	.....	.....	.....	.....	Schuylkill and Susquehanna .....Penn.	1 283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,212	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,008	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	29.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	85.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	6,696,600	*	.....	.....	2,667,600	1,624,000	.....	—	157 0	.....	(No report	furnished	.)	.....	—	100	....
Dec 31, 1871	137.0	106.0	12.1	—	43	21	25	488	South Carolina ¶.....South Carolina.	9,499,564	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259 685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,578	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	99	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67 077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,336,830	*	27,420	.....	1,714,732	1,640,000	10,529	—	89.0	108, 48	12[illegible],706	63,681	184,197	73,838	—	100	....
Aug. 31, 1871	170 5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	4[illegible]8,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,649	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	286	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	.....	.....	4,000,000	4,080,0 0	.....	—	....	(Recen	ly opened	—No retu	rns.)	—	—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	6	*	*	Staten Island .....New York.	381,709	*	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,[illegible]67,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	899,860	620,768	150,008	—	100	....
Nov. 30, 1871	90.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,288,180	800,000	196,810	1,135,999	96 6	671,729	161,457	686,146	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	6	5	221	Tioga .....Pennsylvania.	849,152	881,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	18	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,019,340	187,708	605,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.6	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,883,000	*	377,338	835,913	16,000,000	17,704,000	198,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	69½
Sept. 30, 1871	34.9	—	9.1	—	13	15	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,500,000	1,899,000	62,269	.....	55.5	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,725 700	*	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	12	193	40	1,328	United Companies of New Jersey..N. Jer.	28,620,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	123½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	361,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,81[illegible],681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,48[illegible]	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermo	nt Central	)	8	100	70
May 31, 1871	118.0	—	108.0	—	170	126	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	16	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,074	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	80
Feb. 28, 1871	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,40[illegible]	3,225,000	.....	—	140.0	262,988	88,41[illegible]	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	—	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recen	ly opened	—No retu	rns.)	—	—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,40[illegible]	—	—	—	(Leased	to Del., L	ackawa	and Western.)	7	100	84½
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	65,[illegible]00	126 092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,129	24,580	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	16.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,05[illegible]	277,193	103,009	2,008,324	3,180 000	814,344	—	160.0	27,571	113,980	.....	668,175	225,162	—	100	....
Dec. 31, 1871	13.0	—	13 8	—	54	2	12	929	Western and Atlantic.....Georgia.	(Leased	by Sta e	of Georgi a.)	.....	.....	360,08[illegible]	.....	—	138.0	66,389	.....	354,828	1,397,743	281,922	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,462	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,750,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)	.....	—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190 0[illegible]	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	58.7	—	14.5	—	18	6	5	171	West Jersey.....New Jersey.	2,241,8[illegible]2	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	123.9	300,658	567,661	112,346	625,[illegible]10	229,680	4	100	101
Aug 31 1871	18.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	[illegible]20,[illegible]39	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	—	162.0	.....	.....	(20 mos.	735,818	216,935	—	50	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	82,892	.....	757.729	1,973,600	118,704	—	63.6	199,868	126,940	173,245	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	15[illegible],963	181.0	502,792	109,174	88,055	570,[illegible]30	202,685	—	100	....
Aug. 31, 1871	140.9	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315 000	71,633	—	143.5	247,360	70,848	125,039	464,798	110,935	—	100	....
Sept. 30, 1871	46.7	—	24.7	—	13	11	6	508	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,06[illegible]	10	100	135
									CANALS, &c.																					
May 31, 1871	12.6	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	....
Dec. 31, 187	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	—	.....	.....	—	25	....
Dec 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	39,037	60.	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,836,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	lo s.	10	100	113
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,978	—	50	74½
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	—	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,2 0,000	1,021,965	197,815	82,206	103.0	—	—	—	609,552	142,888	—	50	100
Dec. 31, 1871	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	380.0	—	—	1,029,237	649,593	58,880	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,458,048	8,617,099	86,694	.....	108.3	(Leased	to Phila. &	Reading.)	601,420	637,811	60c	8	3
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,092,710	2,636,310	270,505	—	84.0	—	—	501,674	144,099	87,303	—	50	12
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,267	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,943,723	—	.....	.....	1,100,000	748,000	100,723	—	123.0	(Leased	to Pennsy	lvania.)	—	—	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	50	@ 51 —
Gartsherrie		47 75	@ 48 —
Glengarnock		44 —	@ 45 —
Eglinton		42 —	@ 43 —
Pig, American, No. 1		42 —	@ 45 —
Pig, American, No. 2		36 —	@ 38 —
Pig, American, Forge		33 —	@ 35 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@137 50
	—STORE PRICES.—		
Bar, Swedes, 1½ x ¾ & 1¼ x ½ to ½ & ¾ sq. 1¾ to 5x¾ to ¾ & ¾ to 2sq. 6 to 12 x ¼ & ½		175 —	@ — —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		82 50	@ 85 —
Bar Refined, 1½ to 6 by ¾ & 5-16 in		87 50	@ — —
Bar Refined, 1 & 1¼ by ¼ & 5-16		90 —	@ — —
Large Rounds, 2½@2¾ to 3¾ @4 in		92 50	@107 50
Scroll		102 50	@135 —
Ovals and Half-round		110 —	@130 —
Band, 1 to 6 in. by 3-16 to No. 12		102 50	@105 —
Horse Shoe		117 50	@ — —
Rods, ¾@1-16 inch		92 50	@135 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		120 —	@160 —
Nail Rod	per lb.	—	9 @ — —
Sheet Russia, as to assortment	(gold)	— 17	@ — 18
Sheet, Single, D. and T. Common		—	5½@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7	@ — 8¼
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	67 —	@ 68 —
Rails, American, at Works in Penna	c'y.	— —	@ 77 50
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 50	@ 4 75
3d. and 9d.	"	— —	@ 5 —
6d. and 7d.	"	— —	@ 5 25
4d. and 5d.	"	— —	@ 5 50
3d.	"	— —	@ 6 25
2d. and 3d. Fine		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— 34½	@ — 35
Straits	(gold).	— —	@ — 31½
English	(gold).	— 28	@ — 28½

Plates—Fair to good brands.	—Gold.		—Currency.	
I. C. Charcoal	per box.	10 87½@11 25	12 75	@ 13 25
I. C. Coke		8 50 @ 9 —	10 —	@ 10 75
Coke Terne		7 50 @ 8 50	9 —	@ 10 25
Charcoal Terne		9 62½@10 37½	11 50	@ 12 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@43 gravity (in bulk)	—	6½	@ — —
Crude 40@47 gravity (in shipping order)	—	11½	@ — —
Refined, Standard White (in ship'g order)	—	16½	@ — —
Refined, S. W. (in jobbing lots)	—	16¢	@ — 17
Refined, S. W. (in tin)	—	21	@ — 25
Naptha, Refined (65@73 gravity)	—	10	@ — 10½
Residuum (in shipping order) per gall.	—	10	@ — 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	—	@ — 38
Copper, Bolts	—	—	@ — 40
Copper, Braziers' (over 16 oz.)	—	—	@ — 40
Copper, Nails	—	—	@ — 45
Copper, Old Sheathing, &c., mixed lots	—	26	@ — 27
Copper, American Ingot	—	—	@ — 27
Copper, English Pig	—	—	@ — —
Yellow Metal, New Sheathing & Bronze	—	—	@ — 27
Yellow Metal, Bolts	—	—	@ — 32
Yellow Metal, Nails, Sheathing & Slating	—	27	@ — 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75	@ 6 87½
German Ordinary	(gold)	6 75	@ 6 87½
English	(gold)	6 75	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16¼c. pr. lb.
Tatham's improved Tin-Lined Lead Pipe 16¼c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 —	@18 —
Liverpool House Cannel		— —	@22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27
Boston, Hart. & Erie	2¼	....	....	....	2¼	....
Canton Co	....	....	....	....	98	99
Central Pacific 6s	99¼	99¾	99¼	99¼	....	99¼
Central of N. Jersey	102¼	102¼	....	....	....	....
Chicago & Alton	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	103	103¼	....	....	....	....
" 8s, 1883	110	....	....	....	....	....
Chic. & Northwestern . 64	64¼	64¼	65	64¼	64	
" pref	....	....	81¼	82	....	
" 1st M	....	....	....	....	....	
" S. F	....	....	....	....	....	
" Consol	....	....	....	92	....	
Chic., Rock Isl. & Pac	109¼	108¾	108¾	108¾	108¾	109
Chi, R. I. & Pa. 7s, 1896	102¼	....	102¼	....	....	
Clev., Col., C. and Ind	84	....	85	84¼	85	....
Clev. & Pittsburg guar	87¼	87	87¾	87¼	87¼	
" 2 M	....	....	....	....	....	
" 3 M	....	....	....	....	98¼	
" 4 M	....	....	....	....	87¼	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	101	....	101¼	....	....	
Col., Chi., & Ind. C	31¼	31	30¾	31	30¾	30¾
" 1 M	90	....	90¾	90¾	90	....
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	112¼	113	112¾	113	....	
Del. Lack. & Western	101	100¾	101	100¾	100¾	100¾
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	59	59¼	59	59¼	59	59¼
" pref	....	....	....	....	....	....
" 1 M. 7s. 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	101¼
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	87¼	....
Hannibal & St. Joseph. 88	....	38	37¼	36	37	
" pref	....	54¼	....	....	....	
" 8s, conv	92	....	91¾	....	....	
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	104	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	....	108	....	107	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th	93½	93	92¾	92¾	92¾	92¾
Lake Shore Div. bonds	95¼	....	....	....	....	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	93¼	93¼	....	93¼	....	92
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Milw. and St. Paul	52	51	50¾	51¼	50¾	50¾
" pref	71¼	70¾	70¾	70¾	70¾	70
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	87¼	....	....	....	....	89
Missouri 6s	....	92¾	....	....	92¾	92¼
" H. & St. J. 1ss	90	90	....	....	....	....
Morris and Essex	92¼	92	92¼	....	91¾	91¾
" 1st mort	105¼	....	....	105¼	....	105¼
" 2d mort	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv	104¾	104¾	104¾	104¾	104¾	104¾
" 7s, S. F. 1876	....	....	....	....	....	....
" 6s, S. F. 1883	92	....	....	....	....	....
" 6s, S. F. 1887	....	91¼	....	91¼	....	....
N. York and Harlem	....	....	130¼	....	130¼	
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York N. Hav. & Hart	136¾	....	....	137	....	
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	39¾	39¼	39¾	39¾	39	39¼
" pref	....	....	....	....	....	....
" 2d M	....	....	....	....	....	....
Pacific Mail S. S. Co	41¼	42¼	42¾	44¼	44¼	45¼
Panama	116	....	116¼	116	115	
Pitts., Ft. W. & Chi. gtd	94	....	....	....	....	93¼
" 1 M	106	....	....	....	....	....
" 2 M	101	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	88	....	....	87¼	87¼	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	82½	82
" new	82	82	82	81¾	....	
Tol., Wab. & Western	69¼	69¾	69¾	69¼	67¾	69¾
" pref	....	....	....	....	....	....
" 1 M	....	....	....	96	95	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	....	....	90	....	....
Union Pacific	27¾	27	26¾	26¼	25¾	26¼
" 1st mort	82	....	....	81¼	81¼	81
" L. Gt. 7s	....	....	....	....	....	73
" Inc. 10s	64¼	....	64	64	62½	62
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	52¾	....	....
" def. cert	12¼	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	113	....	....	....	....	....
U. S. 5s, 10-40s, coup	....	....	116¼	116¼	....	
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	114¾	....	114¾	114¾	
U. S. 6s, 1881, reg	117¼	117¼	....	....	....	
U. S. 6s, 1881, coup	....	....	119¾	....	119¾	
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	....	117¼	....	117	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	....	....	119	....	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	116¾	116¼	....	117¼	117	
U. S. 6s, 5-20s, reg. '67	....	117¼	....	117¾	....	
U. S. 6s, 5-20s, c. 1867	119¼	119¼	....	119	119¼	119
U. S. 6s, 5-20s, reg. '68	117	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	....	....	....
U. S. 6s, Pac. RR issue	....	....	118¾	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

	W. 20.	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	90¼	....	90¼	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	98¼	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	38¼	38¼	37¾	37¾	38	37¾
" 6s, 1884	90¼	90¼	....	....	....	....
" Gold L	92	92	92	92¼	....	
" R. R. L	....	....	....	....	....	....
" Conv. L. '77	....	82	....	....	....	....
Lehigh Valley R. R	61¼	61¼	61¼	61	61	61
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R. R	46¼	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52¾	....	52	52	52	
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv	24	24	23¼	23¼	23	
" 7s	....	....	71¼	....	....	
Pennsylvania R. R	54¼	54¼	54¼	54¼	53¾	53¼
" 1st M	....	100	....	....	....	100¾
" 2d M	100¾	....	....	....	....	100¾
" Gen. mort	....	....	91¼	91¼	91¼	91¼
" reg	97	....	....	97	....	
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s, 3d series	....	....	....	108¼	....	
Philadelphia City, 6s	98¼	....	....	....	....	98¼
" new	101¼	101¼	101¼	101¼	101¼	101¼
Philad., Germ. & Nor	....	....	....	86½	....	
Phila. & Reading	55¾	55¼	55	55	55	54¾
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	90¾	....	....
" 7s	90¾	....	....	91¼	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	76¼	....	....	....	....	....
United Co. of N. Jersey	123	122¼	....	....	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	48	....	
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 26.

	W. 20.	Th. 21	F. 22	Sat. 23.	M. 25.	Tu. 26
Baltimore City 6s, 1875	....	....	90	90¼	....	
" 1886	....	....	....	....	....	
" 1890	99	98¾	....	98¾	98¾	98¾
" 1884	....	....	....	....	....	....
" 1900	....	....	98¼	....	98	
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	98¼
" " 1880	....	....	....	....	....	....
" " 1885. 9s	....	....	....	....	....	....
Marietta & Cin. 1st M	102¾	103¼	....	103	....	....
" 2d M	....	....	....	....	....	....
" 3d M. 8s	82¾	....	....	82¼	....	....
Northern Central	36¾	36	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900. 8s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	94¼	....	94	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	53	....	53	....	....	....
" Defer. Certif	....	....	....	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 27.

	Th. 21.	F 22.	Sat. 23	M 25	Tu. 26.	W. 27
Boston and Albany	145¼	....	145¼	....	....	
Boston and Lowell	....	....	....	....	....	
Boston and Maine.....	....	117	116¼	116¼	....	
Boston and Providence.....	....	....	....	....	152	
Boston, Hartford & Erie....	....	....	....	....	....	
" 7s, new 32	32¼	....	31¼	31¼	....	
Cheshire, pref.....	....	....	....	....	....	
Chi., Burl. & Quincy...103¾	103	103½	....	98½=	....	
Concord..... ..	....	....	....	....	....	
Connecticut River.....	....	135½	....	....	....	
Eastern.....103	....	....	102½	....	....	
Fitchburg.....	....	...	130	129½	....	
Manchester & Lawr'ce.....	....	....	....	....	....	
Michigan Central..... 92	92	92	92	92	91¼	
Northern, N. H.....	....	104¾	....	....	106	
Ogdens. & Lake Champ....	....	....	60	....	....	
" pref.....	....	....	....	....	....	
Old Colony	....	111¼	....	....	....	
Ph., Wil. & Baltimore.....	....	....	....	54¼	55	
Portl'd, Saco & Ports...125	124½	....	125	....	....	
Union Pacific	....	....	....	....	....	
" 6s.....	....	....	....	....	....	
" Land Grant 7s....	....	....	....	....	....	
" Income 10s.....	....	....	....	....	....	
Vermont & Canada.....	....	....	....	....	....	
Vermont & Mass.....	....	....	....	....	....	
South Boston (Horse).....	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	....	....	....	....	58	
Middlesex	....	....	....	....	60	
Central Mining Co.....	....	....	....	....	....	
Copper Falls	27¼	27¼	27¼	28	...	
Franklin 7	....	6¼	6¼	6¼	....	
National	....	....	....	....	....	
Pewabic	....	....	....	....	....	
Quincy	42½	42	42	....	42	

London Stock Exchange.

	—Closing Prices.— Aug. 8.	Aug 1.
Atlantic & Gt. W. 1st mort., $1,000..	73 — 76	73 — 75
Do. 2d mort., $1,000.....	65 — 67	65 — 67
Do. Con. mort. B'nds Bisch's Cert.	41 — 43	41 — 43
Do. Reorg. Scrip.....	97 — 99	95 — 97
Do. Leas. Lines, Rental Bonds....	80 — 82	87 — 89
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid.....	46½ — 46¾	46¼ — 47
Do. 6 per cent Convertible Bonds..	97 — 98	97 — 98
Cons Mort. amount autho. to be issued for conv. of existing bonds..	95 — 95	94¼ — 95¼
Illinois Central $100 shares all paid..	84¼ — 85½	83 — 85
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	102 —104	99 —101
Marietta and Cincinnati Rail. Bonds.	82 — 86	83 — 86
Michigan Central 8s 1882, conv.....	85 — 90	85 — 90
Panama 2d mort.....	78 — 82	78 — 82
Panama General mort.....	97 — 99	96 — 98
Pennsylvania, 2d mort.....	97¼ — 98¼	99 —101
Do. General mort.....	96 — 98	96 — 98
Do. $50 shares.....	43 — 44	43 — 44
Philadelphia and Erie 1st mort.....	98 — 100	97 — 99
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, August 30, 1873.

Stock Exchange and Money Market.

Money has shown more activity, and rates have been generally quoted firmer. The increased demand was mostly on speculative account. The later call loan negotiations were at very variable figures. An effort was made on Tuesday, in the interest of the operators against ruling stock values, to make money dearer on call, and for a short time the speculative bids carried the price, during the afternoon, up to 6@7 per cent, from the opening figures of 4@5 per cent. The sharp advance brought out very large offerings, which had the effect of depressing rates to 3@4 per cent. On Wednesday, business to the more responsible street borrowers was on the basis of 4@5 per cent. The Government houses had their limited wants provided for at the uniform figures of 4@5 per cent. Time Loans were quoted steady on the basis of 6@7 per cent for 30 days, to 7 per cent. Gold, for 60 to 90 day credits, with moderate dealings reported. In the discount line a fair business is in progress, growing out of the increasing Fall trade movements. On the best grades of short date commercial paper the current rates are 6½@7 per cent per annum. On the bank return, as made public on Saturday afternoon, the averages were all below the figures of the preceding weekly exhibit. The U. S. Sub Treasury, last week, again added handsomely to its currency reserve and very liberally to its coin hoard. The city banks last week reported a loss of about 7⅛ millions in their deposit line with a decrease of about two millions in their legal tender, and of about 2⅛ millions in their specie reserves. They reduced their loan and discount averages about 2⅜ millions, and contracted their circulation slightly.

The city banks have shown a further loss of ground on their obligatory reserve, the last statement showing that they had $6,950,170 more than the 25 per cent re-erve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, enlarged its coin balance about 4¾ millions, and its currency reserve over a million. Its currency reserves at the close of the week were $33,343,264; and its coin hoard, $50,420,569.

The clearances of the city banks averaged through the week about 74⅞ millions a day, and amounted in the aggregate, for the whole week, to $449 504,645, as against $431,024,238 the preceding week. The U. S. Sub-Treasury at this point enlarged its currency balance $1,077,752 and its coin reserve $4,768,972 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $25,144,200, against $18,207,200 same time last year. The city bank deposits are now $227,691,800 against $226,449,300, week ending Aug. 24, 1872. The legal tender reserve amounts to $45,532,400, against $50,869,000 same time last year. The circulation now stands at $27,214,400 against $226,449,300 same time las year. The loans are now $289,931 800 against $292,428,800 at this date last year.

The coin reserve of the city banks is now about 25⅛ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is a little over 45½ millions against about 34⅞ millions April 5th, 1873, and 55½ millions on the statement of June 15th, 1872; and the deposits are now about 227⅝ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

Government revenues have been yielding more satisfactory, since our last The excises yielded within the week about 2⅛ millions, and thus far in the current fiscal year commencing with July 1, 1873, $15,624,858. The customs at the port of New York, for the week, were $2,810,704, and at the outports, about $950,000 more, in coin or coin certificates.

The cash balances in the National Treasury on Tuesday were: Currency, $10,377,909; special deposits of legal tenders for the redemption of certificates of deposit, $35,815,000; coin, $86,396,836. Coin certificates, outstanding, $44,008,000. Outstanding legal tenders, $356,000,000.

The U. S. Sub-Treasury office last week received $4,114,077 of currency, and $7,593,960 of gold, the latter including $2,852,000 from customs; and disbursed $3,036,326 of currency and $2,824,989 of gold, the latter embracing $286,153 of coin interest.

There has been rather more animation in the Gold market, with wider fluctuations as to price. The demand has been almost speculative, and in the interest of the *clique* operators for a rise. The customs drain was the main source of inquiry for legitimate business purposes. The later dealings indicated a less confident movement. The range of the price during the week has been from 115⅛@116¼, and the quotation on Wednesday was 115¼@115⅜ against 115⅜ on Wednesday of the preceding week. The specie outflow last week, was only $311,649. The Gold Exchange Bank clearances have averaged about 50⅛ millions per day during the week. Saturday's exchanges were up to $99,921,000.

The Treasury Office here held on Monday an aggregate coin reserve of $50,420,569. Under instructions from the Secretary of the Treasury, the Assistant Treasurer at this point on Monday began paying the September coin interest on the Public Debt. On this account the coin disbursements of the local office amounted to $1,156,000, and on Tuesday nearly half a million. The customs revenue of the port, last week, averaged $468,450 a day.

The customs demand for Gold last week, averaged $475,334 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873 have been $2,176,151, against $2,797,422 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $84,397,044 against $99 972,277 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $51,354,763, against $56,274,029 during the same time in 1872.

The export drain of specie was $311,649 last week, against $374,190 same week preceding year. The shipments since January 1, 1873, have been $39,487,015 against $55,820,441 during the same portion of 1872.

Foreign Exchange has been in very liberal supply and unusually depressed in price, on a restricted business. Bankers' sixty day bills on London closed on Wednesday at 107⅝@107¾; sight bills on London, at 108⅜@108½. The week's exports of Domestic Produce have been to the currency value of $5 281,459.

Government securities have been scarce and wanted; prices ruling firm, in the face of a variable Gold premium.

U. S. sixes of 1881 closed on Wednesday of this week at 119@119½; U. S. Five-Twenties of 1862, 116½@117; U. S. Five-Twenties of 1864 at 117@117¼; U. S. Five-Twenties of 1865 118⅛@118¾; U. S. Five-Twenties of 1865 consolidated 116⅞@117⅛; U. S. Five Twenties of 1867, 118¾@119; U. S. Five-Twenties of 1868, 118@118¼; U. S. Ten-forties at 116@116½; U. S. Fives of 1881 (Funding Loan) 114⅛@114¾; Six per cent. currency Sixes from 118½@118¾.

The Railway and Miscellaneous share speculation has been comparatively brisk, in the instance of the leading street favorites, such as Pacific Mail, Western Union Telegraph, Union Pacific, Wabash and Lake Shore. Prices have been more than usually unsettled, closing weaker. The operators against ruling values have been working energetically to depress prices.

Railway Mortgage Loans have been in fair in-

vestment demand at firm prices. Central Pacific Sixes have been selling to a fair extent at from 99½@99¾. The Chesapeake and Ohio Seven per cent gold bonds have been in request at 90, and interest. Chesapeake and Ohio Sixes have been moderately sought after at 88½ and interest. Western Pacific Sixes at 92½@92¾. The Northern Pacific 7-30 Loan has been in fair demand at par and interest.

State bonds have been in fair request at about steady prices.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 13.	Aug. 20.	Aug. 27.
Consols	92⅞	92¾	92⅞
U. S. 5-20s, 1865	94⅝	94⅞@95	95⅛
" 1867	95	95⅛	95¼
" 10-40s	92	*90¼	90⅛
New Fives of 1881	90⅞	91¼	91⅛
Erie	47¼	46¾	48
Ill. Central	86	86	86

* Ex Sept. coupon.

General business has shown a fair degree of activity, especially in Dry Goods, Groceries, Wool and the leading kinds of domestic produce with values well supported, as a rule. The Metal trade has been exceptionally slow. Copper has been dull, but about steady; 35,000 lbs. sold at 27c. Iron has been unusually quiet, with prices quoted generally very weak, within the previous range for Pig, both foreign and American, with no dealings of moment reported. We quote: Eglinton Pig at $44; Glengarnock, at $44@$45; Gartsherrie at $47 75; Coltness at $50@$51; No. 1 American Pig at $44@$46; No. 2 do. at $38@$42; English rails at $65@$67 gold; American Rails, at works, at $77 50; Old Rails $46@47; Wrought Scrap, $40@$45. Pig Lead has been inactive with foreign quoted at 6⅝c.@6¾c., gold, for ordinary. Spelter dull at 7½c.@7⅝c., gold. Pig-tin has been in slack demand, with Straits quoted at 31¼c.@31½c., with English at 28¾c., and to arrive 28¼c., and Banca, at 34¾c., gold. Of Tin Plates, sales have been reported, of 250 boxes Charcoal Terne, at$10 @$12½; 500 boxes Coke, at $8 75, and 500 boxes Coke Wasters at $8 25, gold; market steady.

Breadstuffs, Petroleum, Hay, Seeds, Naval Stores, and Tobacco have been in fair request and generally held with confidence. Cotton closed firmer on a livelier inquiry. Middling upland Cotton left off heavily at 20⅛c. per lb. The receipts at all the ports, since Sept. 1, have been 2,679,347 bales, against 3,588,701 bales same time in the preceding year; exports 2,648,123 bales against 1,950,053 bales in the previous year; stock at the ports at latest dates, 123,000 bales against 65,250 bales same date in 1871.

Foreign merchandise has been salable at about previous quotations. The week's imports of foreign goods and merchandise amounted to $8,081,843 including $3,315,378 of dry goods.

Ocean freights have been more active, and quoted firmer, with room and tonnage offered less freely.

At the Live Stock Markets, Beeves have been moderately active, but weaker in price at from 6½ @12½ cts. Veals at 6@10 cts.; Sheep at from 4 @6¼ cts.; Spring Lambs 6@10 cts.; Swine at 5¼ @5⅝ cts. per lb., all live weight. The week's receipts were 9,306 Beeves, 2,430 Veal Calves, 28,534 Sheep and Lambs, and 30,443 Swine.

At the regular monthly auction sale of Scranton coal on Wednesday, 90,000 tons were promptly disposed of at the advanced range of $4 77½@$5 45, as against $4 65@$5 42½ in July.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Kansas City and Northern pref., 45; Atlantic and Pacific pref., 26½; Pacific R. R. of Mo., 47¼; do. 1st mort., 84; Long Dock bonds, 96; Western Pacific bonds, 92½; Lake Shore and Michigan Southern 7s, consol., coupon, 99; Burlington, Cedar Rapids and Minnesota 1st mort., 85¼; Long Island R. R. 1st mort., 93; Chicago and Northwestern Int. bonds, 96⅜; Michigan Central 7s, 99¼; Ohio and Miss. consol., S. F., 92; Boston, Hartford and and Erie 1st mort., 31⅝; Joliet and Chicago 1st mort., 104; Pacific R. R. 7s, guar. by Mo., 98; Albany and Susq. 2d mort., 98; Winona and St. Peter 1st mort., 82½; New Jersey Southern R. R., 28; do. 1st, mort., 74; Delaware and Hudson Canal 7s, reg., 1891, 102; Canada Southern 1st mort., 88; Mil. and St. Paul 1st mort. Iowa div., 81¼; North Missouri 1st mort., 89; Chicago and Milwaukee 1st mort., 94; Illinois Central scrip, 100½; Western Union Telegraph, 90⅛; Atlantic M. S. S. Co. 1; Maryland Coal, 24; Consol Coal of Md., 55; Am. Mer. Union Exp., 62½; Adams Exp., 92½; South Carolina 6s, new, Jan. and July, 15; Connecticut 6s, 100; N. Y., State B. L, reg., 104⅞; Georgia 7s, new, 90; North Carolina 6s Fund Act 1866, 17; Brooklyn 6s, W. L., 93.

Philadelphia.—Lehigh Valley R. R. 7s, 102; Wilmington and Reading 7s, 100; Philadelphia and Reading Gen'l mort. 7s, coupon, 101½; do. reg., 103; do. deben. bonds, 79¼; Pennsylvania and New York 7s, 99¼; Pittsburg, Cincinnati and St. Louis 7s, 75; Steubenville and Indiana 1st mort., 75; Belvidere Delaware 1st mort., 95; Ithaca and Athens 7s, 100; Huntingdon and Broad Top Mt. pref., 15¼; Camden and Atlantic pref., 43; Pennsylvania State 5s, 1877, reg., 100. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 100@100½; do. 2d series, 103@104; do. 3d series, 108@108½; Philadelphia and Reading 54⅝@54⅝; do. Gen'l mort. 7s, coup., 100¾@101½; do. reg., 102@103; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 102@103; United New Jersey R.R. and Canal Co., 122@123; Camden and Amboy mort. 6s, 1889, 96¾@97; do. 1883, 90@90⅛; do. 1889, 88½@89⅛; Pennsylvania R. R., 53½@53⅝; do. 1st mort., 100¼@101; do. 2d mort., 100½@101; do. General mort. coupon, 91½@91¾; do. reg., 97@97½; Little Schuylkill R.R., 46¾@46½; Morris Canal, 48@50; do. pref., 120@125; do. 6s, 94@95; Susquehanna Canal, 6@8; do. 6s, 68@75; Schuylkill Nav., 6@7; do pref., 12@18½; do. 6s, 1882, 71@72; do. 1872, 78@80; Elmira and Williamsport pref., 88@38½; do. 7s, 1873, 94@95; 5s, do. 58@60; Lehigh Coal and Navigation 37@37; do. 6s, 1884, 90@90½; do. R. R. Loan, 92@93; do. Gold Loan, 91½@92; North Pennsylvania, 49½@50½; do. 6s, 99¼@99½; do., 7s, 101½@—; do. Chattle 10s, 110@111½; Philadelphia and Erie, 24@25; do. 6s, 90@91; Minehill, 51½@52; Catawissa, 19@20; do. pref. 42@43; do. new pref., 32@33; do. 7s, 1900, 99½@100; Lehigh Valley, 61@61; do. 6s, new coupon, 95@96; do. reg., 97@97; do. 7s, 101@102; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 57½@58; Thirteenth and Fifteenth, 18½@21; Spruce and Pine, 30@33; Green and Coates 48@49; Chestnut and Walnut, 60@70; Hestonville, 18@19½; Germantown, 80@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 11⅞; Eastern (N. H.) R. R., 97½; Norwich and Worcester R. R., 130; Portsmouth, Gt. Falls and Conway R. R., 91; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 69¾; Eastern R. R. 7s, 1882, 101; Boston and Albany 7s, 1892, 105; Ogdensburg and Lake Champlain Equip. 8s, 91¾; Burlington and Missouri River R. R. L. G. 7s, 96½; do. 8s, in Nebraska, 96¾; Vermont Central 1st mort., 26; do. 2d mort., 8; Vermont and Canada Equipment 8s, 80; Missisquoi R. R., 1891, guar., 61; Old Colony and Newport 7s, 1877, 101⅞; Rutland pref., 52¾; do. scrip. No. 4, 86; Connecticut and Passumpsic Rivers R. R. pref., 86½; Cary Imp., 9½; Boston Water Power, 27¾; New Hampshire 6s, 98½; Cambridge 6s, 1892, 94; Worcester 6s, 1892, 93½; do. 1889, 95; Cleveland, Ohio, 7s, 1874, 99¼; Chicago 7s, 1882, 99⅝; do. 6s, 1884, 89⅞; Cook Co., Ills., 7s, 1891, 99; Cincinnati 7s, 1891, 102; Charlestown 6s, 1892, 95½; Allouez Mining Co., 16½; Calumet and Hecla, 155; Humboldt, 1; Mesnard, 2; Petherick, 3½; Ridge, 8; Tremont, 75c.

Baltimore.—Western Maryland 3d mort. guar., 96; Northern Central 6s, 1900, gold, 91; Virginia consols, coupons, 79⅛. The latest quotations are: Wilmington, Columbia and Augusta bonds, 75½@77; Wilmington and Weldon bonds, 93@94½; Pittsburg and Connellsville 7s, 1898, 93¾@94¼; Baltimore and Ohio, 168@173; do. 6s, 1875, 98@99; do., 1880, 97¾@98½; do., 1885, 98@98½; Parkersburg Branch, 11@12½; Northern Central, 85@87; do. 6s, 1885, 91¼@91½; do., 1900, 88@89; do., 6s, 1900 gold, 90⅞@91; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, —@96; Marietta and Cincinnati 1st mort. 7s, 1892, 102@103¼; do., 2d mort., 7s, 93@95; do., 3d mort., 8s, 82⅛@82½; Central Ohio, 40@42; do. pref., 40@41; do. 1st mort., 88½@89; Western Md. 1st mort. 6s, 1890, 80@—; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@97; do. 3d mort., guar., 96@96½; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 81@85; Richmond and Danville 1st mort., 75@75¼; Orange and Alexandria 1st mort. 6s, 92@94; do., 2d mort. 6s, 85⅞@86¼; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 82@82; Orange, Alex. and Manassas 7s, 79¾@80⅛; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., —@78; do. 8s, 3d mort., 87½@88; Baltimore 6s 1875, 99⅛@99½; do., 1884, 98½@99⅛; do. 1886, 98¾@99; do. 1890, 98½@98¾; do., 1893, 100@100; do. 1893, exempt, 100@—; do., 1900, exempt, 98@98¾; do. 1900, new, 98@98½; do. 1902, 98½@99; Memphis City 6s, 52@53; Maryland Defense Loan, 1883, 104@105; Virginia 6s, old, 87@—; do. coupon old, 37@38; do. consol. 6s, 52½@53; do. coupons, 79⅛@79⅝; West Virginia, 11½@12; City Passenger R. R., 16@20; George's Creek Coal, 120@140.

☞ The New Haven and Northampton and the Holyoke and Westfield Railroads are doing a more extensive freight business this summer than ever before.

A Gunpowder Pile-Driver.

A trial was had in Baltimore on the 25th inst., of a pile driver, the motive power of which was gunpowder. The machine is the invention of Henry Vogler, of Baltimore, and does its work in an effective and quick manner. It consists of a large gun cap, which fits on the head of the pile to be driven into the mud, and on the cap is placed a percussion cartridge, invented by B. C. Nicoll, of Baltimore. The hammer is held in its place over the cap by means of a brake, and to start the same on its downward course a brake, under control of a person at the foot of the machine, releases it, causing it to descend with lightening-like velocity upon and exploding the cartridge, which, in turn, forces the hammer back to its old position, where it is held by the brake before spoken of. At the trial a pile was driven eleven feet through a hard bottom in the space of four minutes. Mr. C. P. Manning, civil engineer, and several other scientific gentlemen witnessed the working of this new fashioned pile driver, and expressed themselves highly satisfied with its effectiveness and saving of labor.

☞ The Eastern Railroad, through their purchasing agents, Mr. Charles Robinson, Jr., and Mr. R. H. Parker, are quietly at work purchasing estates located in the territory they have taken in Charlestown for railroad purposes. Some fifty estates are now being negotiated for and the company are desirous of having the land clear this fall. In cases where a price cannot be agreed upon the estates will be taken and the matter of compensation left to the decision of a board of commissioners, consisting of three disinterested men, who are to be appointed at the next term of the Supreme Court. An appeal from thir decision carries the case before a jury of the Supreme Court. We understand, however, that the Eastern Railroad do not wish any litigation, as they are disposed to pay a fair price for the estates which they take.

☞ The Illinois Central Railroad and the Southern Railroad Association are building a link of about 85 miles between Cairo, Ill., and Jackson, Tenn., which will make a close connection with the entire Southern Railroad system, avoiding the water transfer of twenty miles between Cairo and Columbus, Kentucky. The work is progressing rapidly, and is expected to be finished about next October. On the completion of this road Chicago will have an uninterrupted railway line to Mobile and New Orleans by the Illinois Central Railroad, over which passenger trains will run the entire distance without any change of cars whatever.

☞ Articles of incorporation of the South St. Louis and Belleville Railroad Company have been filed in the office of the Secretary of State of Illinois. This road is to run from a point on the eastern bank of the Mississippi river, opposite St. Louis, to Centreville, St. Clair county, and thence by some route, hereafter to be determined upon, to Belleville, and is also to have the privilege of building and operating a branch road from Centreville to a point on the Cairo and St. Louis Short Line road at or near Lemertown, St. Clair county. The company's principal office will be at Centreville.

Debts of the Southern States.

The debts of the Southern States are summarised in the following: In Virginia Governor Walker states that the public debt amounts to $26,000,000. This is one-third less than the amount previously stated, that portion having been shifted to West Virginia, which we believe will not assume the responsibility of it. In October last the debt of North Carolina was stated at $29,900,045. The debt of Tennessee in January last was reported at $20,966,382, it having been announced at about thirty-two millions the previous year. The difference was in railroad bonds that have been liquidated. In South Carolina considerable difference of opinion exists as to what the State debt really is, but the largest amount reported is that by the Committee of Congress on Southern Affairs, in which the minority report gave it at $29,158,914. Georgia's debt on January 1st was $15,961,500, with a liability to be increased if certain projected railways should be constructed. Florida, with a similar liability, has a debt of $5 512,269. Mississippi, on January 1, 1871, reported a debt of $1,145,726. Arkansas, adding to the bonded debt all prospective and contingent liabilities, has a total of $14,390,000, according to the report of the Congressional Committee. In Louisiana, in January 1, 1873, the debt was reported at $21,801,800. In Texas the debt was $3,836,227 on September 1 last year. The total of these debts is a little more than one hundred and eighty millions of dollars. At the close of the war in 1865 these eleven States owed about one hundred and thirty millions.

☞ The St. Louis, Kansas City and Northern Railway has perfected arrangements for a direct connection from St. Louis to St. Paul, which is to be a closer as well as a more direct route than has heretofore been offered. The line is over the St. Louis, Kansas City and Northern to Ottumwa, Iowa, thence by the Central of Iowa to Mason City, thence to St. Paul via the Milwaukee and St. Paul. The Central of Iowa connects at Ottumwa with the St. Louis, Kansas City and Northern for St. Louis direct.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 16, at 436,873 tons, and for the coal year 11,878,016 tons, against 11,622,151 tons to corresponding tons to corresponding time last year, being an increase of 250,865 tons. The bituminous tonnage for the week is 67,979 tons, and for the year 1,931,052 tons, giving a total of all kinds for the week of 504,851 tons, and for the year of 13,804,068 tons, against 13,866,070 to same time last year, being an increase of 467,098 tons.

☞ The estimated earnings of the Denver and Rio Grande Railway for the month ending July 31, 1873, were: freight, $18,735 19; passengers, $20,876 85—total estimate, $39,612 04. For the week ending August 7th the estimated earnings were: freight, 4,226 89; passengers, $4,324 45—total, $8,551 34; and for the week ending August 14th: freight, $3,519 90; passengers, $4,802 65—total, $8,322 55.

☞ The Washington Iron Works, 60 Vesey St., New York, have for sale one new four-ton Locomotive, Narrow Gauge. Will be sold $500 under value.

OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Aug. 25, 1873.

☞ The CHESAPEAKE AND OHIO RAILROAD, now completed and in regular operation between the Atlantic tide-waters at Richmond and the unfailing navigation of the Western rivers at Huntington, is now carrying passengers and freights with great promptness, and on favorable terms, between the coast cities and the chief trade centres at the West. Freights can be shipped via the "Clyde" Line of steamers from Boston, Providence, and Philadelphia; via the "Old Dominion" Line of steamers from New York, and via the "Chesapeake and Ohio Packets" from Cincinnati, Louisville, and St. Louis, &c. Passengers can also take this route to or from the West, and enjoy the wonderful scenery of the Alleghanies, the **Medicinal Springs and Mineral Attractions** of Virginia and West Virginia.

To enable the Company to perfect more rapidly its Equipment, Terminal facilities, and Deep-water connections with European Steam-ship Lines, and to accommodate the heavy **Coal and Mineral Traffic** together with the growing **Iron and Miscellaneous Local and Through Business** now pressing upon the Line, we are selling, on behalf of the Company, a limited amount of their **SEVEN PER CENT. GOLD BONDS,** secured by mortgage liens on the whole valuable property at **90** and accrued interest; **$1,000** each, either coupon or registered, payable in gold coin, in New York City, principal and interest; interest Jan. 1 and July 1.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO;** the price of these is 88½ and accrued interest. They are issued in denominations of $100, $500, and $1,000, interest payable May and November.

The property has cost already upward of **$38,000,000,** and is constantly increasing in value. We can recommend both classes of the Bonds, which are selling rapidly, with great confidence.

We also continue to deal in **Government, and Central Pacific, and Western Pacific Bonds,** execute orders at the Stock Exchange for investment Stocks and Bonds, receive Deposits, on which we allow interest at the rate of 4 per cent. per annum, and conduct a general Banking business.

FISK & HATCH.

☞ Holders of Income bonds of the Union Pacific Railroad must present the original bonds when applying for payment of the September coupon, "so that the genuineness thereof may be determined and declared," counterfeits of the same being in circulation. The interest is now all payable in Boston, not part in New York as heretofore. The injunction placed upon the interest payments in July applies to all bonds of the company, consequently "innocent holders" only will be able to draw their interest, bonds received as "dividends," and still held by the original parties, being enjoined.

☞ The earnings of the Erie Railway Company for the week ending Aug. 15, 1873, were $459,185, and since July 1, $2,539,086—an increase over the corresponding period of the previous year of $193,529.

Journal of Railroad Law.

RAILROAD COMPANIES—HOW NEAR TO SIDE WALKS STREET RAILROADS MAY LAY THEIR TRACKS. DUTIES AND OBLIGATIONS OF COMPANIES AND OWNERS OF PRIVATE PROPERTY.

The facts in the recent case of Kellinger *vs.* The Forty-second Street and Grand Street Ferry Rail road Company, (50 N. Y., 206), are fully and clearly stated in the following opinion by—

CHURCH, CH. J.—It is not alleged in the complaint that the plaintiff owns the fee of the street in front of his premises, nor that the track of the defendant's road was unnecessarily or negligently or wilfully laid so near the sidewalk as to impair the use of his premises and depreciate its rental value.

We cannot take judicial notice of the width of the street at that point, nor but that the track of the road was laid in the only available space vacant for that purpose. Nor is it alleged that the grade of the street has been changed, or that there is any physical obstruction to free access to the plaintiff's premises, nor any practical difficulty in passing over the track. The gravamen of the action is that the defendant has laid the track of the road so near the sidewalk as not to leave sufficient space for a vehicle to stand, and that the plaintiff and family are thereby incommoded in leaving and returning to their residence and that the rental value of said premises is greatly depreciated. The action is based upon the idea that the easement in the street, which the plaintiff is entitled to, has been and is being interfered with, and that he is entitled to compensation for the injury occasioned by such interference and an injunction to restrain the defendant from using their railroad. The corporation of the City of New York has acquired by grant, dedication or confiscation the title in fee to the land on which the streets are laid, but the title thus vested is held not as private property, but in trust for public use, and such as was required under the act of 1813 is by that act expressly declared to be held in trust for the purpose of maintaining public streets. In The People *vs.* Kerr, (27 N. Y., 188), this court held that the trust of the city was *publici juris*, held not for the benefit of the people of the city alone, but for the people of the whole State, as the agent of the State, and a part of its governmental machinery, and that consequently the absolute control and direction of the trust was in the Legislature as the superior power; that legislative authority to construct a railroad on the surface of the streets, without a change of grade was a legitimate exercise of the power of regulating public rights for public uses, and that the city was not entitled to compensation, because it had as a corporation no property which was appropriated.

It is not quite clear as to what was intended to be decided relative to the rights of abutting owners. The opinion of WRIGHT, J., which the case states was acquiesced in by a majority of the judges, affirms explicitly that such owners had no property, estate or interest in the land forming the bed of the streets in front of their respective premises, to be protected by the constitutional limitation upon the right of eminent domain; that they had no reversionary right, and even if they had, it was only a possibility so limited as to be subsequent in enjoyment to a prior present ownership that might last forever, and was not property entitled to protection from appropriation by the will of the government, and that if it was, it had no appreciable value. Two of the judges queried whether such owners might not have some intent, independent of the rights which the public had acquired to have free access to their premises, but thought that no such question was involved in the case.

We should feel bound to adhere to this decision, and its necessary legal results, even if we doubted its soundness, because large sums of money have been expended upon the faith of it, and in many obvious ways it has become a rule of property which should never be abrogated except for the most cogent reasons. It is, however, strenuously insisted by the plaintiff that the decision does not reach the point involved in this case, but I am unable to see why it does not. It clearly holds that the abutting owner had no property in the street which was taken for the railroad, for which they were entitled to compensation, and in this respect the case is distinguishable from Williams *vs.* N. Y. C. R. R. Co., (16 N. Y., 971), and other kindred cases, which hold that the laying of a railroad in a street or highway is an additional burden to the easement which as against the owners in fee the public had previously acquired, and for which such owners were entitled to compensation. These decisions have no application when the fee as well as the easement is vested in the public. This distinction is expressly recognized in these cases. In the former Judge Selden said: "No case is likely to arise in the city of New York which would be entitled to any weight in the decision of this question for the reason that it is claimed, and apparently with much justice, that as to a large portion of the streets in that city the fee of the land, and not mere easement, is vested in the corporation." The railroad of the defendant is not therefore a public nuisance. It was authorized by the sovereign power of the government. If it had been a public nuisance, the adjoining proprietor being specially incommoded and injured, could maintain an action. (6 Barb., 313). The basis of his action would have been that he suffered a peculiar inconvenience not common to all the inhabitants of the State, resulting from the public wrong of obstructing the street. In this case the foundation of such an action is wanting, viz: the unlawfulness of the act. It was authorized by law, and adjudged by this court to be for public use and within the uses to which the streets may be devoted. The fee being in the public, the legislative authority can lawfully consent to modify, regulate or enlarge its use for the benefit of the public. If these positions are sound, the corporeal rights of property of the plaintiff have not been impaired. Neither his property nor any right of property has been taken from him or injured, and his injuries are referable to that class of incidental disadvantages to which he is subjected resulting from the lawful exercise of the absolute power of control vested in the State, in connection with the title to the fee of the land. This, I think necessarily results from the principles determined in the People *vs.* Kerr, *supra*.

The abutting owners have an easement in the street in common with the whole people to pass and repass, and also to have free access to their premises, but the mere inconvenience of such access occasioned by the lawful use of the street is not the subject of an action.

There are expressions in some of the opinions apparently favoring the idea that such an action may be maintained. It was said in Drake *vs.* Hudson River R. R. Co., (7 Barb., 508), that for contingent and consequential injuries, the parties aggrieved are not entitled to compensation as for property taken for public use, but that an action will lie for such injuries. The force of this remark is spent in limiting it to the statement that such injuries are not a taking of property within the meaning of the constitution, without intending to define what injuries might be recovered for by an action, and this view is confirmed by another portion of the same opinion, in which it is said that adjoining owners have no exclusive right in the streets, but that all other citizens, including railroad companies, have equal rights, subject to the control of the public authorities. If this is so, there is no principle which will sustain an action for incidental injuries growing out of a lawful regulation by the public. When it is determined that a horse railroad is a public use of the street the question is settled, that incidental inconveniences must be submitted to. They become merged in the superior interest of the public. The decision in Fletcher *vs.* Auburn and S. R. R. Co., (25 Wend., 462), is cited and relied upon by the plaintiff. There the defendants were authorized to build a railroad upon a line to be selected by themselves, and to cross public highways by restoring them to their original usefulness. In crossing the highway near the plaintiff's premises, they raised an embankment which obstructed free access and otherwise injured his property, and they were rightfully held liable for the damages. The powers exercised in that case by the legislature were entirely unlike that exercised here.

In the first place, the fee of the highway was assumed to be in the adjourning owner, and the court held that the legislature had not and could not, without compensation authorize the injury complained of, and that all that the Legislature professed to do was to protect the defendants from prosecution by the public for obstructing the highway leaving the rights of the plaintiff untouched. The authority was in no sense a regulation of the use of the highway, but a privilege granted free, as against the public only. Similar views are applicable to the case in 2 Dutch, 148. These and like cases are reconcilable with The People *vs.* Kerr, *supra*, upon the difference between the extent of the right and powers of the public authorities, possessed and exercised in the different cases, although the expression of Judges may seem to conflict. It is conceded that the authority to lay a railroad in the streets in the city of New York is lawful without compensation or liability to adjoining owners, and yet the laying of such road even in the widest streets may be and often is a disadvantage and injury to the property adjoining the street, rendering it less accessible and desirable and less valuable. If this action can be maintained, I see no reason why in all cases of inconvenience and injury a similar action might not lie. The principle would be the same, and the injury would be only a question of degree. Such a result would not only overthrow previous adjudications, but unsettle rights of property to an incalculable amount, and inflict seri-

ous injury upon the public. But while we feel bound to hold that this action cannot be maintained upon the allegations contained in the complaint, we do not intend to determine that there are no circumstances which will justify an action. All the authorities concur that an injury to private rights or property, committed through negligence or wilful misconduct, even though in the pursuit of a lawful purpose, may be redressed by an action.

We are not called upon to determine what acts would amount to negligence so as to give a cause of action. That question is not before us.

The judgment in this case must be affirmed with leave to the plaintiff to amend the complaint, on payment of costs.

Judgment accordingly.

Costa Rica Railway.

The following are extracts from a very interesting account of the progress of the work lately given by Senor Nanne, the Director General of the Railway, dated June 1st, 1873:

The Costa Rica Railroad was actually commenced on the 8th Oct. 1871, at Alajuela, and the first "ranch" was built at Limon, on the 15th November, 1871. The later place was a perfect wilderness, and destitute of resources of any kind. On the 6th February, 1872, the first locomotive arrived at Alajuela, and the first spike nail was driven on the 2nd March, 1872. The first shriek of the steam-whistle was heard on the 5th March, 1872, and the first excursion train of about 9,000 spectators, left for Cirnelas-bridge on the 31st March, 1872. On the 6th August the first excursion train was despatched to Heredia, seven miles distant, and on the 30th December to San Jose, thirteen miles. Another thirteen and a-half miles to Cartago are expected to be opened next month (July). These twenty-six and a-half miles constitute the fourth division, which is therefore fast drawing to a completion.

The next division from Cartago to Angostura, twenty six miles, is well under way. This is the most difficult division of the whole line. There are over 1,000 men at work upon it, and the works have made most progress fifteen miles east of Cartago. So much for what we may call the Pacific division. To speak now of the Atlantic division at the opposite of the country, we may state that the first spike was driven in May; at the commencement the works, owing to several unforeseen difficulties, were considerably delayed. The first locomotive started on the line in July, 1872. Up to the present date, there are about 14 or 15 miles of track, laid and the works are now going ahead in first-rate style. The principal difficulty (the clearing) is nearly all accomplished, to the extent of 35 miles, up to Pacuare. The extent of ground to be moved on the first division—35 miles—is about 500,000 cubic yards, with about 15,000 cubic yards of masonry. The second division—28 miles—from Pamare to Angostura, is already surveyed and laid out, but no works will be commenced upon it until the locomotive can run to Pacuare. The second division is in tolerably good ground, and will be the last to be finished, in accordance with the terms of the contract. The stations at Alajuela, Heredia, San Jose, and Cartago are pretty well finished up to contract. Rolling stock, full complement, is ready for shipment in New York. total number of men and employes on the books to-day is about 8,000.

☞ Articles of incorporation of the Evansville and Louisville Narrow-Gauge Railroad Company were filed at Indianapolis, yesterday, with the Secretary of State. The capital stock being $3,000,000. The proposed road will extend from Evansville to Jeffersonville and will pass through the counties of Vanderburg, Warrick, Spencer, Perry, Crawford, Harrison, Floyd and Clark. The entire length being 140 miles.

Significant Trip of a Trunk.

The General Baggage Agent of the European and North American Railway recently shipped a small trunk from Halifax to San Francisco, from which place it is to be returned, thus significantly announcing the establishment of an all-rail line of communication between those two cities. The agents of all the railroads on the route it was to take were informed of the fact, and requested to forward it as rapidly as possible. The trunk was to be checked with the Intercolonial Railway check No. 4,196. It is so constructed that letters can be put in, as in a letter box, but cannot be taken out, and among its collections as it travels will be all the railroad time tables, passes, names of the principal stations, and such other contributions as the railway officers may see fit to insert. On its arrival in San Francisco it will be placed on exhibition in the Board of Trade rooms. One section of it will then be opened, and a canteen containing water taken from the Atlantic Ocean will be taken out. On setting out for its return the canteen will be filled with water from the Pacific Ocean, to be carried to Halifax. The route of the trunk will be over the International Railway from Halifax to St. John, the European and Northern American to Bangor, the Maine Central to Portland, the Eastern to Boston, the New York, New Haven and Hartford to New York; the Pennsylvania to Pittsburg; the Pittsburg, Fort Wayne and Chicago to Chicago; the Chicago, Burlington and Quincy to Burlington; the Burlington and Missouri River to Omaha, and the Union and Central Pacific to San Francisco.

Staten Island and New Jersey Suspension Bridge and Railroad.

This company was chartered by the last Legislature of New York and, it is said, is preparing to commence operations. The plan proposed is stated to be to cross the Kill von Kull from New Brighton, on Staten Island, to Constable's Hook, on the New Jersey shore, by a suspension bridge of about 1,000 feet span, and to run thence along the west shore of the bay to Jersey City. It is proposed to make the bridge 125 feet above high water and to provide a carriage way in addition to the railroad. From New Brighton the railroad is to run southward to Tottenville, where another bridge is to be built across Arthur Kill to Perth Amboy.

The project of connecting Staten Island with Jersey City is an old one, but, we believe, has never before progressed so far as the organization of a company or the securing a charter. The incorporators of the present company are Henry G. Stebbins, William A. Garner, John C. Green, William Butler Duncan, Daniel Lowe, R. W. Cameron, J. H. Vanderbilt, Tompkins Westervelt, Amos Clarke, jr., Charles Butler, Charles K. Hamilton, Thomas Bond, Richard Patrick, William H. Pendleton, David W. Judd, John A. Austin, William H. Davidge, and James Guthrie Hamilton.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Aug. 16, are: freight, $40,755 56; passengers, $31,258 30—total, $72,618 86.

Detroit and Milwaukee Railway.

This road has been engaged during the summer in laying steel rails upon its track, having purchased 5,000 tons for this purpose, 2,000 of which have already been laid, and the remaining 3,000 will be put down as soon as possible after they are delivered. The track already laid is from two miles east of Birmingham to two miles west of Pontiac, 11¼ miles, and also at the west end from three miles east of Ada to Grand Rapids, 12¼ miles, making in all 24 miles already laid. It is expected that the road from the Junction to Holly will be laid with steel rails by the first or middle of December, or sooner if the rails are delivered. Of the coming 3,000 tons, 500 tons are to be delivered this month, 1,500 tons in September and 1,000 tons in October.

FOR SALE.
One New Four-Ton
LOCOMOTIVE,
NARROW GAUGE,
WILL BE SOLD $500
UNDER VALUE.
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LETTING
NORTHERN PACIFIC RAILROAD.

SEALED PROPOSALS will be received at the office of the Chief Engineer, No. 23 Fifth avenue, in the city of New York, until noon of Wednesday, September 10, for Grading and Bridging all that portion of this Company's Road, between the Missouri and Yellowstone rivers, 205 miles.

Proposals will be received for the whole distance, or for sections of about 25 miles each.

For further information apply at the office of the Chief Engineer in New York, or to General T. L. Rosser, Division Engineer, Minneapolis, Minn.

W. MILNOR ROBERTS, Chief Engineer.
NEW YORK, August 15, 1873.

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ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 26 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

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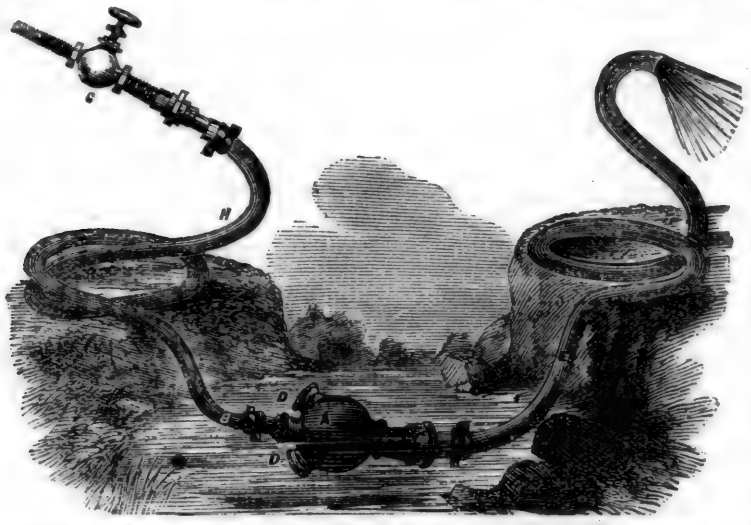
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Sept. 5, 1873—Steamer COLON, Capt. GRIFFIN, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer MONTANA, Capt. Parker, leaving Panama for San Francisco, and calling at Acapulco, Mazatlan, Manzanillo and San Diego; also connecting for all Central American and South Pacific Ports. Freight for these ports received until 5 P. M. September 3 only. Departures of 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The steamship COSTA RICA will leave San Francisco on Sept. 24, for Honolulu, Sandwich Islands.

One of the company's splendid steamers will leave San Francisco, Sept. 1, 1873 for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street. GEO. H. BRADBURY, Pres't.

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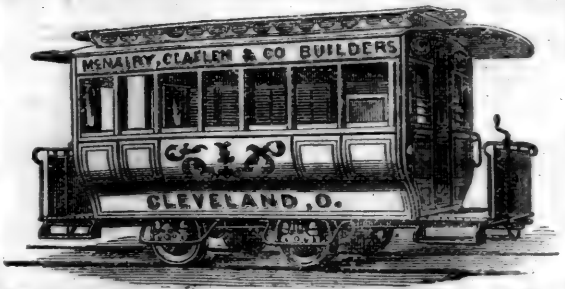
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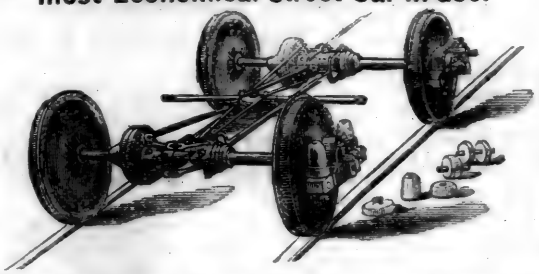
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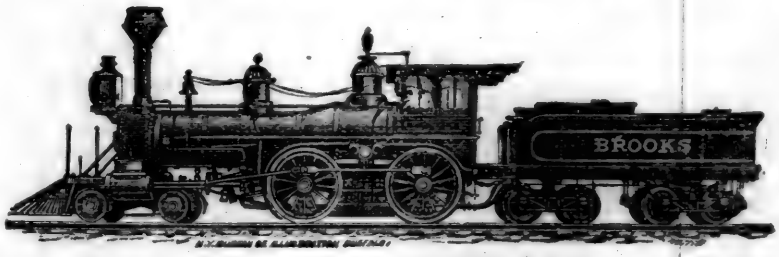
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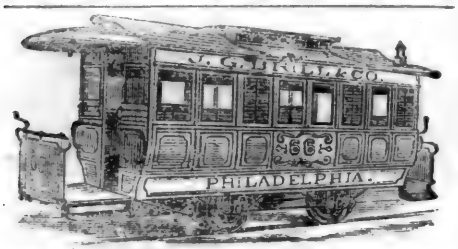
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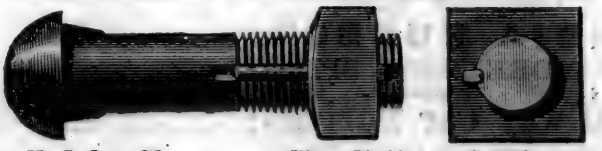
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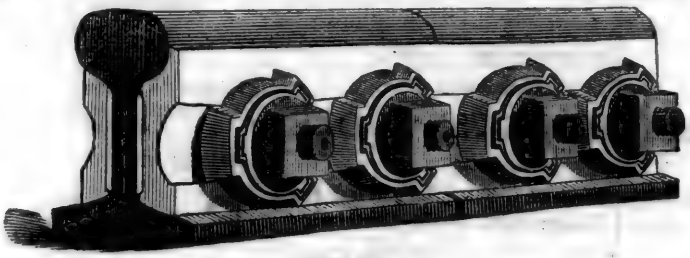
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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

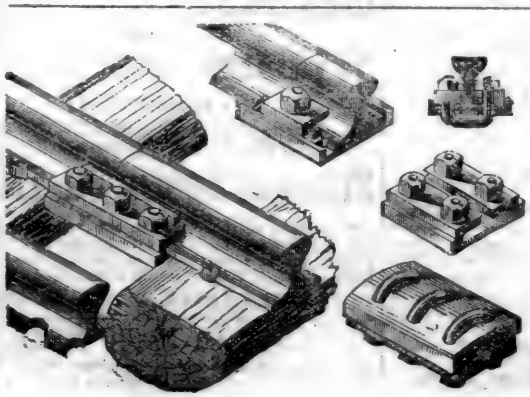
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

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STEAM NAVIGATION, COMMERCE, FINANCE,

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SECOND QUARTO SERIES, VOL. XXIX., No. 36.] SATURDAY, SEPTEMBER 6, 1873. [WHOLE No. 1,950, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 6, 1873.

Railroad from Baltimore to Harrisonburg.

The Baltimore *Sun* says that on Friday last Thomas H. Sharpe, master of transportation, Lewis M. Cole, general passenger ticket agent, John L. Wilson, road master, Frank Mantz, general supervisor of trains, A. G. Davis, telegraph superintendent, Mr. Buchanan, of the auditor's office, and George W. Cromwell, assistant road master, passed up the Virginia valley, over the line of road to Winchester, Strasburg and Harrisonburg, the Baltimore and Ohio Company having just leased that portion of the road from Strasburg to Harrisonburg. The purpose was to inquire into the condition of the road and its appliances. The joint road and its rolling stock were found in good condition, and the first train under the new lease, from Baltimore to Harrisonburg, left Camden Station on the 1st inst. Under this arrangement the line can be much more satisfactorily worked through than heretofore, and when the 25 miles of the Valley Railroad, now in course of construction from Harrisonburg to Staunton, is completed, as it is expected to be in December, the Baltimore and Ohio Company, working that line also, will have the proper control of the trains through from Staunton to Baltimore, to insure efficiency and close connections with the Chesapeake and Ohio Railroad at Staunton, and thence to Huntington, on the Ohio River.

NOTICE TO INVESTORS.

The attention of the investing public is called to the limited remainder of the NORTHERN PACIFIC RAILROAD SEVEN-THIRTY LOAN. The unsold balance will be soon absorbed by current sales, after which the Company has resolved to issue only six per cent. bonds.

There are now more than 500 miles of the road in regular operation, with a growing traffic; surveys and construction are progressing satisfactorily; the survey prosecuted the present season, in connection with the Stanley military expedition, has resulted in the location of an excellent line through Western Dakota and Eastern Montana, and the company has advertised for proposals for grading and bridging the Yellowstone Division, extending 205 miles from Bismarck, at the crossing of the Missouri River to the crossing of the Yellowstone, in Montana. The Company's lands (amounting to more than 20,000 acres per mile of road) are selling to settlers at an average price of nearly $6 per acre, and the proceeds of land sales constitute a Sinking Fund for the repurchase and cancellation of first mortgage bonds.

The Company's seven and three-tenths per cent. gold bonds, the last of which are now offered, yield nearly 8¼ per cent. per annum at the present price of gold.

All marketable securities are received in exchange at current rates, and full information furnished on inquiry.

JAY COOKE & CO.,
No. 20 Wall-st., New York.

☞ At a recent meeting of the Portland, Rutland, Oswego and Chicago Railway Co. the shareholders voted to accept the act extending the time for locating and completing their road, and elected the following officers: President—Allen Haines, Portland. Directors—N. C. Rice, W. H. Fessenden, J. W. Lane, Portland; D. W. O'Brion, Cornish; Henry V. Poor, Brookline, Mass.; Oscar F. Fowler, Bristol, N. H.; Fred. Billings, Woodstock, Vt.; John Cain, Rutland, Vt.; Gilbert Mallison, Oswego, N. Y.; W. McEckron, Jones Falls, N. Y. Treasurer—John Neal, Portland. Clerk—Moses Gould, Portland.

Where our Future Supply of Iron is to Come From

Pennsylvania still has the lead in the amount of iron manufactured and coal mined, being pre-eminently the mineral State, although New York, Ohio, New Jersey, Michigan, Missouri and Virginia have of late years shown remarkable growth in these industries. The opening of the Chesapeake and Ohio Railroad has done much to bring the coal and iron regions of the latter State into active development. There were more than a dozen furnaces in operation along the line of this road when it was opened through the Kanawha coal fields last year. Since then grounds for eight new furnaces have been purchased, three of which are now in course of erection. Some of them will be placed on the coal-lands, others on the ore lands, the average distance between the richest ore deposits of Virginia and the famous Kanawha coal-beds being 150 miles. The "Low Moor" Iron Company will also ship ores to the New Jersey and New York furnaces from their "bluff ore beds," near Clifton Forge, as well as to the furnaces in Southern Ohio and Eastern Kentucky.

No less than 146,000 acres of coal lands along the line of the Chesapeake and Ohio Railroad have changed hands within the present season, most o which will be worked as soon as practicable. Five of the mines are now being supplied with shoots side-tracks, inclines, &c., preparatory to shipping Five saw-mills and two stave factories are also among the industries recently opened. A car-wheel foundry is already going up at Huntington, and a rolling mill and locomotive works are talked of. The advantage of the West Virginia coal operators in having a market both East and West for their coal, of which there are four varieties—the dry-burning bituminous, gas, splint, and cannel—must be signal. The splint is used as a substitute for charcoal in iron-making, while the bituminous is a perfect substitute for the English coal which is now so high in price as to admit the American article to many markets hitherto supplied wholly by Great Britain.

☞ Lucius Robinson, former Comptroller of the State of New York, has been elected first vice-president of the Erie Railway Company.

Proposed Oil Pipe to the Seaboard.

There is now an effort being made, and with alleged success, to form a company to pipe oil from the petroleum regions to the commercial marts on the seaboard. The proposition is one which will, of course, strike the general reader with amazement, and command the serious attention of scientists and mechanics; but it must be remembered that this is the age of wonders, and while two Pennsylvania æronauts are just perfecting their arrangements to cross the Atlantic by means of a balloon, and a combination of other Pennsylvanians will meet this week in Pittsburg to further consider the project of improving the navigation of the Ohio river by feeding it with water from Lakes Erie and Chautauquau, we must not be surprised with the offer to pipe oil from its sources of supply to its market of consumption.

But the proposition to pipe oil from the petroleum regions is certainly most wonderful. How will it be forced over great elevations? How forced through immense depressions? How secured in pipes subject to incalculable pressure? These are only a tithe of the questions which now suggest themselves, but which science readily answers and simplifies. The project is within the range of engineering ability. It is of no more magnitude than crossing the Alleghanies with a locomotive, no grander in conception than J. Edgar Thomson's horse shoe bend, an achievement in engineering which has won the admiration of every man who has beheld its sublime proportions and mathematical beauty. We expect to see the day, if the Lord permits us to live another decade, when illuminating gas will be supplied to different parts of the States by means of pipes running from the oil regions. The supply of this gas is as certain and abundant as that of coal. The nature of its manufacture is as perpetual as that of water, and therefore no greater risk will be run in laying pipe for its conveyance to distant points than is now incurred in piping large cities to convey water, in bringing water from long distances, or in laying interminable tracks of iron to facilitate the transportation of material and agricultural products, bipeds and quadrupeds.

The men at the head of this piping scheme are shrewd and practical. Some of them are identified with the greatest of our material projects, and understand precisely what they are about. They are resolved to put this thing through, so that in a few years we may expect to see plugs on the Delaware front from which ships will be loaded with the oily freight running through pipes direct from the tanks on Oil creek.—*Phila. Press.*

A Fireless Locomotive.

We clip the following from an account of a trial trip of a new locomotive for street railroads, published in the Chicago *Tribune* of August 24:

"In front of the cars was the motive power, contained in a small, compact, and neat locomotive, manipulated by an engineer. This was the 'fireless locomotive.' It consisted of a boiler, eight feet long by three feet in diameter, and the usual machinery on a small scale. There was no fuel, no fire, no fireman. The steam was supplied for the round trip of six miles before starting. At the depot, was a supply boiler sixteen feet by three feet, in which steam was generated until 200 pounds pressure was indicated by the steam gauge. The locomotive boiler was three-fourths full of cold water. Instead of boiling this by means of a fire, and raising the pressure to a required height, the heat was introduced from the supply boiler through an iron tube. The iron tube was connected with a tube in the locomotive boiler, the latter running under the water along the bottom of the boiler and letting out the superheated steam as it was freed from the supply boiler into the locomotive boiler. This steam, rising through the cold water, permeated it, and quickly raised its temperature to 170 degrees. With this supply of steam the locomotive started, drawing a heavy four-horse car over the three miles, to Thirty fifth street, in ten minutes. The amount of steam consumed was 80 pounds, the locomotive starting back with 90 pounds remaining. When the starting point was reached there was 57 pounds of steam in the boiler, the pressure being reduced only 33 pounds in the return trip, which was down grade. It must be borne in mind that there was a large car, heavily laden, making eighteen miles an hour. The experiment proved conclusively that, as a substitute for dummy engines, the 'fireless locomotive' is beyond question, a success. There is no fire or fireman required; very little steam escapes, and the locomotive, not being one-half the size of the clumsy dummy engine, does not frighten horses and endanger the public safety."

The Transatlantic Balloon Enterprise.

The *Graphic* of Saturday announces that, wind and weather and other circumstances permitting, its great air-ship will start on the voyage across the Atlantic on Wednesday afternoon, September 10th, from the Capitoline Grounds, Brooklyn. The balloon will be finished during this week and by Saturday will be placed on exhibition at the Capitoline Grounds, to which all persons will be admitted free up to the hour of departure. The only companions of the two æronauts, Wise and Donaldson, will be a reporter of the *Graphic* and an experienced mariner, who will take charge of the life-boat in case the worst comes to the worst, and the balloon deposits its freight in the Atlantic or some other ocean. But Wise and Donaldson are said to have no fear of such an event, and are confident that from eighty to one hundred hours' travel will land them on the shores of Europe. It was at first contemplated that there should be nine passengers, but when the lifting power of the balloon was tested it was found to be three thousand pounds less than was calculated; consequently two thousand pounds of ballast were dispensed with, and the passenger list confined to the four named. The balloon is 116 feet high, and 335 feet in circumference. It contains 600,000 cubic feet of gas. In a muslin balloon each thousand feet of gas has a lifting capacity of eleven pounds; this makes the power of the balloon 6,600 pounds, from which it may readily be estimated that there is no margin to spare for extra freightage.

Erie Railway.

At the semi-annual meeting of the directors of the Erie Railway Company held on the 2d inst., the Report of the President was presented showing the earnings of the Main Line for the nine months ending June 30, 1873, to have been $13,635,742 29, the expenses $8,825,199 85, and the net profit $4,810,542 44. The entire earnings of the Erie Railway and branches during the same time were $14,527,193 25, and the entire expenses (including $341,693 61 rental) $10,093,344 23—showing a net profit of $4,433 849 02. Compared with the corresponding nine months of the preceding year, the gross earnings show an increase of $1,085,573 51, with an increase in working expenses of $271,009 66—making the net increase $814,563 85. The number of tons carried one mile amounted to 735,618,510, and the revenue derived therefrom to $11,485,127 61—the net increase being $779,007 92. Total number of tons carried, 4,295,530. The earnings from general freights have increased 11.53 per cent, from passengers 8.63, from mails and express 14.47, and from miscellaneous earnings 27.87, with a decrease from coal earnings of 3.89—making a net increase on the whole revenue of 8.07 per cent. The increased tonnage of paying freight has amounted to 250,419 tons carried

Comparative statement of earnings for nine months ending June 30, 1873 and 1872:

From—	1873.	1872.
Freight	$8,213,764 84	$7,864,856 22
Coal	2,852,171 86	2,967,787 90
Passengers	2,484,923 93	2,287,583 30
Mails and express	638 244 05	557,559 62
Miscellane's sources	388,088 57	264,382 70
Total	$14,527,193 25	$13,441,619 74

Statement of freight business during the nine months ending June 30, 1873:

	Tons carried one mile.	Revenue.
Way East	225,626,411	$4,082,448 53
Way West	116,249,828	2,048,686 04
Through East	304,851,307	4,012,123 02
Through West	88,890,964	1,341,970 02
Grand totals	735,618,510	$11,485,127 61

Statement of the earnings and expenses of the Erie Railway and branches, respectively, for the nine months ending June 30, 1873:

Names.	Earnings.	Total Expenses.*	Profit and loss.
Erie Railway	$13,635,742 29	$8,825,199 85	$4,810,542 44 p.
Newark & Hudson	16,763 04	55,891 13	39,128 09 l.
Paterson and Newark	27,788 63	51,423 11	23,634 48 l.
Hackensack & New York	18,833 95	35,041 95	16,208 00 l.
Hackensack & New York Extension	16,979 41	34,264 37	17,284 96 l.
Montgomery & Erie	31,663 56	38,722 41	7,058 85 l.
Goshen & Deckertown	19,364 40	32,652 90	13,288 50 l.
Hawley Branch	265,596 45	131,864 36	133,732 09 p.
Honesdale Br.	28,428 93	51,456 64	23,027 71 l.
Jefferson Br.	111,020 06	257,452 70	146,432 64 l.
Rochester and Genesee Val'y	108,737 00	112,029 51	3,292 51 l.
Avon, Geneseo & Mt. Morris	27,394 60	46,171 30	18,776 70 l.
Erie & Genesee Valley	12,805 58	35,993 35	23,187 77 l.
Buffalo, Bradf'd and Pittsburg	7,184 10	56,480 42	49,296 32 l.
Niagara Falls Branch	65,669 60	188,627 66	122,958 06 l.
Northern R.R. of New Jersey	133,221 65	140,072 57	6,850 92 l.
Totals	$14,527,193 25	$10,093,344 23	
Net profit			$4,433,849 02

* Including rental, $341,693 61.

Profit and loss account for the nine months ending June 30, 1873:

By balance of account Sept. 30, 1872		$2,816,768 12
Less dividend No. 13, on preferred stock, to 31st December, 1872, paid March 15, 1873	$298,791 85	
Less dividend No. 7, on common stock to 31st December, 1872, paid March 15, 1873	1,365,000 00	
		1,663,791 85
Balance to credit, profit and loss		$1,152,976 27
By Guy R. Pelton mortgage		2,850 00
By earnings for the nine months ending June 30, 1873	$14,527,193 25	
Less expenses	9,751,650 62	
		4,775,542 63
		$5,931,368 90
To interest on mortgage debt	$1,709,953 34	
To rents on property and leased roads	787,707 07	
To mileage of cars	311,911 60	
To interest, discount and taxes	265,277 63	
		3,024 849 64
Balance, July 1, 1873, subject to division		$2,906,519 26

The cost of repairs has been charged to ex-

pense account, and the road and equipments have been kept in good order.

On account of suits and other matters there have been obtained from different parties money and property during the year worth more at present than the estimates, no part of which has been placed to profit and loss. Further sums will be received from suits now pending.

Liabilities and assets for the nine months ending June 30, 1873:

LIABILITIES.

Common stock	$78,000,000 00
Preferred stock	8,536,910 00
First mortgage bonds	2,485,000 00
Second mortgage bonds	2,174,000 00
Third mortgage bonds	4,852,000 00
Fourth mortgage bonds	2,937,000 00
Fifth mortgage bonds	709,500 00
Consolidated mortgage bonds	12,076,000 00
Sterling mortgage bonds	4,437,470 00
Convertible bonds	8,000,000 00
Buffalo branch bonds	182,600 00
Real estate bonds	63,572 30
Loans	153,314 78
Bills audited	2,476,164 87
Bills payable	1,024,029 21
Profit and loss	2,906,519 26
Total	$131,014,080 82

ASSETS.

Cost of road and construction	$109,856,939 44
Jefferson Railroad construction	924,442 69
Newburgh and New York Railroad construction	259,668 25
Paterson and Newark Railroad construction	568,881 56
Suspension Bridge and Erie Junction Railroad construction	155,980 32
Fort Lee Railroad construction	189,987 55
Newark and Hudson Railroad construction	127,534 03
Barclay Railroad construction	6,238 20
Buffalo, Bradford and Pittsburg Railroad construction	83,354 62
Hawley Railroad construction	236,946 99
Pavonia Horse Railroad construction	86,306 99
Avon, Geneseo and Mount Morris Railroad construction	2,944 88
Grand Opera-house property	20,097 70
Lake Erie propellers	573,317 78
Twenty-third street property	129,849 59
Weehawken property	408,459 41
Penn Horn property	126,733 61
Brooklyn refinery	75,000 00
Buffalo elevator	9,506 50
Preferred stock certificates	45,424 00
Bonds of other companies	2,941,781 05
Stocks of other companies	5,396,410 11
Materials on hand and in shop	2,017,764 60
Real estate in New York, &c.	3,000 000 00
Balance of outstanding accounts	1,559 510 19
Bills receivable	127,292 18
Cash on hand	1,083,108 60
Total	$131,014,080 82

☞ In regard to the payment due September 13th of the Geneva award, by the British Government to our own, and which is made through Messrs. Drexel, Morgan & Co., Morton, Bliss & Co. and Jay Cooke & Co., members of the syndicate for the negotiation of the new fives, the *Evening Post* is informed on good authority, that the transfer has been practically concluded, and that no further amounts of gold will be withdrawn from the market to be paid into the Treasury. The transfer has been going on gradually for several weeks, which explains the decrease in specie held by the banks, as witnessed by their statements for the past few weeks.

Cincinnati, Richmond and Chicago R. R.

The receipts of this company for the year ending March 31, 1873, were as follows:

From passengers		$78,714 05
" freight		141,488 30
" mails and express		9,203 03
" miscellaneous		229 56
		$229,634 94
Expenses, viz:		
Maintenance of way	$48,645 46	
Locomotive power	42,029 27	
Train expenses	28,199 38	
Station expenses	19,786 31	
Miscellaneous expenses	19,990 81	
		158,661 23
Earnings less operating expenses		70,973 71
From which deduct—		
Interest on bonds	$44,065 00	
Taxes	1,900 93	
General interest	159 38	
		46,125 31
Net earnings		$24,848 40
Add increase of coupons unpaid		945 00
Amount to credit of Cincinnati, Hamilton and Dayton Railroad Company		$25,793 40
Do. March 31, 1872		82,733 60
Total, as in Balance Sheet		$56,940 20

To which is to be added this company's proportion, when adjusted, of interest on bonds of C., R. & Ft. W. R. R. Co., advanced as per contract with that company.

BALANCE SHEET, March 31, 1873.

Construction	$826,733 29
Equipment	184,551 98
Real estate	700 00
Profit and loss	56,964 93
	$1,068,950 20
Capital stock	$382,600 00
First mortgage bonds	560,000 00
Second " "	65,000 00
Interest on bonds unclaimed	4,410 00
C., H. and D. R. R. Co	56,940 20
	$1,068,950 20

President and Gen'l Sup't.—DANIEL MCLAREN.

Vice President.—GEORGE T. STEDMAN.

Directors.—Daniel McLaren, Geo. T. Stedman, William Goodman, F. H. Short, H. D. Huntington, Chas. W. West, Henry Lewis, John Young, Joseph H. Rogers.

Assistant Sup't.—LEWIS WILLIAMS.

Secretary and Treasurer.—FREDERICK H. SHORT.

Preparations for Laying the Pacific Cable.

The United States steamer Tuscarara, which has been detailed to make the surveys and soundings preparatory to laying the telegraph cable from this port to Japan and the Asiatic Continent, started on an experimental trip on the 12th instant for the purpose of testing different apparatus for taking ocean soundings. The result was the adoption of the machinery invented by Lieutenant Brooks, with a recent improvement by Captain Belknap, as the most perfect and practical. The first reel consisted of a reel of fine steel wire, containing fourteen miles, weighing fourteen pounds to the mile, and bearing a strain of two hundred and seventy-eight pounds. The weight used was a shot of about thirty pounds, with detaching apparatus. The steam-sounding apparatus of the United States frigate Juniata—which vessel was detailed for similar work on the Atlantic side, but subsequently sent in search of the Polaris—was brought out here at considerable expense to the Government. It failed to be of any practical service, however, in this expedition, as three hundred fathoms of line was lost at one throw, and five hundred fathoms on another pitch. Eleven attempts at sounding were made in all, two only being failures. The greatest depth reached was 1,949 fathoms, in latitude 37 degrees 24 minutes and 50 seconds north, longitude 123 degrees 33 minutes and 25 seconds west. The Tuscarora is now lying at her anchorage off Third street, awaiting orders to proceed in sounding the line of the cable to the coast of Japan.—*San Francisco Bulletin, Aug.* 18.

Dayton and Michigan Railroad.

The income of this company for the year ending March 31, 1873 was as follows:

From passengers		$211,913 31
" freight		669,944 25
" express and mail		44,286 72
" miscellaneous		8,422 82
		$1,034,567 10
Expenses, viz:		
Maintenance of way	$206,992 27	
Wood and oil	98 714 41	
Machine shop	9 282 17	
Locomotive power	92,382 42	
Train expenses	144,704 66	
Station expenses	76,830 51	
Office expenses	86,955 91	
Miscellaneous expenses	57,247 83	
		722,110 18
Earnings less expenses		$312,456 92
From which deduct—		
Taxes	$32 833 52	
Interest on bonds	211,496 03	
Dividend on common and preferred stock	122,190 73	
		366,520 28
Loss for the year		$54,063 36

There has been expended on this road by the Cincinnati, Hamilton and Dayton Railroad Company, for permanent improvements sinking fund, &c., during the year, $117,576 82, viz:

For completion of Elevator "A"	$25,589 08
" purchase of Elevator "B"	22,064 73
" fencing road	12,620 48
" extension of docks	14,070 35
" sinking fund	30,000 00
" real estate	4,760 00
" right of way	300 00
" sundries, construction account	8,382 18
	$117,576 82

BALANCE SHEET, March 31, 1873.

Construction	$5,653,145 49
Right of way	107,548 24
Real estate	276,669 20
Rolling stock	765,256 12
Lima shop equipment	12,145 31
Bills receivable	203 54
Individual accounts	1,198 64
Profit and loss	149,268 52
Preferred stock fund	77,268 09
	$7,042,703 15
Capital stock, common	$2,898,785 53
" preferred	1,259,800 00
1st mortgage bonds	1,931,000 00
2d mortgage bonds	445,000 00
3d mortgage bonds	361,000 00
Toledo Depot bonds	105,500 00
Income bonds	400 00
C., H. and D. R. R. Co	382,749 53
Gain (bonds converted into stock)	168,468 09
	$7,042,703 15

President and Gen'l Supt.—DANIEL MCLAREN.

Vice President.—M. R. WAITE.

Directors.—Daniel McLaren, William Goodman, H. D. Huntington, M. R. Waite, F. H. Short, John Young, Charles W. West, George T. Stedman, Joseph H. Rodgers.

Assistant Sup't.—JOHN H. WELLER.

Secretary and Treasurer.—FREDERICK H. SHORT.

[Railroads of the State of New York.]

A Tabular statement of the Railroads of the State, their Capital and Cost, Earnings and Expenses, Dividends, &c., for the fiscal year ended September 30th, 1872.

(Prepared from the Annual Report of the Hon. WILLIAM B. TAYLOR, State Engineer and Surveyor.)

Railroads.	Capital Account. Stocks.	Bonds.	Debt.	Total.	Cost of road & equipment.	Railroads. Main Line.	Branches.	Other track.	Traffic. Train Mileage.	Passenger Carried.	Freight Moved.	Gross Earnings.	Operating Expenses.	Nett Earnings.	Dividend.
	$	$	$	$	$	M.	M.	M.	M.	No.	Tons.	$	$	$	p. c.
Adirondack	4,268,000	930,000	1,963,756	7,156,756	2,728,693	60.00	.....	2.25	71,936	30,012	29,902	100,426	72,877	28,049	....
Albany and Susquehanna *d*	5,000,000	4,367,000	.....	9,367,000	9,879,405	142.00	59.00	34.34	790,385	362,123	441,100	1,341,228	993,986	347,242	7
Albany and Vermont *e*	600,000	.....	.....	600,000	600,000	12.00	.....	.....	.....	.....	.....	86,000	.....	86,000	6
Atlantic and Great Western	24,000,000	56,992,240	.....	80,992,240	3,871,375	387.50	161.00	76.00	3,744,507	913,800	2,691,100	5,451,900	4,596,229	855,671	....
Avon, Geneseo and Mount Morris *b*	219,250	20,000	20,000	259,250	245,000	19.00	.....	.70	.....	.....	.....	15,000	.....	15,000	6
Black River and Morristown *b*	252,600	72,000	.....	324,600	324,584	8.00	.50	.....	16	.....	.....	.....	.....	.....	....
Black River and St. Lawrence *b g*	144,989	.....	267	145,253	144,423	12.00	.....	.....	.....	.....	.....	.....	.....	.....	....
Blossburgh and Corning *h*	468,000	.....	.....	468,000	582,346	15.64	.....	5.41	.....	.....	.....	25,500	.....	25,500	5
Boston and Albany	19,664,100	8,037,000	580,560	28,281,660	24,301,751	201.65	47.98	316.73	4,777,048	5,247,576	2,732,907	9,259,599	6,896,984	2,362,615	10
Buffalo, Corry and Pittsburgh	428 718	700,000	548,230	1,676,948	1,546,931	43.20	.....	5.00	154,730	68,476	93,217	228,100	240 151	Loss.	....
Buffalo Creek	228,090	.....	2,437	230,527	225,470	3.25	.....	2.50	.....	.....	.....	14,386	16,129	Loss.	....
Buffalo, New York and Erie *f*	950,000	2,380,000	.....	3,330,000	3,330,000	142.00	.....	19.00	.....	.....	.....	.....	.....	.....	7
Buffalo, New York and Philadelphia	1,600,708	1,876,500	430,605	3,907,313	3,064,271	88.00	.....	5.86	97,613	132,971	44,602	139,145	121,845	17,300	....
Carthage, Watertown and Sackett's Harbor *b g*	455,433	150,000	.....	605,433	561,140	18.00	.....	.50	.....	.....	.....	.....	.....	.....	....
Cayuga Lake	354,435	800,000	.....	1,154,435	712,974	12.00	.....	2.10	.....	.....	.....	.....	.....	.....	....
Cayuga and Susquehanna *i*	589,110	.....	.....	589,110	1,188,012	34.61	.....	6.00	104,546	37,373	120,349	132,433	126,251	6,182	9
Cazenovia and Canastota	294,530	250,000	29,250	573,780	538,006	15.00	.....	1.40	24,960	24,860	7,138	25,885	21,494	4,391	....
Central Railroad of Long Island *j*	297,800	687,000	479,598	1,464,398	1,459,616	23.50	2.00	3.00	.....	.....	.....	.....	.....	.....	....
Chemung *k*	380,000	.....	.....	380,000	400,000	17.86	.....	8.72	.....	.....	.....	19,000	.....	19,000	5
Cherry Valley, Sharon and Albany *d*	281,350	807,000	21,000	609,350	600,000	20.91	.....	.87	.....	.....	.....	.....	.....	.....	....
Clayton and Theresa	195,775	.....	.....	195,775	78,022	.....	.....	.59	.....	.....	.....	.....	.....	.....	....
Clove Branch *l*	150,000	.....	.....	150,000	150,696	4.25	.....	1.00	8 568	3,432	41,302	29,522	24,121	5 401	....
Cooperstown and Susquehanna Valley *d*	308 405	100,000	22,240	430,645	458,915	16.00	1.00	.25	20,998	37,981	9,393	39,612	24,884	14,728	....
Delhi and Middletown *a*	77,920	.....	.....	77,920	98,319	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Dunkirk, Warren and Pittsburgh	1,266,000	1,400,000	189,908	2 855,908	2,770,566	54.08	.....	3.05	85,096	65,948	43,036	109,262	107,198	2,064	....
Dutchess and Columbia *l*	1,488,488	1,500,000	554,407	3,542,895	2,796,377	58.00	.....	7.00	137,801	158,761	112,047	210,546	237,542	Loss.	....
Elmira, Jefferson and Canandaigua *k*	500,000	.....	.....	500,000	1,777,384	47.00	.....	6.18	.....	.....	.....	25,000	.....	25,000	5
Elmira and Williamsport *k*	1,000,000	1,570,000	.....	2,570,000	2,218,000	9.00	.....	3.22	63,374	13,250	43,891	64,120	63,578	542	5
Erie Railway	86,536,910	26,395,000	2,517,301	115,449,211	108,807,687	459.00	495.00	319.50	12,318,504	8,598,988	5,564,274	18,371 888	16,641,044	1,730,844	....
Erie and Genesee Valley *f*	144,900	120,000	.....	164,900	191 302	12.25	.....	.....	.....	.....	.....	8,400	.....	8,400	....
Flushing and North Side	281,010	1,281,200	81,027	1,643,037	1,236,529	11.85	6.29	5.00	183,072	1,256,278	.....	281,844	195,348	86,496	....
Fonda, Johnstown and Gloverville	300,000	300,000	41,383	641,383	493,732	10.00	.....	1.00	35,056	99,890	25,897	78,023	39,824	38,199	....
Geneva and Ithaca	270,734	.....	.....	270,734	189,219	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Geneva and Southwestern	133,800	.....	.....	133 800	15,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Glens Falls *c*	96,640	125,000	.....	221,640	221,640	5.76	.....	.07	.....	.....	.....	.....	.....	.....	....
Greene *m*	200,000	.....	.....	200,000	348,878	8 00	.....	.50	20,824	37,773	151 848	35,718	30,106	5,512	....
Greenwich and Johnsonville	130 098	185,500	11,086	326,684	303,415	14.00	.....	.75	17,528	17,488	9,553	30 358	27,293	3,065	....
Goshen and Deckertown *m*	105,000	246,500	8,000	359,500	290,901	11.64	.....	.33	.....	.....	.....	21,500	.....	21,500	7
Harlem Extension *l*	4,000,000	4,000,000	40,509	8,040,509	8,000,000	116.00	2.00	.....	277,969	137,837	105,849	317,749	355,698	Loss.	....
Harlem River and Port Chester *b*	41,860	.....	656,761	698,621	660,061	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Hudson and St. Lawrence *a*	216,300	.....	622	216,922	216,922	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Ithaca and Athens	494,162	600,000	103,302	1,197,664	1,236 191	35.63	.....	39.36	83,688	20,367	121,600	110,942	65,921	45,021	....
Junction *n*	214,600	.....	.....	214,600	214,600	7.67	.....	1.24	.....	.....	.....	.....	.....	.....	7
Lackawanna and Susquehanna *d*	.....	.....	.....	.....	674,869	17.45	.....	4.00	.....	.....	.....	.....	.....	.....	....
Lake Champlain and Moriah *r*	200,000	104,000	.....	304,000	362,187	7.25	1.87	1.75	50,786	.....	296,143	160,726	82,024	78,702	....
Lake Ontario Shore *b*	1,727,553	792,000	96,098	2,615,651	1,541,456	1.06	.....	.....	.....	.....	.....	.....	.....	.....	....
Lake Shore and Michigan Southern	50,000,000	26,328,000	3,903,472	80,231,472	64,583,353	540.00	534.00	449.00	10,350,159	1,943,162	4,223,434	16,712,360	11,697,160	5,015,200	8
Lockport and Buffalo *a*	104,500	.....	.....	104,500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Long Island	3,000,000	1,500,000	125,000	4,625,000	5,016,403	94.00	64.00	15.90	.....	.....	.....	865,192	587,985	277,207	4
Middleburgh and Schoharie *m*	85,800	15,000	400	101,200	13,000	5.75	.75	.75	15,800	25,000	5,000	11,451	6,856	4,595	....
Middletown and Cranford *m*	124,407	68,500	.....	192,907	191,988	10.22	.....	.....	.....	.....	.....	.....	.....	.....	....
Middletown, Unionville and Water Gap *m*	122,680	225,000	30,891	378,521	350,476	13.00	.....	.10	28,232	15,152	9,223	35,020	23,223	11,797	....
Montgomery and Erie *f*	150,065	177,000	.....	327,065	288,931	10.27	.....	.06	7,366	8,764	7,906	28,698	9,103	19,595	5
Monticello and Port Jervis *b*	418,995	650,000	60,836	1,129 831	1,069,093	23.75	.....	.....	44.848	25,431	21,104	40,534	33,019	7,515	....
Montreal & Plattsburgh & Whitehall & Platts. *r*	1,000,000	.....	.....	1,000,000	.....	43.00	.....	.....	83,742	48,068	85,681	101,578	74,756	26,822	....
New York and Boston	1,250,000	.....	.....	1 250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
New York Central and Hudson River	15,231,719	16,496,020	1,167	31,728,906	63,299,924	740.17	298.42	739.75	14,617,551	7,138,779	4,393,965	25,580,676	17,158,673	8,422,003	8

New York and Harlem	9,000,000	4,864,024	1,135,000	14,999,024	13,449,583	130.75	11.21	45.50	847,080	1,640 875	377,537	2,856,525	1,719,384	1,137,221	8
New York and Hempstead *b & c*	200,000	285,000	15,000	450,000	219,500	5.50	.....	.....	19,496	85,865	.....	33,364	27,583	5,781	....
New York, Housatonic and Northern *p*	261,000	183 500	156,475	600,975	616,864	5.36	.....	.....	.....	.....	.....	3,010	3,010	.....	....
New York, Kingston and Syracuse	2,662,932	2,000,000	92,692	4,755,624	3,245,922	74.00	.....	4.80	203,370	163,277	69,137	219,368	146,025	73,341	....
New York and Mahopac *q*	265,000	.....	.....	265,000	264,913	6.97	.....	.....	.....	.....	.....	.....	.....	.....	....
New York, New Haven and Hartford	15,500,000	1,641.500	.....	17,141 500	14,702,446	123.00	16.50	164.25	1,700,891	3,925,765	892 579	853,849	462,155	391,694	10
New York and Oswego Midland *c*	5,872,549	12,500 994	474,284	18,847,827	18,496,368	334.00	121.00	45.00	818,345	772,207	370,418	974,791	823,772	151,019	....
New York and Rockaway *t*	100,000	350,000	.....	350,000	350,000	10.00	.....	.....	.....	.....	.....	.....	.....	.....	....
New York, Utica and Ogdensburgh *a*	77,500	.....	14,897	92,397	81 423	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
New York, West Shore and Chicago *a*	45,100	5,019,240	15,419	5,079,559	962,224	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Niagara Bridge and Canandaigua *n*	1,000,000	.....	.....	1,000,000	3,495 882	.....	.....	.....	.....	.....	.....	60 000	.....	60,000	6
Northern Railroad of New Jersey *f*	1,000,000	400.000	.....	1,400,000	527,452	21.25	.....	.....	.....	.....	.....	108,000	.....	108,000	8
North Shore *b*	193,445	135,000	6,000	334,445	300.549	6.25	.....	.....	.....	.....	.....	.....	.....	.....	....
Nyack and Northern *f*	78,250	150,000	2,050	230,300	226,733	4.33	.....	.....	.....	.....	.....	.....	.....	.....	....
Ogdensburgh and Lake Champlain *r*	5,077 000	1,012,000	.....	6,089,000	5,796,921	118.00	4.00	18.00	636,765	171,894	417,373	1,005,979	742,112	263,867	6
Oswego and Rome *s*	300,000	612.000	28	912,028	950,953	28.58	.....	3.25	.....	.....	.....	.....	.....	.....	10
Oswego and Syracuse *d*	1,144,400	180,000	.....	1,324.400	1,445,114	34.98	.....	46.47	232,069	171,932	232,801	354,880	281,002	73,878	9
Pennsylvania and Sodus Bay *a*	567,873	.....	.....	567,873	552,779	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Poughkepsie and Eastern *l*	524 464	508,200	506,079	1,538,743	1 391,372	41.85	.....	2.47	58,514	70.018	10,400	53,079	38,940	14,039	....
Rensselaer and Saratoga	6,000,000	1,925,000	.....	7,925,000	7,489,628	181.00	.....	41.50	861,480	664,000	556,934	1,748,915	1,144,691	604.224	7
Rochester and Genesee Valley *f*	557 560	.....	.....	557,560	671,803	18.45	.....	.....	.....	.....	.....	34,012	.....	34,012	6
Rochester, Nunda and Pennsylvania *a*	489,100	.....	47,000	536,100	447,442	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Rochester and Pine Creek *b*	118,870	.....	.....	118,870	117 164	6.50	.....	.25	10,976	9,518	1,946	3,092	2.555	537	....
Rochester and State Line *a*	16,084	125,000	.....	141,084	137,912	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Rockland Central *a*	24,420	.....	23,063	47,482	82,559	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Rome and Clinton *m*	250,000	100,000	10,000	360 000	350,000	13.03	.....	1.00	.....	.....	.....	.....	.....	.....	....
Rome, Watertown and Ogdensburgh	2,998,900	1,735,606	38,359	4,772,565	4,000,000	189.63	48.52	21.28	675,016	441,909	336,440	1,150,764	868,658	282,106	7
Saratoga and Schenectady *e*	441,000	9,000	.....	450,000	484 684	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
Schenectady and Susquehanna *d*	200,000	400,000	.....	600,000	600,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Schoharie Valley *m*	49,900	55,000	6,932	111,832	96.612	.....	.....	.....	16,482	27,728	12,824	17,118	12,405	4,713	....
Schuylerville and Upper Hudson *a*	117,427	65,000	.....	182,427	109,898	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Skaneateles	77.800	35,000	.....	112 800	151,510	5.00	.51	.....	29,180	10,720	21,782	24,945	21,332	3,613	....
Smithtown and Port Jefferson *c*	91,550	600,000	.....	691,550	446,948	4.00	.....	.61	.....	.....	.....	.....	.....	.....	....
Sodus Bay and Corning *a*	64,174	41,000	23,106	128 280	108,762	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Sodus Point and Southern *b*	493,496	700,000	.....	1 193,496	1,193,406	25.00	1.50	.....	.....	.....	.....	.....	.....	.....	....
Southern Central	1,783 021	2 288,000	89,881	4 150,902	3,787,864	116.00	.....	.....	302,744	161,821	178,099	807.280	202,302	104,978	....
South Side of Long Island	1,000,000	2,250,000	386,782	3,636 782	3,815.476	57.00	20.00	20.00	233,990	617,899	83,671	501,871	275.194	226,677	....
Spuyten Duyvil and Port Morris *b n*	989.000	.....	.....	989,000	980 093	6.00	.....	6 42	.....	.....	.....	.....	.....	.....	....
Sterling Mountain	80.000	350,000	.....	430.000	499.916	7.60	.....	1 00	18,000	4,060	92,149	54,464	44,657	9,807	....
Suspension Bridge and Erie Junction *f*	500,000	1,000 000	.....	1,500,000	1,500.000	23.50	.....	29.00	.....	.....	.....	.....	.....	.....	....
Syracuse, Binghamton and New York *i*	2,004,000	1,670.000	129.414	3,803,414	3,906 297	81 00	.....	17.00	449,520	186,606	533,355	718.581	390,203	323,378	4
Syracuse and Chenango Valley	1,063,400	500,000	229,998	1,293,398	1,227,047	26.00	1.00	.....	47,056	49,219	29,914	23,199	24,607	Loss.	....
Syracuse Northern	1,001,993	900.000	80,234	1,982,227	1,906,214	44 04	.....	2.75	77,940	106,569	20,185	93.514	105,252	Loss.	....
Troy and Bennington *l*	75,400	95,000	.....	170,400	236,953	5.38	.....	.38	.....	.....	.....	15,300	.....	15,300	....
Troy and Boston	1,599,000	1,899,000	65,309	3,563,309	2,312,504	34.91	.....	9.01	190,548	262,763	191,124	516 564	276 816	239,748	5
Troy and Greenbush *n*	274.400	.....	.....	274,400	294,908	6.00	.....	6.00	.....	.....	.....	16,464	.....	16,464	6
Troy Union *e n & q*	30,000	680,000	.....	710 000	783,985	2.14	.....	2.14	.....	.....	.....	.....	.....	.....	....
Utica and Black River	1,754 020	775,500	.....	2,529,520	2,459.147	74.75	17.89	9.40	201,688	184,533	62,064	324,059	214,404	109,655	3
Utica, Chenango and Cortland *a*	220.000	.....	.....	220,000	156,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	....
Utica, Chenango and Susquehanna Valley *i*	2,908 600	.....	.....	2,908,600	3,624,475	98.00	22.00	14.00	228,887	246,101	173,749	424,792	392,540	32,252	6
Utica, Ithaca and Elmira *b*	381,360	.....	.....	381,360	381,360	40.00	.....	.....	.....	.....	.....	.....	.....	.....	....
Valley *i*	750,000	.....	.....	750 000	788 696	11.50	.....	.50	64,459	62 528	742 128	204,359	195,207	9,152	....
Walkill Valley *f*	735,765	760,500	275,273	1,771,538	1,750,547	33.10	.....	2.40	.....	45.015	21 504	24,422	51,891	Loss.	....
Warwick Valley *f*	225.000	60 000	.....	285,000	199,162	10.16	.....	.44	67,480	34,427	23,640	54,415	29,345	25,070	7
West Shore Hudson River *a*	526,700	769,000	61,918	1,357,618	629,357	.....	.....	.....	.....	.....	.....	.....	.....	.....	....

a. Under construction and no portion in operation.
b. Under construction and a portion in operation.
c. Completed since September 30, 1872.
d. Leased to Delaware and Hudson Canal Company.
e. Leased to Rensselaer and Saratoga Railroad Company.
f. Leased to Erie Railway Company.
g. Leased to Utica and Black River Railroad Company.
h. Consolidated with Wellsboro' and Lawrence Railroad Jan. 1, 1873 under the name of Corning, Cowanesque and Antrim Railroad—Corning, N. Y. to Antrim, Pa. 58 miles.
i. Leased to Delaware, Lackawanna and Western Railroad Company.
j. Leased to Flushing and North Side Railroad Company.
k. Leased to Northern Central Railway Company.
l. Leased to New York, Boston and Montreal Railroad Company.
m. Leased to New York and Oswego Midland Railroad Company.
n. Leased to New York Central and Hudson River Railroad Company.
o. Operated by South Side of Long Island Railroad Company.
p. Operated by Housatonic Railroad Company. Consolidated with Southern Westchester Railroad.
q. Leased to New York and Harlem Railroad Company.
r. Leased to Central Vermont Railroad Company.
s. Leased to Rome, Watertown and Ogdensburg Railroad Company.
t. Leased to Long Island Railroad Company.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,690	251,832	262,770	293,422	286,502	342,743	2,300,767
1869	212,604	218,982	291,308	485,043	668,270	556 080	532,657	511,854	609,788	679,642	535,260	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	562 223	571.836	675,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695.153
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892.861
1868	276,117	275,140	267.094	279,121	303,342	384,594	404,012	558,101	486,196	503,746	409.569	361 701	4.508 643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	566 023	468.212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418.709	506,681	497,519	475,608	441,197	404,264	4,849.405
1871	353,235	342,369	384,999	388,464	461,290	466,097	533,655	554,163	507,617	473,247	455,607	377,687	5,278.910
1872	371.708	332,902	373,217	379,879	409,254	419,196	485,352	559,882	497,261	540,756	431,815	352,004	5,156 326
1873	352,568	402,477	424,644	412,218	426,315	482,005	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ..	.....	.....	366,100	281.334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565.145	480,710	519,306	669,605	729,759	716,378	563,400	6.114.666
1865	541,005	482,164	499,296	468,358	585.623	747.942	702,691	767,508	946,707	932,683	754,671	547,842	7.976,490
1866	523,566	399,917	523,845	537,619	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9.299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,403
1871	655,428	602,182	774,994	787,041	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,518	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236.435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293.615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	240,169	274,021	249,355	319.012	317,887	339,239	319,573	284,156	3,273,719
1871	270,264	273,751	315,149	295,480	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,819	341.104	326,268	401,252	417,328	439,581	389,530	358,743	4,462,325
1873	356,612	408,849	465,517	432,928	394,485	340,675	351,576	.....	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,493,941	1,550,023	1,525 243	1,643,424	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	.....	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613.329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,759	601,226	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,578,958
1871	624,744	529,617	563,598	620,228	713,162	718.722	707,992	836,041	890,267	753,184	755,436	688,131	8,401,142
1872	637,436	631,627	575,893	559,871	648,956	659,383	609,846	783,255	744,782	881,693	696.475	698,063	8,026,754
1873	580,499	562,949	651,962	544,035	687,630	724,983	672,917	.....	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303.915	306.944	296,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,906	191,738	300,783	322 875	341,843	322,569	329,838	357,302	349,468	440,418	314,513	223,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,947	1,296 369	1,368,948	1,402,597	1,345,316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,745,736	1.694,543	1,680,963	1,585,368	1,451,762	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,617	91,666	103,558	109,526	111,033	118,648	114,496	129 383	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	138,407	132,998	153,531	144 023	141,376	1,418,869
1871	130,883	126.224	140,740	118,173	119 650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,621	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	181,868	.....	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4.744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326.891	378,880	487,990	511,447	453,873	387.827	4,755.958
1871	418,755	442 665	456,980	470.703	480.547	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	598,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,886	440,261	567,314	556,181	542,069	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,563	7,250 069
1870	396,171	382,823	377,571	443,132	720,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	478,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	.....	.....	.....	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,249	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	236,108	3,438,930
1871	212.065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369.887	385,103	299,552	3,630,696
1872	254.319	238,823	303,591	305,755	269,560	304,512	265,406	315,699	338,497	384,193	357,920	360,404	3,678,682
1873	227,897	261,346	344,682	321,047	301,521	.....	... ...	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,898	689,924	8,735,082
1869	479,236	525,490	755,433	904,834	999,468	650,680	1,232,903	1,454,026	1,294,621	1,235.366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	593,966	617,058	569,697	1,1:9,489	1,241,908	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,062	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,022,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149.164	155,388	130.545	140,408	143,987	204.597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,960	171,568	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150.719	129,567	167,305	158,627	168,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	166,107	188,442	186,489	152,515	102,995	1,786,547
1872	158 198	140,471	165,969	154,641	147,540	149,532	150,145	161,496	177,085	201,648	175,169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,583	125,212	117,664	114,786	118,016	131,484	141,165	178,792	154,427	169,007	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	168,254	229,260	208,140	230,300	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	464,209	450,203	429,898	328,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	4 0,720	422,389	323,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,099	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365.175	328.791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	518,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,031	5,944,570
1873	370,290	405,110	471,801	446,527	470,598	541,191	483,389	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,383	716,829	5,709,183
1870	528,629	500 130	539,238	706,603	802,586	748,450	643.058	644 051	728.521	719,698	570 168	506.053	7,654,094
1871	479,573	371,925	499,809	584 840	724,466	728,174	673,898	681,365	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	534,115	565,861	741,802	890,442	835,469	742,382	789,567	663,754	950,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,259	881,266	1,007,831	959,863	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000		63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	.....	....	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	....	Allentown.....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	.....	....	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	65	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.6	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass.	56,138	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	300,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.38	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,916	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,591	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	.....	....	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,088,400	626,000	88,746	590,245	13,1 3	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.85	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	223	21	Coney Island (Brooklyn)...N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.& B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	3?	19	East New York & Jamaica N.Y.	259,668	175,800	92,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Sept. 30,'71	5.25	.....	....	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,288	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	.....	....	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	.....	....	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	36	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	25½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,552	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	.....	....	Gr'd St. Prosp. Pk.& Flatb. N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	48
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,916	299,424	133,100	—	310,958	105,646	13.5	50	....	18¾
Sept. 30,'71	3.50	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	238	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,215	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	80,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston). Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn). Mass.	34,000	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.00	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	.....	....	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	?	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	895	—	100	100	....
Dec. 31, '71	3.81	.....	....	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31, '71	6.04	....	16	Philadelphia and Darby .....Pa.	257,000	200,000	57,000	—	(Lease	ed)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry. Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Sept. 30,'71	8.50	174	28	Pbg., Allegheny & Manchest. Pa.	146,202	140,056	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,918	100,000	10,600	57,254	64,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	.....	....	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	.....	....	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,000	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Lease	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	550	85	2d and 3d street (Phila.).....Pa.	696,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	28
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	96,000	98,000	—	—	—	4,500	—	100	100	40½
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	70
Sept. 30,'71	9.50	.....	....	South Brooklyn & Park.....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	.....	....	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,407	6,484	7.5	100	100	....
Sept. 30,'71	2.60	.....	....	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	18½
Sept. 30,'71	6.50	.....	....	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lan	singb.)		—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	895,729	200,000	75,000	102,903	467,165	31,872	10	100	100	110½
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	568,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,238	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,798	105,301	10	50	50	92
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	.....	....	Williamsburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,486	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,850	—	—	8,600	3,001	6	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	35,000	16,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest.	Interest. Pay-able.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	651,000	7	M.& N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	...
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M.& N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River. 1st Mortgage.....	550,000	7	F.& A	1882	....
2d Mortgage.....	200,000	7	M.& N	1890	....
Citizens' (Pbg): 1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E. Bdw. & Battery: 1st Mortgage.....	700,000	7	M.&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1891	....
42d st.& G'd st. Ferry(N.Y.). 1st Mortgage.....	215,000	7	A.&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M.& N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage.....	100,000	7	A.&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1895	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	'871	....
Maiden and Melrose: 1st Mortgage.....	60,000	6	A.&O.	1890	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage.....	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1885	....
Park Avenue (Bkly): 1st Mortgage.....	183,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M.& N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M.& N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	16,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Real estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A.&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M.&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1880	....
Watervliet: 1st Mortgage.....	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A.&O.	1890	....
Worcester: 1st Mortgage.....		7	.....	....	....
2d Mortgage.....		5	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	July '73 3½
Allegheny Valley 50	2 2 6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J. A J. & O	July '73 1½
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref 100	300,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N	May '73 4
Boston and Providence..100	3,950,000	M & N	May '73 5
Buffalo, N. Y. and Erie*.100	650,000	F. & A	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept. '73 5
" " pref.100	1,485,900	M & S.	Sept. '73 5
Camden and Amboy* ...100	5,847,800	J. A J.O	July '73 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,109,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*..... 50	589,111	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N	May '73 1½
" " pref.100	769,600	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J & J	July '73 5
Central of New Jersey..100	20,000.000	J. A J & O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	June '73 3
" pref..... 50	400,000	J. & D.	June '73 3
Chemung*..... 100	380.000	J. A. J & O	July '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton..... 100	8 929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy.100	18 652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*100	3,9 6 300	J. & J.	July '73 4
Chicago & N. Western..100	5,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,040	M. & N	May '73 3½
Clev., Col., Cin. & Ind....100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,500	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11 236,150	F.M.A.N	May '73 1.
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,786,800	M.J.S.D.	June '73 2
Colum. & Hocking Val..100	2,500 000	F. & A	Aug '73 5
Concord..... "	1,000,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Aug. '73 3
Connecticut River 00	1,850,000	J. & J.	July '73 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Apl. '73 4
Cumberland 50	400,000	M.J.S.D.	Dec '71 4
Danbury and Norwalk.... 50	1,230,941	J. & J.	Jan. '73 3
Delaware*..... 50	18,868,850	J.A. J.O	July '73 5
Del., Lackaw & Westn. 50	822,140	— & —	.....
Detroit & Milwaukee *.. 50	2 095,400	J. & J	Dec. '69 7
" " pref. 50	5,000,000	J. & J.	Oct. '72 3
Dubuque & Sioux City*100	1,809,284	J. & J.	July '73 3
East Pennsylvania*..... 50	392,950	J. & J.	July '73 3
East Mahanoy *..... 50	4,282,600	J. & J.	July ' 2 3
Eastern (Mass.)..... 100	492,500	J. & J.	July '73 3
Eastern (N. H.) 100	800,000	F. & A.	Feb. '73 2½
Elmira, Jef & Canand*.100	500,000	M. & N.	May '73 2½
Elmira & Williamsport* 50	500,000	J. & J.	July '73 3½
" " pref. 50	78,000.00	.....	Oct. '73 1
Erie Railway 100	8,536,910	.....	Oct. '73 3½
" pref..... 100	1,090,250	M.J.S.D.	June '73 1½
Erie and Pittsburg*..... 50	4,000,000	J. & J.	July '73 4
Fitchburg 100	4,155,000	J. & J.	July '73 4
Georgia 100	1.000,000	— & —	.....
Grand River Val.* guar 100	14,367,946	— & —	.....
Grand Trunk, (Can.)..... 100	19,237,404	A. & O.	Apl. '73 2½
Great Western, (Can.)... 100	4,151,700	F. & A.	Aug. '70 3½
Hannibal & St. Joseph..100	5,078,224	Annual	Aug. '70 7
" " pref.100	116,850	M. & N	May '73 5
Hanover Branch, (Pa.).. 50	4,000,000	— & —	.....
Harlem Extension 100	1,182,600	J. & J.	Jan. '73 3½
Harrisburg & Lancaster* 50	1,180,000	J. & J.	July '73 4
Housatonic, pref. 100	880,000	— & —	.....
Huntingdon & Bd Top. 50	450,750	J. & J	July '68 2½
" " pref. 50	25 280 51	F. & A	Aug. '73 5
Illinois Central 100	7,685,497	M. & S	Sept. '67 4
Indianapolis, Cin. & Laf. 50	4,625,000	— & —	.....
Iowa Falls & Sioux City*100	2.000,000	J & J	Jan. '66 5
Jeffersonv. Mad. & Ind..100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet and Chicago*..... 100	300.000	J & J	Jan. '73 4
Joliet & North. Indiana*100	49 466,500	F. & A.	Aug. '73 4
Lake Shore & Mich. So..100	533,500	F. & A.	Aug. '73 5
" " (guar.).100	260,200	— & —	.....
Lawrence*..... 50	800,000	J. & J.	Jan. '72 3
Leeds and Farmington*100	8,739,800	M & N.	May '67 5
Lehigh & Susquehanna.. 50	21,468,800	J.A. J.O.	July '73 2½
Lehigh Valley 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Miami*..... 50	2,946,100	J. & J.	July '73 3½
Long Island..... 50	3,000,000	M & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Apl. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500.000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323 375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 6s
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug 69 12s
N Haven & Northamp...100	605.000	J.A. J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Apl. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	July '73 2½
New Bridge & Canand*100	1,000,000	J. & J	Jan '73 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,824,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R.... 50	4,250,450	J A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama..... 100	7,000,000	J. A. J.O.	July '73 3
Paterson and Hudson*...100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J & J.	.....
Paterson and Ramapo*..100	244,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J.S.D.	Sept. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '73 3½
Phila., Wil. & Balt..... 50	11,485,750	J. & J	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Apl. '73 2½
" Special Imp.100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 5
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*..... 100	2,700,000	& —	.....
" preferred..... 100	4,300,000	F. & A.	Aug '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 4½
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,800,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 5
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn).....100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn).....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	600,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn.100	800,000	— & —	.....
D. Dock. E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ...100	200,000	— & —	 3
42nd St. & G. St. Ferry ...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Hester, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.) 25	105 000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose.....100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	760,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J. A. J.O.	July '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75.000	M. & N.	May '73 3
South Boston 50	400,000	J. A. J.O.	July '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson....100	15 000 000	F. & A.	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	July '73 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.). 50	2,838,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Sept. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 35c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	5,700 000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Aug '73 2
United States Trust 100	1,500,000	J. & J.	July '73 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Sept. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112½
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	117
.. ..coupon	4,656,000	6	" "	1880	119½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,565,150	6	Jan. & July	1881	117
.. ..coupon	63,755,200	6	" "	1881	119½
Loan of Feb. 25, 1862 (5-20s).....registered	23,201,000	6	May & Nov.	1882	117
.. .. .. (5-20s).....coupon	187,367,050	6	" "	1882	117
Loan of March 3, 1863.....registered	53,553,500	6	Jan. & July.	1881	117
.. ..coupon	21,446,500	6	" "	1881	119½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	117
Loan of June 30, 1864 (5-20s).....registered	26,474,650	6	May & Nov.	1884	117½
.. .. .. (5-20s).....coupon	33,886,550	6	" "	1884	117½
Loan of March 3, 1865 (5-20s).....registered	34,946.700	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	119,141,750	6	" "	1885	119
.. .. 2d series (5-20s).....registered	58.471.650	6	Jan. & July.	1885	116½
.. .. .. (5-20s).....coupon	148,388,400	6	" "	1885	116½
.. .. 3d series (5-20s).....registered	90,535,150	6	Jan. & July.	1887	116½
.. .. .. (5-20s).....coupon	224,477.550	6	" "	1887	119½
.. .. 4th series (5-20s).....registered	14,059,000	6	Jan. & July.	1888	117
.. .. .. (5-20s).....coupon	24,276.250	6	" "	1888	118
Loan of March 3, 1864, (10-40s).....registered	140,387,600	5	Mar. & Sept.	1904	114
.. .. .. (10-40s).....coupon	54,179,700	5	" "	1904	114½
Consols of July 14, '70 & Jan. 20, '71.registered	143,570,100	5	F. M. A. & N.	1881	114½
.. .. coupon	106,429,000	5	" "	1881	114½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	.....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	400,969,529	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954.500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386.000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	868,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "		....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	'72-'74	...
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	'72-'74	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1886	84
				1890	
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	'90-'92	....
.. Refunded Stock Bonds, 1859	348,000	6	" "		....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1878	...
.. War Loan Bonds, 1861.....	417,000	6	" "	77-'78	...
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1880	
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	1881	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "		....
Kentucky—($2,750,510):				'83-'84	
.. State Bonds 1838 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1878	....
.. Military Bonds, 1864 (15 or 30 yrs).....	300,000	6	Various.	71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'96	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	55½
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1868...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1860...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	99½
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	93½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	564,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	100
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'94	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	94½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	98
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Jan. & July.	84-'85	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	72-'76	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'93	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,690):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348.107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	112
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	70,675,000	7	Jan. & July.	1877	104½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'93	27½
.. State (old) Bonds 1848 to 1860.....	3,639,900	6	April & Oct.	72-'93	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'99	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'93-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882.894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'7	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'7	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'8	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'8	103½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'9	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'9	103½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,040,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	22
.. .. .. '68..'69.....	2,262,714	6	Jan. & July.	'87-'97	15
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	800,000	6	April & Oct.	1890	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	82½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	82
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	95
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	48½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'0	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93½
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5 000.000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98⅞
Loan of 1850–'80	579,500	6	" "	"	1880	98½
Loan of 1853–'95	1,710,500	6	April & Oct.	"	1885	98½
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	98
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	86
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	74,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	31½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. I. (rec'd'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1870	95
Bonds of 1872 for $1,000,000	886,000	7	" "	"	1902	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort (gold)end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	87
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97⅞
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	95
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1891	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	88
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	78½
Cedar Rapids & Mo.Riv.(C.& N.W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1896	....
Central of Georgia:						
1st Mortgage	789,600	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr, Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $16,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	300,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	186,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	600,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,600	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9-3,225	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	94½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	96½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	2,500,000	7	F. M. A. & N.	" "	1915	■■
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" " ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C. R.I. & Pac.)	8,600,000	7	" "	" "	1896	102½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1866	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	488,00	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	87½
Consol. sinking fund guar.	$28,000	7	May & Nov	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	89
2d Mortgage Consol. skg fund	3,678,900	7	Feb. & Aug.	" "	1909	69
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowaneaque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	"	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100.000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	
2d Mortgage, guar.	44,000	7	March & Sept.	" "	1887	
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'96	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	" "	1875	....
1st Mortgage extension	100,000	6	" "	" "	1880	....
Delaware State Loan	170,000	6	" "	" "	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100½
Denver Pacific:						
1st Mortgage gold, land grant	2,590,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	97½
Detroit and Milwaukee:						
1st Mortgage. (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	376,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	...
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76–'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	....	....
Loan of 1864–'74	750,000	6	Feb. & Aug.	Boston.	1872	96
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1874	94
Loan of 1865–'85	160,000	6	April & Oct.	"	1876	....
Loan of 1868–'88	500,000	6	March & Sept.	"	1885	91
Loan of 1869–'89	1,000,000	6	May & Nov.	"	1888	90
Loan of 1872–'92	1,500,000	7	.....	"	1889	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1882	....
2d Mortgage	180,000	6	April & Oct.	"	1880	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1886	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	94
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1880	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1872	....
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1897	104½
3d Mortgage	4,582,000	7	" "	" "	1879	103½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1883	101½
5th Mortgage convertible	709,300	7	June & Dec.	" "	1880	99½
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1888	98½
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1891	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1875	...
Convertible bonds	8,000,000	7	.....	.....	1920	95
Erie and Louisville:						....
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipmen Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage traffic guarantee	500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	300,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	90
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,300,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5[illegible]000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	86
1st Mort. (Q. & Palm. R.R. 15 m.	300,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55 m.)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N.Y.& O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	106½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.56m.& 3,000,000s)	6,455,000	6*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C. & Minn.(TW & W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW & W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	86
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,138,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	99
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N. I.	6,256,000	7	May & Nov.	" "	1885	104½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Att.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1909	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	102
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	98
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	"	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	"	'80-'85	....
Consol. M. for $6,000,000(392 m.)	6,647,000	7	April & Oct.	"	1898	97
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	98½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	81½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1876	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)	$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	113
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	94½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	81½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	98
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1919	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90¾
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1899	92
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87¾
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....		1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1869	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	101
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	103
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111½
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90¾
3d Mortgage skg fd	1,225,000	6	April & Oct.	"	1900	88¾
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	91
Income Mortgage conv.	1,200,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	64
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	97¾
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	81½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	100½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	100
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	6,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv	95,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	98
Mortgage Loans of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. { Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101¾
Consolidated Mortgage June 1, 1871. { Dollar registered	3,414,000	7	" "	"	1911	103
Consolidated Mortgage June 1, 1871. { Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. { Gold or stg reg.	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. { Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,650	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74¾
1st Mort. (Steub. & Ind.) conv	3,000,000	6	monthly.	New York.	1884	75
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	93½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)	400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1876	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	75
Rich., Fredericksbu'g & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Rich'd & Pet.	1875	....
1st Mortgage	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$2,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1913	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk*g* Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk*g* Fund..	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City :						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk*g* f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) sk*g* f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	57
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	78
Equipment Mortgage	300,000	10	March & Sept.	"	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	97
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	93
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	89
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern :						
1st Mort. gold sk*g* fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold sk*g* f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph :						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk*g* f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division :						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City :						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $460,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	220,000	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.)						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1886	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shenango Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	800,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida :						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	91
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va.(A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,800	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk*g* fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern :						
1st Mortgage gold, sk*g* fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie :						
1st Mortgage, sk*g* fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch :						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten :						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix :						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern :						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspena. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y.(DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley :						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk*g* fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga :						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw :						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	90½
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage sk*g* fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,00	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	94½
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	93½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	83
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	80½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	71
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	58½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £282,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	98
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage		7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	26
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1880	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	98½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	78½
4th Mortgage	846,000	8	March & Sept.	" "	1900	87½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	53
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000		7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,000	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....			....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1890	94
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	75½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm		7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered. 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered. 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered. 3d series, Jan. 1, 1871.	5,000,000	7	" "	"	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	92
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	72
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1888	75
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	H. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac ..... New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶ ..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)... New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal Co.)		1,341,228	423,821	7	100	93
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley..... Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,168	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown ..... Pennsylvania.	1,147,225	—	.....	.....	567,544	.....	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶ ..... Arkansas.	.....	.....	.....	.....	.....	15,000 pm	.....	—	—	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	465.0	—	23 3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.... Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	18½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield..... Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point ..... Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶ ..... Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio... Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	630,588	1,969,063	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶ .N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶ .Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris .. N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	38,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶ .... Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	170
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch ¶ ..... Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,785	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	.....	—	—	—	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	.....	—	100	5½
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware ..... New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire..... Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	468,000	—	—	—	—	—	—	—	—	—	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	145
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner..... Mass.	763,114	104,776	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg ..... Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal ..... N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell..... Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	127½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine..... Mass. N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	116½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	462	Boston and Providence..... Mass. & R. I.	3,691,138	207,400	573,542	268,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,738	1,716,399	465,347	10	100	152
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa..... Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany ¶ ..... Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	—	—	100	....
Sept. 30, 1872	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)		.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie... N.Y. & Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	238,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	....	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*..... Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Compl	eted to Mo	(In progr | ess.)	.....	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	. Line Ma	y, 1873.)	.....	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy..... New Jersey.	9,458,328	—	.....	.....	5,847,800	.....	.....	—	—	(Pennsy	completed	R. Co.)	.....	.....	.....	—	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	109	Camden and Atlantic..... New Jersey.	1,790,623	376,195	138,364	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	71
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central..... Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern..... Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod ..... Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	288,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.... Illinois.	562,650	*	—	—	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor.. N.Y.	561,139	*	—	—	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville..... Penn.	742,151	*	—	—	426,000	—	—	—	24.0	.....	.....	.....	.....	.....	6	25	....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa..... Penn.	6,098,850	*	—	—	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	39½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota..... New York.	538,006	*	—	—	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,886	4,391	—	100	....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	.....	—	—	(Illinois | Central.)			128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	—	—	100	....
Dec. 31, 1872	180.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)		.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia..... Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa..... Iowa.	10,000,000	*	—	—	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island..... New York.	1,469,616	*	—	—	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)		—	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey..... New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	102½
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	8,307	Central Ohio..... Ohio.	5,499,999	*	—	—	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	40½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	*Central Pacific* ¶ ..... Cal. Nev. & Utah.	130,485,693	5,622,093	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta.... S. Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers..... Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio..... Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,573	115,473	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa..... Illinois.	1,690,000	—	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,766,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	....
Sept.30, 1872	11.8	9.3	5.3	16.2	5	19	5	8	Flushing and North Side.....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493.732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109.0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	(So d January 1, 1873.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	.....	.....	—	100	....
Sept.30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	.....	(Boston,	Clinton &	Fitchb'g.)	224,815	28,574	—	100	....
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	.....	.....	.....	.....	21,580	21,580	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,251,402	287,906	.....	61,000	2,031,468	552,840	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,093	398,639	234.423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie.)		21,500	21,500	6	100	....
Dec. 31, 1872	263.7	26.0	13.2	33.0	34	17	8	1,004	*Grand Rapids and Indiana*.....Indiana.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michigan	Central	R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	105,900,746	*	5,197,215	1,343,999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,497	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—		(Not r	egularly o	perated.)		—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	3,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western, Texas and Pacific.¶..Texas	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,164	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	869,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri.Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	23.0	70	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	37½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	790,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven.....Connecticut.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	44	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	387,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,600.)								75.0	.....	10,928	20,640	21,415	Loss.	—	100	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe.....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthampt	on	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic.....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	244,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	589,503	2,400,000	1,925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 30 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	...
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	107
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicago	Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.2	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	664,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Indiana.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,394	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill.Cen	. R.R.Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicago	& N. W	estern.)		—	100	....
Sept.30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,180	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	—	1.3	—	3	2	1	146	Iron.....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	84,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michigan	Central	L.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway.)		140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	489,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago.....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	by Chicago	& Alton	R.R. Co.)		7	100	....
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	by Michigan	Central	L. R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	.....	.....	.....	185,250	800,000	.....	.....	24.937	215,230	.....	.....	132,884	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	103	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michigan	Central	L. R. R. C	o.)	4	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.0	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 31, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Ga	lv. R. R. C	o.	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln.....Maine.	2,725,798	*	.....	138,305	361,492	2.395.000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	33.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1,083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000.000	1,300,000	.....	.....	—	(Leased	by Tol. W	estern R.	R. Co.)		—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	estern R.	R. Co.)		—	100	....
Sept.30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet	in operatio	n.)			—	100	....
Dec. 31, 1872	541.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,352,243	17,591,629	6,118,598	8	100	92½
Jun. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—		(Opened t	hrough t	o July, 1871.		—	100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465	—	5.4	10,275	6,290	1,961	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	N.Y. & New York & Mahopac	229,110	—	.....	.....	135,300	—	74,700	—	7.0	—	(Recently	opened—	No returns.)	—	—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	12,161,233	1,840,972	1,675,556	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,684	1,868,554	10	100	136
Sept. 30, 1871	282.0	*	26.2	104.0	33	21	19	486	N.Y. & New York and Oswego Midland	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	—	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	to New Y	Cent. & H	ar. R.)	60,000	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	.....	.....	.....	.....	N.Y. & New Haven	1,112,858	*	.....	.....	500,000	500,000	127,420	—	35.0	.....	42,948	274,628	154,259	73,121	—	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	N.Y. & New York and Harlem	4,947,746	*	.....	.....	4,000,000	553,413	292,030	—	223.0	.....	96,990	89,992	744,761	240,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	N.Y. & New York and Putnam	2,148,131	*	24,990	42,518	1,009,950	1,161,604	39,868	783,241	102.0	250,404	99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	72.0	—	3.6	118.0	.....	.....	.....	.....	N.Y. & New York and Rockaway	—	—	—	—	—	—	—	4,813	72.0	—	(No accounts.)	—	—	—	—	100	....
Oct. 31, 1871	55.6	12.1	42.2	—	37	36	18	684	N.Y. & Oswego Midland	(No accounts obtainable.)																
Dec. 31, 1871	94.9	2.6	271.3	—	24	24	3	600	North Carolina	6,815,643	1,166,187	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	50	99
Dec. 31, 1871	138.0	4.0	128.5	—	131	68	38	4,268	North Carolina	5,465,409	*	49,191	650,317	2,985,700	2,311,667	857,520	—	97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Mar. 21, 1872	69.2	13.4	16.5	—	26	15	5	536	North-Eastern	11,484,745	3,049,049	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	70
Dec. 31, 1871	21.3	—	4.6	—	6	19	6	32	North Louisiana and Texas	3,068,400	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	100	109
Dec. 31, 1871	278.0	—	.....	1,700	.....	.....	.....	.....	North Pennsylvania	527,451	*	875,000	.....	1,000,000	400,000	.....	—	278 0	—	(Leased to Erie Company.)	—	—	—	—	100	....
Sept. 30, 1871	59.4	7.0	12.5	—	20	14	5	642	Northern, of Canada	(In progress.)	—	—	—	100,000,000	50,000 p.m.	—	—	—	—	(No accessible returns.)	—	—	—	—	100	....
Dec. 31, 1871	113.0	32.0	14.6	—	22	26	12	366	Northern Central	2,846,180	*	1 448,971	217,215	2,823,400	750,000	784,387	548,255	66.4	402,895	371,651	304,710	749,117	261,746	10	100	130
Sept. 30, 1871	118.0	4.0	24.0	—	33	19	6	1,085	Norwich and Worcester	6,942,765	*	—	—	(Government bonds and cash.)				145.0	336,349	234,305	211,003	814,257	84,384	—	100	....
Dec. 31, 1871	10.0	2.0	1.0	—	2	—	—	98	Nova Scotia	4,157,796	1,550,422	.....	.....	5,077,000	1,100,000	.....	.....	122.0	634,959	153,412	388,837	1,027,699	347,857	6	100	60
Jun. 30, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ogdensburg and Lake Champlain	452,994	*	—	34,259	450,000	—	2,767	34,477	12.0	.....	.....	58,979	48,986	29,048	6	100	....
Oct. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Ogden Mine	30,863,793	*	.....	.....	24,030,000	6,534,850	298,943	—	393.0	2,428,696	384,514	664,676	3,197,153	798,212	—	100	389
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Ohio and Mississippi	7,336,386	1,008,331	.....	.....	4,259,450	3,180,000	.....	—	123.5	760,466	569,290	813,502	1,675,008	651,502	10	50	46
Dec. 31, 1871	5.0	4.0	2.7	—	.....	.....	.....	—	Oil Creek and Allegheny River	8,029,088	*	278,002	381,036	5,000,000	2,941,000	241,852	486,956	145.8	990,662	2,332,700	395,157	1,671,478	599,236	6	100	111
Sept. 30, 1871	260.6	10.0	9.0	—	27	19	11	346	Old Colony and Newport	808 022	69,000	.....	.....	282,550	542,200	66,000	—	9.0	.....	.....	2,640,258	195,356	37,874	—	100	....
Dec. 31, 1871	25.0	—	1.2	16.0	—	—	—	—	Orange and Newark	8,500,000	690,600	1,999,731	12,564	2,692,540	5,346,676	574,313	—	292.6	555,236	185,604	121,911	939,680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Orange, Alex. and Manassas Gap	600,000	—	—	—	375,000	280,000	25,000	—	25.0	(Operated by Pacific of Mo. at 25 p. c.)	—	—	—	—	—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Osage Valley and Southern Kansas	950,953	—	—	—	268,000	612,100	27	—	28.6	(Leased to Rome, Watertown & Ogdensburg.)	—	—	—	—	—	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	16	Oswego and Rome	1,369,324	*	.....	.....	1,141,400	183,000	.....	—	35.0	166,568	186,707	170,816	328,048	71,251	8	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	60	23	1,221	Oswego and Syracuse	(Under construction.)				1,500,000	1,500,000	—	—	21.0	—	(Opened April 17, 1871.)	—	—	—	—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	Owensboro and Russellville	747,670	3,704,078	.....	.....	3,635,750	11,200,000	.....	.....	471.3	.....	669,200	.....	3,597,299	947,801	—	100	47
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	*Pacific of Missouri*	(Under construction.)				2,425,000	1,071,000	.....	.....	68.5	—	(No returns furnished.)	—	—	—	—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Paducah and Gulf	250,000	*	.....	.....	250,000	—	—	—	—	—	(Under construction.)	—	—	—	—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Painesville and Youngstown	9,500,000	*	.....	.....	7,000,000	2,993,177	—	—	47.5	—	(No returns.)	—	—	—	—	100	....
Dec. 31, 1871	14.5	—	14.5	—	0	—	—	—	Panama	1,000,000	—	800,000	—	600,000	1,200,000	—	—	34.0	—	(Construction in progress.)	—	245,662	5	100	117
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Pares and Decatur	330,000	—	—	—	330,000	—	—	—	14.5	—	(Leased to Erie.)	—	58,410	—	—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Hudson	1,000,000	—	—	—	500,000	500,000	—	—	12.0	(Leased	to Erie at	35 p. c.)	—	—	—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Paterson and Newark	350,000	—	—	—	248,000	80,000	—	—	15.1	—	(Leased to Erie.)	—	—	—	—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Paterson and Ramapo	2,488,250	—	87,758	—	1,500,000	1,076,000	—	—	67.5	(Leased	to Tol. Wab. and Western.)	—	29,758	6	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pekin, Lincoln and Decatur	538,692	—	—	—	342,150	160,000	36,542	—	22.0	(Leased	to United Companies.)	—	—	6	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Pemberton and Hightstown	875,000	—	—	—	500,000	375,000	—	—	18.0	(Leased	to New Jersey Southern.)	—	—	—	—	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Pemberton and New York	4,774,000	*	.....	.....	1,995,000	2,779,000	.....	.....	118.0	(Recently opened —No returns.)	—	—	—	—	—	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Peninsular	27,151,999	7,458,101	39,452,616	16,009,333	41,339,475	34,418,205	13,660,565	1,253,887	699.0	11,904,317	4,699,985	6,575,842	18,719,837	6,896,404	10	50	106
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania	2,000,000	*	2,967,500	.....	4,000,000	542,500	425,000	—	47.0	.....	.....	941,863	.....	.....	20	50	240
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania Coal	231,098	—	.....	.....	132,412	700,000	100,000	—	—	—	(To be completed in 1872.)	—	—	—	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Pennsylvania and Delaware	4,829,887	401,996	.....	.....	3,061,700	3,000,000	415,008	—	142.7	.....	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Pennsylvania and N. York.	1,800,000	—	—	—	1,200,000	600,000	—	—	46.0	(Leased	to Chicago R. I. & Pacific.)	—	125,000	8	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria and Bureau Valley	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	—	83.0	261,382	80,722	131,216	333,403	.....	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Peoria, Pekin and Jacksonville	3,500,600	*	.....	.....	1,200,000	2,300,000	.....	—	91.0	—	(Turned over to Camden and Amboy.)	—	Dec. 1, 1871.)	—	—	50	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	3	106	Peoria and Rock Island	214,581	—	.....	.....	57,200	100,000	57,381	—	6.6	(Oper. by Camden and Amboy.)	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Perth Amboy and Woodbridge	1,719,113	*	.....	63,753	1,342,200	558,500	50,305	51,860	82.	168,592	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Petersburg	1,803,848	177,744	.....	.....	220,606	1,500,000	90,089	—	58.1	167,474	684,884	1,828,491	3,542,264	842,596	—	50	50
Dec. 31, 1871	17.1	3.1	25.4	—	24	46	13	192	Philadelphia and Erie	20,799,479	*	.....	.....	8,450,000	14,000,000	149,362	—	298.6	2,430,206	684,884	1,828,491	3,542,264	842,596	—	50	124
Nov. 30, 1871	98.4	179.7	442.7	—	348	457	—	11836	Phila., Germantown and Norristown	1,146,528	368,262	.....	.....	2,231,900	—	—	—	33.0	405,605	2,806,120	572,728	700,465	303,186	10	50	110
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Reading	32,166,251	6,510,823	21,187,803	.....	31,566,575	21,403,200	4,392,704	2,504,420	615.4	6,543,138	5,766,934	9,465,572	12,562,843	5,006,940	10	50	110
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia and Trenton	1,259,600	*	329,620	.....	1,259,100	—	—	286,850	30.8	.....	1,276,762	663,196	1,308,498	248,705	8	100	124
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Philadelphia, Wilm. and Baltimore	11,001,030	*	2,077,202	446,515	10,997,900	1,745,000	284,988	496,889	105.1	1,065,517	1,608,033	348,216	2,678,865	1,069,943	8	50	109
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pickering Valley	468,478	—	—	—	80,855	330,300	112,713	—	11.3	(Leased	to Phila. and Reading.)	—	—	—	—	50	....
Dec 31, 1871	7.0	—	1.0	—	3	1	1	22	Pottsville, Mahanoy and Wilkesbarre	18,030,444	*	3,637,303	150,476	5,424,350	10,004,140	6,389,738	—	201.0	2,747,565	540,576	1,236,803	3,316,973	942,895	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pottsville and Connellsville	353,247	*	.....	.....	250,000	100,000	3,247	—	7.0	9,000	8,689	.....	14,159	Loss.	—	50	....
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	5,912	Pittsburg and Connellsville	7,330,816	620,631	83,196	.....	1,959,976	5,500,000	1,960,775	—	120.0	932,848	700,423	717,299	964,989	178,099	—	50	76
Pittsburg, Ft. W. and Chic.	33,394,515	*	.....	.....	19,714,286	13,683,925	.....	—	369.3	6,508,725	1,985,732	2,047,114	8,393,974	4,040,644	7	100	94
Pittsfield and North Adams	443,678	—	—	—	450,000	—	—	—	—	(Leased to Boston and Albany.)	—	—	—	—	6	100	82
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Port Huron and Lake Michigan	609,058	101,524	13,131	128,950	83,330	551,000	218,333	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Portland and Ogdensburg	1,807,847	*	.....	.....	1,007,847	800,000	.....	—	.....	.....	(Not in running order.)	—	—	—	—	100	....
Dec. 31, 1871	60.0	—	8.0	50.0	5	13	3	92	Portland and Oxford Central	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	.....	2,880	6,375	14,221	.....	—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Rochester	1,664,882	*	25,000	49,819	631,712	934,000	70,458	—	52.5	106,614	105,285	31,200	85,570	30,616	—	100	....
Aug 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland, Saco and Portsmouth	1,359,836	*	585.069	79,576	1,500,000	—	—	—	51.3	331,257	389,322	.....	628,430	180,561	10	100	125
May 31, 1871	61.3	—	6.7	—	19	—	—	167	Port Royal	1,200,000	*	4,300,000	.....	3,000,000	2,500,000	.....	—	—	—	(Not in operation at date.)	—	—	—	—	100	....
May 31, 1872	50.0	—	.....	60.0	2	.....	.....	.....	Portsmouth, Gt. Falls and Conway	370,000	*	.....	.....	170,000	200,000	.....	—	26.0	.....	.....	.....	97,204	33,511	—	100	91
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Poughkeepsie and Eastern	1,011,071	*	120,523	.....	524,464	380,300	226,830	—	.....	40,208	53,052	6,110	34,021	5,673	—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Providence, Warren and Bristol.	642,009	63,611	2,236	4,981	437,917	50,000	63,611	—	13.6	43,413	257,332	13,020	86,905	29,509	—	100	....
Nov. 30, 1871	18.6	—	3.1	—	4	6	3	11	R. I. & M.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	1,398,891	452,266	829,219	205,813	10	100	142½
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	"	.....	.....	837,600	.....	209,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,606	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,986	"	934,016	.....	6,000,000	1,925,000	.....	.....	181.0	724,626	623,731	457,464	1,576,494	441,122	7	100	108¾
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	"	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,213,989	"	454,301	160,946	1,509,829	735,554	114,075	504,776	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2 7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	"	76,086	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18								Rochester and Genesee Valley..N. York.	671,303				557,560		5,000	—	—	(Leased	to Erie at	48 p. c.)			—	100	....
Sept. 30, 1871	255.0	26.4	28.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	"	lands &c.		9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	"	.....	.....	250,844	.....	.....	—	20.0	.....	(No returns furnished.)					—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	"	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	87½
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	"	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	5,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermont Central.)					—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	"	.....	.....	.....	.....	.....	—	112.0	.....	(No returns furnished.)					—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	"	.....	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23¼
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	"	843,945	.....	10,000,000	4,000,000	.....	—	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	70
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicago and Alton.)			240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	51	47	17	1,146	St. Louis, Kansas City and Northern..Mo	30,000,000	"	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26, 1871—No returns.)					—	100	55
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S. Eastern. Ill. Ind. Ky. & Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)			—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	5	168	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	"	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago.....Minn.	(Merged	Jan. '72,	in M. & St.	Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	"	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	"	171,375	15,219	4,000,000	—	611,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	12.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	.....	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston and Lowell.)			17,711	14	100	81¼
Jun. 31, 1871	116.3	—	10.7	—	21	15	6	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	"	.....	.....	916,625	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	"	50,132	.....	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	—	—	—	—	Schuylkill and Susquehanna .....Penn.	1 283,490	"	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,584	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	"	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	.....	—	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	—	28.0	206,545	41,009	750,445	334,067	132,071	6	55	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,000	"	.....	.....	2,667,000	1,629,000	.....	—	157.0	.....	(No report furnished.)					—	100	....
Dec. 31, 1871	187.0	108.0	12.1	—	43	21	25	486	South Carolina ¶.....South Carolina.	9,499,564	"	1,575,529	280,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	"	3,650	19,850	259,685	150,000	8,681	166,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	50
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	"	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,987	—	100	....
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	"	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	.....	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,088	"	.....	.....	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	3,400,000	"	.....	.....	4,000,000	4,000,000	.....	—	....	(Recently opened—No returns.)					—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	"	558,291	.....	700,000	200,000	40,000	—	13.0	59,930	344,365	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York..N.Y.	3,867,050	"	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,481	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.8	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,801,226	"	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,146	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	8	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	—	34.0	216,232	100,042	845,385	455,949	39,500	—	55	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	6,450,000	.....	—	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32¾
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western..O. I. & Ill.	33,683,000	"	377,336	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	69¼
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	"	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 31, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	"	.....	.....	1,000,000	3,200,000	.....	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	125	193	40	1,323	United Companies of New Jersey..N. Jer.	28,520,394	"	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	122½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	"	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,647	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	"	.....	.....	2,558,600	.....	.....	—	89.3	168,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	"	.....	.....	2,500,000	.....	.....	—	—	(Leased	to Vermont Central.)				8	100	70
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	8,000,000	.....	—	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750 000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	80
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	"	.....	.....	998,005	750,000	78,187	—	47.5	(Recently opened—No returns.)					—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	.....	—	—	(Leased	to Del., Lacka. and Western.)				7	100	84½
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	16	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,418	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,816	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,060	277,193	103,009	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,162	—	100	....
Dec. 31, 1871	133.0	—	13 8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgia.)		306,088	.....	.....	—	138.0	66,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	"	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsylvania.)					—	100	....
Dec. 31, 1871	180.0	16.5	18.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	"	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190.059	234,867	842,109	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	63	8	171	West Jersey.....New Jersey.	2,241,892	"	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,246	625,810	229,680	4	100	101
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	164	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	"	.....	.....	918,462	2,500,000	40,000	—	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	4,100,000	"	.....	.....	300,000	3,800,000	.....	—	162.0	.....	(20 mos.		735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	66	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	129,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	"	19,021	125,598	1,456,200	1,580,100	51,230	150,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.9	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	"	.....	.....	400,000	4,316,000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	.....	137,517	45.7	314,457	356,264	328,372	569,764	161,067	10	100	132¼
									CANALS, &c.																					
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	161,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,683,350	800,000	.....	39,087	60.0	(Leased	to Lehigh Coal and Nav. Company.)				8	50	97
Dec. 31, 1871	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	—	108.0	—	—	1,428,755	113,361	loss.	10	100	113¾
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	.....	.....	—	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,500	.....	8,739,850	15,038,656	.....	—	108.0	—	—	982,188	578,462	31,078	50	50	74¼
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,170	.....	88.0	—	—	.....	176,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	.....	110,570	2,200,000	1,021,965	197,815	82,206	103.0	—	—	.....	600,552	142,888	—	50	100
Dec. 31, 1871	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,604	.....	108.3	(Leased	to Phila. & Reading.)		661,420	637,811	60c	50	13
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,867,105	—	.....	.....	2,092,710	2,686,310	270,605	—	84.0	—	—	501,674	144,099	87,303	—	50	12
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,590	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)					50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	50 —	@ 51 —
Gartsherrie		47 75	@ 48 —
Glengarnock		44 —	@ 45 —
Eglinton		43 —	@ 44 —
Pig, American, No. 1		42 —	@ 45 —
Pig, American, No. 2		36 —	@ 40 —
Pig, American, Forge		33 —	@ — —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@137 50

STORE PRICES.

Bar, Swedes, 1½ x⅜ & 1½ x ⅝ to ⅝ sq. 1⅛ to 5x⅝ to ⅜ & ⅞ to 2 sq. 6 to 12 x ⅜ & ½		175 —	@ — —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in		82 50	@ 85 —
Bar Refined, 1½ to 6 by ⅜ & 5-16 in		87 50	@ — —
Bar Refined, 1 & 1½ by ⅜ & 5-16		90 —	@ — —
Large Rounds, 2½@2⅝ to 3⅛ @4 in		92 50	@107 50
Scroll		102 50	@135 —
Ovals and Half-round		110 —	@130 —
Band, 1 to 6 in. by 3-16 to No. 12		102 50	@105 —
Horse Shoe		117 50	@ — —
Rods, ⅜@1-16 inch		92 50	@135 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14		120 —	@160 —
Nail Rod	per lb.	— 9	@ — —
Sheet Russia, as to assortment	(gold)	— 17	@ — 18
Sheet, Single, D. and T. Common		— 5¾	@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7	@ — 8½
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	65 —	@ 68 —
Rails, American, at Works in Penna. c'y.		75 —	@ 77 —
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 50	@ 4 75
8d. and 9d.	"	— —	@ 5 —
6d. and 7d.	"	— —	@ 5 25
4d. and 5d.	"	— —	@ 5 50
3d.	"	— —	@ 6 25
2d. and 3d. Fine		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— 34½	@ — 35
Straits	(gold).	— 31½	@ — 31½
English	(gold).	— —	@ — 28½

Plates—Fair to good brands.	—Gold.—		—Currency.—	
I. C. Charcoal...per box.	10 75	@11 —	12 62½	@ 13 25
I. C. Coke	8 50	@ 9 —	10 —	@ 10 75
Coke Terne	7 50	@ 8 50	9 —	@ 10 25
Charcoal Terne	9 75	@10 25	11 50	@ 12 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 6¼	@ — 6½
Crude 40@47 gravity (in shipping order)		— 11	@ — 11½
Refined, Standard White (in ship'g order)		— 16½	@ — 16½
Refined, S. W. (in jobbing lots)		— 16¾	@ — 17
Refined, S. W. (in tin)		— 21	@ — 25
Naptha, Refined (65@73 gravity)		— 10	@ — 10½
Residuum....(in shipping order)	per gall.	— 10	@ — 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.		— —	@— 38
Copper, Bolts		— —	@— 40
Copper, Braziers' (over 16 oz.)		— —	@— 40
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 26½	@— 27
Copper, American Ingot		— —	@— 27
Copper, English Pig		— —	@— —
Yellow Metal, New Sheathing & Bronze		— —	@— 27
Yellow Metal, Bolts		— —	@— 32
Yellow Metal, Nails, Sheathing & Slating		— 27	@— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 87½	@ 6 —
German Ordinary	(gold)	6 87½	@ 6 —
English	(gold)	6 87½	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		— —	@18 —
Liverpool House Cannel		— —	@22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
Boston, Hart. & Erie	....	....	2¼	2¼	....	....
Canton Co	....	....	....	....	99¾	....
Central Pacific 6s	99¼	99¾	99¼	99¼	....	....
Central of N. Jersey	102¼	....	....	....	....	....
Chicago & Alton	104¼x	104¼	....	104	....	....
" pref.	....	....	....	....	....	....
" I M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Ins. bds.	....	....	....	....	....	....
Chicago, Burl. & Q.	98¼x	98¼	....	98¼	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern . 65	65	64¾	64¾	64¾	....	....
" pref.	....	....	....	81¼	....	....
" 1st M.	99	....	....	99	....	....
" S. F.	....	....	....	....	....	....
" Consol.	92	....	....	....	....	....
Chic., Rock Isl. & Pac.	109¼	109¼	108¾	108¾	108¾	108¼
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	102¾	....
Clev., Col., C. and Ind.	85	85	85	....	....	85
Clev. & Pittsburg guar.	87	....	87	86¾	....	86¾
" 2 M.	....	....	....	....	....	....
" 3 M.	98	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	31	31	30¾	31	31	30¾
" 1 M.	89¼	....	89¼	....	89¼	89
" 2 M.	....	69½	....	69	69	....
Del. & Hudson Canal	113¼	....	114	114	114	113¾
Del. Lack. & Western	100¾	100	100	100¼	....	100¾
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	60¼	61¼	60	59¼	58¼	59¾
" pref.	72	....	73¼	72¼	73	
" 1 M. 7s, 1897	....	....	104¾	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	99¼
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	87½	....	....	....	....
Hannibal & St. Joseph.	37	38	38	....	37½	....
" pref.	52	....	....	....	....	....
" 8s, conv.	90	....	....	....	86x	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	92¾	93	92¼	92¼	92¼	92¼
Lake Shore Div. bonds	....	....	96	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	91	91	....	....	90¾	90
" S. F. 8s, 1882	113	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	104¾	....	....	....	....	....
" 2 M.	....	....	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Milw. and St. Paul	51¼	51½	50¾	50¾	50¾	51
" pref.	70¾	70¾	....	70¾	71¾	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 8s.	....	....	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
" 7s, gold.	....	....	....	....	....	....
Missouri 6s	92	....	91¼	....	91¼	
" H. & St. J. 1ss.	....	....	....	....	....	....
Morris and Essex	91¾	91¼	....	91¾	91¾	
" 1st mort.	....	....	....	....	....	....
" 2d mort.	99	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	104¾	104¾	104¾	104¾	105	105
" 7s, S.F. 1876.	100¾	....	....	....	....	....
" 6s, S.F. 1883	....	91¾	91¾	92¼	92	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	137	....	....	....	136	....
N. Carolina 6s, old	....	....	....	....	27¼	....
" new	....	....	....	....	....	....
Ohio and Miss.	39¼	39¼	39	38¾	39	38¾
" pref.	....	....	....	....	....	....
" 2d M.	84	84	....	....	....	84
Pacific Mail S. S. Co.	44¾	44¼	43¾	43¾	43¾	44¼
Panama	116¾	116	117	117	117	117¾
Pitts., Ft. W. & Chi. gtd.	....	....	....	94	....	94
" 1 M.	106	106	....	105¼	106	....
" 2 M.	....	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	....	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	87	....
" Income bds.	....	....	....	....	....	....
Tennessee 6s, old	....	....	82	....	....	82¼
" new	82	82	82	81¾	....	82
Tol., Wab. & Western	68	68¼	68¾	69¼	70	69¼
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	93	....	....	93¼	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	90	....	....	90	....	....
Union Pacific	26¼	26¾	26¼	26¾	26¾	27¼
" 1st mort.	80¼	80¼	80¼	80¾	80¾	80¾
" L. Gt. 7s	71	71	71	....	....	71
" Ins. 10s	62¼	63	62¼	58¼=	58¼	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	52	52	51¾	....	52	....
" def. cert.	....	....	12¾	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 3.

	Th.28.	F.29.	Sat.30.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	113¾	....	....	....	114	....
U. S. 5s, 10-40s, coup.	....	114	114¾	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	114¾	114¾	....	....	114¾	114¾
U. S. 6s, 1881, reg.	....	....	....	....	117	....
U. S. 6s, 1881, coup.	....	....	....	....	119¾	....
U. S. 6s, 5-20s. reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	117	117	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	117¼	....	....	....	117¼	....
U. S. 6s, 5-20s, reg. '65	116¾	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	119	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	117¼	....	117	....	....	116¾
U. S. 6s, 5-20s, reg. '67	117¾	117¼	116¾	....	116¾	116¾
U. S. 6s, 5-20s, c. 1867	118¾	....	119	119¼	....	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	....	....	....	118¾	118	....
U. S. 6s, Pac. RR issue	....	....	....	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1	Tu.2
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	89	....
" mort. 6s, '89	98	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	37¼	37¼	38	....	....	37¼
" 6s, 1884	90	....	....	....	90¼	....
" Gold L.	92	....	....	....	92	92
" R. R. L.	91¼	....	92¼	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	61	60¾	60¾	60¾	60¾	60¼
" 6s new coup	....	....	....	....	96	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	52	52	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	122	....	....	....	....
North Pennsylvania	49¼	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	102	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	22	23	23¼	....	24	23¼
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	53¼	53¾	53¾	53¾	53¾	53¾
" 1st M.	....	....	100½	....	....	....
" 2d M.	....	100¾	....	....	....	....
" Gen. mort.	91¾	91¾	....	....	92	....
" " reg.	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	103¾
" 6s, 2d series	104	....	103¾	103¾	....	....
" 6s, 3d series	....	....	....	....	....	108¾
Philadelphia City, 6s	....	....	....	98¾	....	99
" new	101¾	101¾	101¾	101¾	101¾	101¾
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	54¼	54¾	55	55¼	55½	55
Philadelphia and Erie	....	....	....	....	....	....
" 6s	90	....	91	....	....	....
" 7s	....	....	....	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	72	....	....	....	72	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	78
United Co. of N. Jersey	122	122	....	....	122	122¼
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	58	58	....	....	....	58
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 2.

	W.27.	Th.28.	F.29.	Sat.30.	M.1.	Tu.2
Baltimore City 6s, 1875	99¼	....	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	98¾	98¼	98¼	98¾	....	98¼
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	171	....	170	....	....	170
" bonds, 1875	....	....	....	98¼	....	98¼
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	98¼	....
Marietta & Cin. 1st M.	103	....	....	....	....	102¾
" 2d M.	....	....	94¼	94¼	94	93¾
" 3d M. 8s	....	82¼	82¼	....	....	81¾
Northern Central	....	....	....	....	35	35
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	94	94	94	....	....	93¼
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	52
Virginia 6s, Consol.	52¼	....	....	....	....	....
" Defer. Certif.	....	12	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 3.

	Th. 28.	F 29.	Sat. 30.	M. 1.	Tu. 2.	W. 3
Boston and Albany	145¼	....	145	145¼	145	145
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	117	116¾	116	....	....	116¾
Boston and Providence	....	....	....	....	152	152
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	....	31¼	....	31¼	....	....
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	....	98¼	....	99¼	98¼	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	101¼	101	101	101	101	
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	91¼	91	91	....	90	90
Northern, N. H	....	108	....	....	....	109
Ogdens. & Lake Champ	....	60	60	....	....	....
" pref	....	....	....	....	....	99
Old Colony	111¼	111¼	111¼	111¼	111¼	
Ph., Wil. & Baltimore	54¼	54¼	54¼	....	55	54¼
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s 80	....	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	54¼	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	70	....	....	70	....	
Cambridge	....	....	....	....	....	....
Metropolitan	57½	....	....	57¼	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	26¼	....	26	....	
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	5
Pewabic	....	....	....	....	....	....
Quincy	42	....	....	41¼	....	

London Stock Exchange.

	Closing Prices. Aug. 15.	Aug 22.
Atlantic & Gt. W. 1st mort., $1,000	73 — 75	74 — 76
Do. 2d mort., $1,000	66 — 68	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	41 — 43	42 — 44
Do. Reorg. Scrip	97 — 99	98 —100
Do. Leas. Lines, Rental Bonds	89 — 91	90 — 92
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	47 — 47¼	47 — 47¼
Do. 6 per cent Convertible Bonds	97¼— 98½	98¼— 99¼
Cons. Mort. amount autho. to be issued for conv. of existing bonds	95½— 96¼	95½— 96¼
Illinois Central $100 shares all paid	84½— 85½	85 — 86
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	102 —104	102 —104
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort	78 — 82	78 — 82
Panama General mort	97 — 99	97 — 99
Pennsylvania, 2d mort	97¼— 98¼	97 — 99
Do. General mort	96 — 98	98 — 99
Do. $50 shares	43½— 44¼	43½— 44¼
Philadelphia and Erie 1st mort	98 — 100	99 —100
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, September 6, 1873.

Stock Exchange and Money Market.

Money has been hardening in price to both speculative and mercantile borrowers, on a gradually increasing demand for aid, that for commercial purposes growing directly out of the expanding requirements of the Fall trade, which now promises quite encouragingly. There has been an enlarged outflow of currency to the interior, to further the movement of the crops to the seaboard; and this has told adversely on the currency reserves both at Bank, and in the U. S. Sub-Treasury. Call loan rates have been quoted more generally toward the close at 6@7 per cent, with strictly choice to prime discounts from 7@8½ per cent per annum. The speculative demand for help has been more animated, in view of the livelier dealings at the Stock, and Gold Exchanges. The U. S. Sub Treasury, last week, reduced its currency reserve materially and added moderately to its coin hoard. The city banks last week reported a loss of nearly 7⅜ millions in their deposit line with a decrease of about ⅞ths of a million in their legal tender, and of over two millions in their specie reserves. They reduced their loan and discount averages more than a million, and enlarged their circulation slightly.

Preparations are making by the new National Banks of the South and West, under the act of July, 1870, to take out the remainder of their circulation, $8,000,000 in amount, before the 15th of September, as limited by the recent order of the Currency Bureau. Whatever sum then remains to be provided for by the deposit of Public Stocks will be distributed to the older Banks. The new Bankers are buying the 5 per cents of 1881 (Funded Loan) as the basis of this Circulation. Merchant paper and time loans on Stock collateral tend to dearer rates of Interest.

The city banks have shown a further loss on their obligatory reserve, the last statement showing that they had $5,906,450 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, enlarged its coin balance about $391,033, and reduced its currency reserve $1,122,928. Its currency reserves at the close of the week were $32,220,337; and its coin board, $50,811,601.

The clearances of the city banks averaged through the week about 74⅝ millions a day, and amounted in the aggregate, for the whole week, to $447,799,948, as against $449,504,645 the preceding week.

The specie reserve of the city banks according to the latest return is $23,095,200, against $16,402,500 same time last year. The city bank deposits are now $229,390,300 against $219,036,200, week ending Aug. 31, 1872. The legal tender reserve amounts to $44,729,300, against $49,366,700 same time last year. The circulation now stands at $72,281,900 against $27,475,000 same time last year. The loans are now $288,833 000 against $288,812,400 at this date last year.

The coin reserve of the city banks is now about 23⅛ millions, as against about 15 millions Feb. 21, 1873, and about 25¾ millions on the 20th of last July; the legal tender reserve is a little over 44⅞ millions against about 34⅞ millions April 5th, 1873, and 55⅛ millions on the statement of June 15th, 1872; and the deposits are now about 220⅜ millions, against 186⅞ on the 12th of April, 1873, and 247½ millions on the 20th of July 1872.

A fair yield from excises and customs has been noted by the Treasury Department during the week. The excises yielded within the week about two millions, and thus far in the current fiscal year commencing with July 1, 1873, $17,346,306. The customs at the port of New York, for the week, were $3,279,528, and at the outports, about $1,100,000 more, in coin or coin certificates.

Under the Treasury programme for September, Government proposes to sell at least six millions of Gold, as follows: Thursday, September 4, $1,500,000; Thursday, September 11; $1,500,000; Thursday, September 18, $1,500,000; Thursday, September 25, $1,500,000. And to but in, on Wednesday, Sept. 17, at least $500,000 Five-Twenties.

The outstanding amount of U. S. Currency, on the 1st of September, was $401,583,434, as follows: Old demand notes, $79 937 50; legal-tender notes, new issue, $78,236,551; legal-tender notes, series of 1869, $277,763,449; one-year notes, 1863, $88,615; two year notes, 1863, $25,950; two year coupon notes 1863, $31,100; compound interest notes, $473,240; fractional currency, first issue, $4,349,694 46; do., second issue, $3,161,502 17; do., third issue, $3,424,498 67; fourth issue, first series, $21,602,440 98; do., second series, $10,555,955 25; fractional currency, fourth issue, third series, $1,795,500.

The U. S. Sub-Treasury office last week received $4,105,959 of currency, and $6,114,057 of gold, the latter including $3,435 000 from customs; and disbursed $5,228,886 of currency and $5,723,025 of gold, the latter embracing $2,342,609 of coin interest.

The aggregate receipts of the office from all sources in August, were $70,573,442, including $13,454,759 from customs; payments, on all accounts, $55,892,086, including $5,421,813 of coin interest.

Gold has been in more confident speculative demand toward the close, with a fairly active customs inquiry, and a limited call for export. The later dealings at the Gold Board indicated a stiffening tendency in the premium, under the clique manipulations. The range of the price during the week has been from 115¼@116⅛, and the quotation on Wednesday was 115⅞ against 115⅜ on Wednesday of the preceding week. The specie outflow last week, was only $399 428. The Gold Exchange Bank clearances have averaged about 50¼ millions per day during the week.

The customs demand for Gold last week, averaged $546,600 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873 have been $2,176,151, against $2,797,422 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $87,831,258 against $103 900,798 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $53,697,372, against $58,940,859 during the same time in 1872.

The export drain of specie was $399,427 last week, against $367,539 same week preceding year. The shipments since January 1, 1873, have been $39,789,199 against $57,334,806 during the same portion of 1872.

Foreign Exchange closed heavily and irregularly, influenced by the large and urgent offerings of bills and the comparatively limited demand. Bankers' sixty day bills on London closed on Wednesday at 107¼@107⅜; sight bills on London, at 107⅞@108⅛. The week's exports of Domestic Produce have been to the currency value of $5,420,244.

Government securities have been quoted firmer, and have been fairly active, considering the limited offerings of all issues. The public debt statement of Sept. 1, indicated a further liquidation of $6,752,829.

U. S. sixes of 1881 closed on Wednesday of this week at 119⅜@119¾; U. S. Five-Twenties of 1862, 116⅞@—; U. S. Five-Twenties of 1864 at 117@117⅜; U. S. Five-Twenties of 1865 118⅛@118¾; U. S. Five-Twenties of 1865 consolidated 116⅞@117⅛; U. S. Five-Twenties of 1867, 118⅝@118⅞; U. S. Five-Twenties of 1868, 117@118; U. S. Ten-forties at 113@113⅝; U. S. Fives of 1881 (Funding Loan) 114⅝@114⅞; Six per cent. currency Sixes from 113⅛@113⅝.

The Railway and Miscellaneous share specu-

lation has been quite active in the prominent street favorites, and, toward the close, buoyant as to prices.

Railway Mortgage Loans have been more inquired for and quoted firm. Central Pacific Sixes have been selling to a fair extent at from 99⅜@99½. The Chesapeake and Ohio Seven per cent gold bonds have been selling to a fair extent at 90, and interest. Chesapeake and Ohio Sixes have been moderately active at 88½ and interest. Western Pacific Sixes at 92½@92¾. The Northern Pacific 7-30 Loan has been in good demand at par and interest.

State bonds have been moderately active at generally steady prices, for the favorite issues.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 20.	Aug. 27.	Sept. 3.
Consols	92¾	92⅞	92½
U. S. 5-20s, 1865	94⅞@95	95⅛	95⅜
" 1867	95⅛	95¼	95¼
" 10-40s	*90¼	90¼	90¼
New Fives of 1881	91¼	91⅛	91⅛
Erie	46¾	48⅛	48⅛
Ill. Central	86	86	—

* Ex Sept. coupon.

General business has been more satisfactory as to the volume of dealings in foreign merchandise, as well as in domestic produce. Prices have generally shown more firmness. The Metal trade has been rather brisker. Copper has been quoted steady, but has been quite moderately dealt in; 100,000 lbs. Lake at 26¾c.@27c. Iron has been generally held with more confidence in view of the reported rise in the English markets, and the announcement that the new German tariff would take effect on the 1st of October. The demand has been more animated, especially for Pig. Sales have been reported of 800 tons Glengarnock Pig at $44, now quoted at $45, with Eglinton at $44. The reported dealings in American product have been limited, with quotations about as in our last. We quote: Eglinton Pig at $43; Glengarnock, at $44; No. 1 American Pig at $43@$45; No. 2 do. at $38@$42; English rails at $64@$65 gold; American Rails, at works, at $77 50; Old Rails $46@47; Wrought Scrap, $40@$45 from dock and yard. Pig Lead has been very dull with foreign quoted at 6⅞c., gold, for ordinary, and domestic at 6¼c.@6⅜c., gold. Spelter has been very quiet at $7 37½.@$7 60, gold. Pig-tin has been in limited demand, with Straits quoted at 31c.; English at 28c.@28¼c., on sales of five tons, and Banca, at 34½c.@34¾., gold. Tin Plates, have been rather more active, at full previous rates. Sales, 1,000 boxes Charcoal at $10 75; 500 boxes Coke at $8 75; and 500 boxes Charcoal Terne, at $10 gold. Charcoal Plates quoted at $10 75@11 12½; Charcoal Terne, $9 62½@$10 25; Coke, $8 50@$8 87½; Coke Terne, $7 50@$8 37½, gold, per box. Zinc dull dull and unchanged.

Foreign merchandise has been more active and generally firm as to price. The week's imports of foreign goods and merchandise amounted to $8,465,334 including $2,862,116 of dry goods.

The leading kinds of domestic produce have been more sought after, especially Breadstuffs, Provisions, Cotton, Wool and Tobacco, with holders evincing more firmness. Middling upland Cotton left off buoyantly at 20⅜c. per lb. The receipts at all the ports, year ending Sept. 1, were $3,564,045 bales, against 2,705,523 bales the preceding year; exports 2,665,113 bales against 1,951,995 bales the previous year; stock at the ports at latest dates, 48,899 bales against 57,959 bales same date in 1871.

Ocean freights have been quite active, with rates quoted firmer, room and tonnage having been offered reservedly. The main call for accommodation has been from Grain and Petroleum Shippers.

At the Live Stock Markets, Beeves have been in fair demand at from 6½@12½ cts. the better grades showing firmness. Veals at 5@10 cts.; Sheep at from 4@6¼ cts.; Spring Lambs 5@9 cts.; Swine at 5¼@5⅝ cts. per lb., all live weight. The week's receipts were 9,243 Beeves, 2,629 Veal Calves, 23,381 Sheep and Lambs, and 36,347 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 26; St. Louis, Kansas City and Northern pref., 44; Illinois Central scrip, 100⅛; Ohio and Miss. 7s, consol., 91¼; Detroit, Monroe, and Toledo 1st mort., 97; E. Tenn., Va. and Ga. 1st mort., 91½; Nashville and Decatur 1st mort., 91; Cedar Falls and Minnesota 1st mort., 78½; New Jersey Southern R. R., 27½; do. 1st, mort., 74; Burlington, Cedar Rapids and Minnesota 1st mort., 87; Western Pacific R. R. bonds, 92½; Albany and Susq. R. R. 93; do. 2d mort., 98; Long Dock bonds, 95¾; St. Louis and Iron Mt. 1st mort., 97; Central of New Jersey 1st mort., new 105; Western Union Telegraph, 92; do. 7s, 98; Maryland Coal, 24; Cumberland Coal and Iron, 79; Consol Coal of Md., 55; Wells-Fargo Exp., 75; U. S. Exp., 68½; Am. Exp., 91¼; Adams Exp., 92¼; N. J. Central L. and Imp., 65; N. Y. State 7s, B. L., reg., 104⅞; Louisiana 6s, old, 49; Ohio 6s, 1881, 102; Texas 10s, 1876, 85; Brooklyn 6s, W. L., 93¾.

Philadelphia.—Reading Coal and Iron bonds, 90; Pennsylvania Canal 6s, 69; Lehigh Nav. conv. gold loan, 92¼; Philadelphia and Reading 7s, 1893, 103; do. Gen'l mort. 7s, reg., 103; do. coupon, 101¾; do. deben. bonds, 79; do. 7s, new, conv., 102½; Wilmington and Reading 1st mort., 99⅛; Schuylkill Nav. 6s, boat loan, 75; West Jersey R. R. 7s, 103; do. 6s, 94; Lehigh Valley 7s, 102; West Chester and Philadelphia R. R. 7s, 103¼; Sunbury and Erie 7s, 102½; Pennsylvania and New York 7s, 100; Pittsburg, Cincinnati and St. Louis 7s, 74¾; Catawissa 7s, new, 100; Cayuga Lake R. R. 1st mort. 7s, 96; Harrisburg and Lancaster R. R., 51; Camden and Atlantic pref., 42¾; Nesquehoning R. R., 54; Camden City 7s, 102. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 100@100⅛; do. 2d series, 103¼@103¾; do. 3d series, 108⅜@108½; Philadelphia and Reading 55@55⅛; do. Gen'l mort. 7s, coup., 101@102; do. reg., 102½@103; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 102@102½; United New Jersey R. R. and Canal Co., 122@122½; Camden and Amboy mort. 6s, 1889, 96@97; do. 1883, 90¼@92; do. 1889, 88½@89½; Pennsylvania R. R., 53⅜@53⅝; do. 1st mort., 100⅜@100⅞; do. 2d mort., 100@101; do. General mort. coupon, 91¼@92; do. reg., 96½@97; Little Schuylkill R. R., 46⅜@46½; Morris Canal, 48@50; do. pref., 122@124; do. 6s, 94@95; Susquehanna Canal, 6@8; do. 6s, 68@75; Schuylkill Nav., 6@7; do. pref., 12@12½; do. 6s, 1882, 71¾@72; do. 1872, 78@79; Elmira and Williamsport pref., 88@88½; do. 7s, 1873, 94@95; 5s, do. 58@65; Lehigh Coal and Navigation 37@37⅛; do. 6s, 1884, 90@90½; do. R. R. Loan, 92⅛@93; do. Gold Loan, 91⅛@91¾; North Pennsylvania, 49½@50; do. 6s, 99½@99½; do., 7s, 101¾@102¼; do. Chattle 10s, 110@112; Philadelphia and Erie, 24@25; do. 6s, 90@91; Minehill, 51½@52; Catawissa, 19@20; do. pref., 42½@43; do. new pref., 32@33; do. 7s, 1900, 99@101; Lehigh Valley, 60⅛@60½; do. 6s, new coupon, 96@96; do. reg., 97½@—; do. 7s, 101⅛@102½; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 57¾@59; Thirteenth and Fifteenth, 19@21; Spruce and Pine, 30@33; Green and Coates 46@48; Chestnut and Walnut, 60@70; Hestonville, 18@19; Germantown, 30@—.

Boston.—Chicago, Burlington and Quincy 7s, 94½; Burlington and Missouri River R. R. in Nebraska, 46; do. 8s, in Nebraska, 1894, 95; Boston and Maine R. R. 7s, 1892, 104; Atchison, Topeka and Santa Fe 1st mort. 7s, 69; do. 7s, L. G., 69⅞; Eastern R. R. 7s, 1882, 100¾; Ogdensburg and Lake Champlain 8s, 1879, 91¼; Cape Cod 7s, 1881, 99¾; Ottawa, Oswego and Fox River Valley 8s, 1890, 94¾; Vermont Central 1st mort., 26; do. 2d mort., 7¾; Vermont and Canada Equipment 8s, 79; Boston and Albany 7s, 1892, 104¾; Old Colony R. R. 7s, 102; Connecticut and Passumpsic Rivers R. R. pref., 86¼; do. 7s, 1876, 97; Worcester and Nashua R. R., 132½; Norwich and Worcester R. R., 130; Rutland R. R. pref., 52; do. scrip. No 4, 83; Cincinnati, Sandusky and Cleveland R. R., 12; Summit Branch R. R., 42; Cary Imp., 8¾; Boston Water Power Co., 25¼; New Hampshire 6s, 98½; do. 1902, 98¼; Massachusetts 5s, 1894 reg., 100; Boston 6s, 1874, 99¼; do. 1876, 99; Lowell 6s, 1890, 94; Chicago 7s, 1899, 99⅜; Cleveland, 7s, 1892, 101⅞; Nashua (N. H.) 6s, 1892, 91; Cook Co., Ills., 7s, 1885, 98½; Cambridge 6s, 1893, 94; Worcester 6s, 1892, 93½; Cincinnati 7s, 1891, 102; Allouez Mining Co., 14¾; Calumet and Hecla, 154½; Dana, 1; Rockuda, 3.

Baltimore.—Maryland Defense bonds, 104; Virginia consols, coupons, 79¾; Indianapolis 8s, 100⅜; Orange, Alex. and Manassas 7s, 81½; Wilmington, Columbia and Augusta 1st mort. 7s, 75¾; Northern Central 6s, 190C, gold, 91; Orange and Alexandria 4th mort. 8s, 80; Central Ohio R. R., 40¼; do. 1st mort., 89; Richmond and Danville 1st mort., 75. The latest quotations are: Wilmington, Columbia and Augusta bonds, 75@76; Wilmington and Weldon bonds, 93@94½; Pittsburg and Connellsville 7s, 1898, 93@94; Baltimore and Ohio, 165@175; do. 6s, 1875, 98¼@98½; do., 1880, 98¼@98½; do., 1885, 98¼@98¾; Parkersburg Branch, 11@12⅛; Northern Central, 35@36; do. 6s, 1885, 91¼@92; do., 1900, 88@90; do., 6s, 1900 gold, 90⅞@91; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, —@95; Marietta and Cincinnati 1st mort. 7s, 1892, 102@103¼; do., 2d mort., 7s, 93@95; do., 3d mort., 8s, 81⅝@82; Central Ohio, 40½@42; do. pref., 40@41¼; do. 1st mort., 85@86; Western Md. 1st mort. 6s, 1890, 84½@—; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@97; do. 3d mort., guar., 96@96½; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington

Co., 81@90; Richmond and Danville 1st mort., 75@75½; Orange and Alexandria 1st mort. 6s, 92@96; do., 2d mort. 6s, 85½@87; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 79¼@79⅞; Orange, Alex. and Manassas 7s, 80@81½; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., —@76¼; do. 8s, 3d mort., 87½@88; Baltimore 6s 1875, 98¾@99; do., 1884, 98½@99⅛; do. 1886, 98¾@99; do. 1890, 98¼@98½; do., 1893, 100@100; do. 1893, exempt, 101@103; do., 1900, exempt, 98@99; do. 1900, new, 98@98½; do. 1902, 97¾@98; Memphis City 6s, 51@58; Maryland Defense Loan, 1883, 104@104; Virginia 6s, old, 37@—; do. coupon old, 36½@38; do. consol. 6s, 51¾@52⅛; do. coupons, 79⅛@79½; West Virginia, 12@13; City Passenger R. R., 17@18½; George's Creek Coal, 120@140.

OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Sept. 1, 1873.

☞ The CHESAPEAKE AND OHIO RAILROAD, is now completed and in regular operation. To increase its Equipment, and perfect its Terminal facilities, and Deep-water connections with European Steam-ship Lines, and to accommodate the heavy **Coal and Mineral Traffic** together with the growing **Iron and Miscellaneous Local and Through Business** now pressing upon the Line, we are selling, on behalf of the Company, a limited amount of their **SEVEN PER CENT. GOLD BONDS,** secured by mortgage liens on the whole valuable property at 90 and accrued interest; $1,000 each, either coupon or registered, payable in gold coin, in New York City, principal and interest; interest Jan. 1 and July 1.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO;** the price of these is 88½ and accrued interest. They are issued in denominations of $100, $500, and $1,000, interest payable May and November.

The property has cost already upward of $38,000,000, and is constantly increasing in value. We can recommend both classes of the Bonds, which are selling rapidly, with great confidence.

We also continue to deal in **Government, and Central Pacific, and Western Pacific Bonds,** execute orders at the Stock Exchange for investment Stocks and Bonds, receive Deposits, on which we allow interest at the rate of 4 per cent. per annum, and conduct a general Banking business.

FISK & HATCH.

☞ The Poughkeepsie *News* says: "We learn that several European capitalists (engaged in the manufacture of iron in England), associated with some of our citizens, have about completed their arrangements for the establishing in this city one of the largest iron manufacturing establishments in the United States. The capital employed will be several millions of dollars. It is proposed by the company to enter largely into the manufacturing of steel rails and other iron work for railroad and bridge purposes."

☞ The earnings of the Erie Railway Company for the week ending Aug. 23, 1873, were $479,287, and since July 1, $3,018,373—an increase over the corresponding period of the previous year of $228,514.

Prevention of Cruelty to Animals.

The following is a copy of an act passed by Congress to prevent cruelty to animals while in transit by railroad or other means of transportation within the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no railroad company within the United States whose road forms any part of a line of road over which cattle, sheep, swine, or other animals shall be conveyed from one State to another, or the owners or masters of steam, sailing, or other vessels carrying or transporting cattle, sheep, swine, or other animals from one State to another, shall confine the same in cars, boats, or vessels of any description, for a longer period than twenty-eight consecutive hours, without unloading the same for rest, water, and feeding, for a period of at least five consecutive hours, unless prevented from so unloading by storm or other accidental causes. In estimating such confinement the time during which the animals have been confined without such rest on connecting roads from which they are received shall be included, it being the intent of this act to prohibit their continuous confinement beyond the period of twenty-eight hours, except upon contingencies hereinbefore stated. Animals so unloaded shall be properly fed and watered during such rest by the owner or person having the custody thereof, or in case of his default in so doing then by the railroad company or owners or masters of boats or vessels transporting the same at the expense of said owner or person in custody thereof; and said company, owners or masters shall in such cases have a lien upon such animals for food, care, and custody furnished, and shall not be liable for any detention of such animals authorized by this act. Any company, owner or custodian of such animals who shall knowingly and wilfully fail to comply with the provisions of this act shall, for each and every such failure to comply with the provisions of this act, be liable for and forfeit and pay a penalty of not less than one hundred nor more than five hundred dollars: *Provided, however,* That when animals shall be carried in cars, boats, or other vessels in which they can and do have proper food, water, space, and opportunity for rest, the foregoing provisions in regard to their being unloaded shall not apply.

Section 2. That the penalty created by the first section of this act shall be recovered by civil action in the name of the United States, in the circuit or district court of the United States, holden within the district where the violation of this act may have been committed, or the person or corporation resides or carries on its business; and it shall be the duty of all United States marshals, their deputies and subordinates, to prosecute all violations of this act which shall come to their notice or knowledge.

Section 3. That any person or corporation entitled to lien under the first section of this act may enforce the same by petition filed in the district court of the United States holden within the district where the food, care, and custody shall have been furnished, or the owner or custodian of the property resides; and said court shall have power to issues all suitable process for the enforcement of such lien by sale or otherwise, and to compel the payment of all costs, penalties, charges, and expenses of proceedings under this act.

Section 4. That this act shall not go into effect until the first day of October, eighteen hundred and seventy-two.

Approved, March 3, 1873.

☞ The Pittsburg *Commercial*, of the 22d ult., says: "We learn, incidently, of two lots of Lake Superior pig iron, one of 2,000 tons, and one of 3,000, ordered at the furnaces for shipment to England. One of the lots is ordered nominally for Montreal, but it is understood to be for English consumption. Our information is so nearly direct that we entertain no doubt of the facts as stated."

☞ We have been requested by Mr. Isaac Hinckley, President of the Philadelphia, Wilmington and Baltimore Railroad Company, to contradict the following statement which appeared on the first page of our last issue:

"A committee of the directors of the Philadelphia, Wilmington and Baltimore Railroad have awarded to the Baltimore Bridge Company the contract to replace the present wooden bridge now spanning the Susquehanna river at Havre de Grace by an iron structure. In all there are twelve spans in the bridge, each two hundred feet in length."

In a postscript to his letter Mr Hinckley says:

"You may have heard that I authorized our Engineer to contract for one span of 250 feet in length to replace a span injured by a tornado—but how it should grow into twelve spans of 200 feet contracted for by a Committee of Directors I cannot conceive."

☞ Direct railroad communication between Hagerstown and Martinsburg is being rapidly consummated. The Hagerstown *Daily* says that the advance gang of workmen engaged in laying the track of the extension of the Cumberland Valley Railroad are now within four miles of Martinsburg, and are progressing at the rate of about one half mile per day. Other gangs engaged in ballasting the road are following closely, and it is the intention of the company to open the road to trade and travel on the 8th of September.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 23, at 456,357 tons, and for the coal year 12,829,253 tons, against 12,024,801 tons to corresponding time last year, being an increase of 294,452 tons. The bituminous tonnage for the week is 57,133 tons, and for the year 1,998,266 tons, giving a total of all kinds for the week of 513,490 tons, and for the year of 14,827,674 tons, against 13,803,479 to same time last year, being an increase of 524,195 tons.

☞ There are now constructed on the Northern Pacific Railroad five hundred and seventeen miles, including four hundred and fifty-two miles from Duluth to Bismarck at the eastern end, and sixty five miles from Kalama to Tenino at the Pacific end. Another portion of the road two hundred and five miles in length is to be placed under construction immediately.

☞ The Erie Railway Company has declared a dividend of 3½ per cent on the preferred stock and one per cent on the common stock, payable on the 1st of October. The books will be closed from the 13th of this month to the 2nd of October.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Aug. 22, are: freight, $49,848 74; passengers, $30,113 38—total, $79,462 12.

☞ The estimated earnings of the Denver and Rio Grande Railway for the week ending August 7th 1873, were: freight, $4,050 42; passengers, $4,802 97—total, $8,853 39.

☞ The Portland Company, besides repairing the shops injured by the late fire, is building a car-shop of brick 170 by 60 feet, with an addition 50 by 20 feet, to be finished in a month or two.

Journal of Railroad Law.

RAILROAD COMPANIES—THEIR DUTIES AS TO MANNER OF LAYING TRACKS—PRESUMPTION OF NEGLIGENCE.

The recent case of Worster *vs.* The Forty Second Street and Grand Street Ferry Railroad Company (50 N. Y., 203), was an action brought to recover damages for injuries sustained by a horse of plaintiffs, occasioned by an alleged defect in defendant's track.

Defendant owns and operates a railroad running through and over Houston Street in the City of New York. On the 12th of April, 1864, plaintiff was driving a pair of horses, belonging to him over the track, one horse stepped into a hole, was thrown down and injured, and in consequence died.

The court dismissed the complaint upon the ground that there was no evidence showing defendant was aware of the bad condition of its track, or that the same was in such a condition for a length of time that would imply knowledge.

The General Term reversed this decision.

The following is the opinion of the court delivered by—

CHURCH, CH. J.—We are to assume that the defendants had a lawful right to lay their tracks in the street, where the injury occurred, but this right carries with it the obligation to lay the tracks in a proper manner, and keep them in repair, and if an injury occurs by reason of neglect in either of these respects the defendants are liable in damages. (Flash *vs.* The Third Ave. R. R., Co., 1 Daly, 148., 11 Penn., 141). The defect was immediately connected with the track and was plainly visible to the employees of the defendants who were constantly operating the road. The duty of remedying the defect was affirmative and absolute. Notice to the defendants of the defect was not necessary. (35 N. Y., 58). It was their duty to know it. It was patent and an omission to know that such a defect existed was *prima facie* negligence as much as an omission to repair after notice. The facts tended to prove that the deect had existed for some days. The learned judge who presided non suited the plaintiff because the defendants had no notice of the defects, and because they had not existed for such a length of time as to create the presumption of knowledge. The ruling was erroneous. The presumption of knowledge arises from the existence of the defects themselves. The plaintiff was only required to show that the injury resulted from the road being out of repair, and if circumstances existed showing absence of negligence it was for the defendant to prove them. The presumption of negligence was complete when it appeared that the defects existed and an inquiry was caused thereby. In some cases notice to municipal corporations, express or implied, of defects or obstructions in the streets, is requisite to create a liability for an injury produced by reason of them, but the authority of these cases has no application here, (Hudson *vs.* Mayor, &c., 9 N. Y., 163).

udgment of reversal must be affirmed.

Judgment affirmed.

☞ The Harsimus branch of the Pennsylvania Railroad, extending from the railroad cut in Bergen Hill to the new depot in course of erection in Harsimus Cove, is completed. It will be used exclusively for freight trains.

Railways in India.

The annual report of Mr. Juland Danvers, Government Director of Indian Railway Companies, has been presented to Parliament. The report contains the following information on the condition and prospects of Indian Railways:—

A length of 805 miles was added during the year 1872 to the 5,089 miles of line which were open for traffic at its commencement, and during the present year 127 miles more have been completed, so that the railway system now open in India extends over 5,512 miles. Fair progress has been made with the works on the State lines, and during this year between 200 and 300 miles will probably be opened. An additional length of 150 miles on the Oude and Rohilkund line will also be finished and opened before November next. The works on this line which give most trouble are the bridges, especially those over the Ganges at Cawnpore and at Rajghat. The importance of obtaining good foundations below where the scour can possibly reach them has been demonstrated by dearly bought experience. Hardly a season passes without bridges breaking down and embankments being cut through by the streams they were respectively constructed to cross over and to check. During the floods of last year the Sutlej bridge, on the Punjab Railway, gave way, and on the Northern State line the unfinished works on the Jhelum and Ravee bridges were damaged. Several bridges on the Bombay, Baroda, and Central India Railway were also carried away in September last. "The fact is," says Mr. Danvers, "that when railways were first proposed for India, although a great many difficulties were started which on near approach disappeared, the great difficulty of crossing the rivers and of withstanding the force of the floods was not apparently sufficiently considered or estimated. The rivers of India, which rise in the various mountain ranges some thousands of miles from the sea, cut their way through soils of so soft and shifting a character that in many places a new channel, sometimes miles away from its original course, is frequently formed, and the old bed is left dry." A curious instance of a change of channel occured last year, when a notification appeared in the Calcutta *Gazette*, transferring thirteen villages from one district to another, in consequence of the Ganges having so changed its course as to leave them on the south instead of the north bank. The process of erosion is thus described by the late Captain Wood in his *Journey to the Source of the Oxus*:—"When the waters of the Indus are low, the noise caused by the tumbling in of its banks occurs so frequently as to become a characteristic of the river. During the silence of night the ear is assailed by what at first might be mistaken for the continued discharge of artillery; two, three, and even four reports are often heard within the minute, and even thirteen have been counted in that short space of time." "The seasons in India," Mr. Danvers reminds us, "have a very different effect upon the water-courses to that which we generally see in Europe. The rainfall is confined to certain months, and, in some places, to certain weeks and days, while the rest of the year is dry and hot. In many cases river beds which may be easily forded and even waded at one season become channels for wide and impetuous streams in another. It was, of course, a part of the engineer's duty to study this characteristic and to provide against the danger. His investigations were, however, thwarted by imperfect data, and what, from recorded information observation, was considered to be the maximum volume of water that ever passed through a certain channel in the height of the floods has been frequently exceeded." Major-General Beadle, R. E., writing very recently concerning the works on the Oude and Rohilkund Railway, points out that in 1870 and 1871 the floods were so excessive and so entirely unforeseen that the estimates submitted and the project prepared had to be re-considered and altogether superseded; the bank had to be raised and the designs of bridges to be revised, increasing largely the waterway. These floods fortunately occurred before the works were much advanced. This, however, has not been the case in other places. Disasters have accordingly occurred, and much damage has been inflicted on several railway bridges. Now that more is known more will be done to avert the mischief, but, after taking every precaution, there will always be considerable difficulty where shifting streams have to be encountered, and where foundations have to be laid in soil subject to a scour of 50 and 60 feet in depth. The only approach in Europe to this condition of things is in the northern plains of Italy, and last year we had an example of how human ingenuity and skill have been unable to cope with the streams which rush down from the Alps in the autumn and early winter. With regard to future extensions we are informed that no new undertakings were sanctioned during the past year. In the present circumstances of railway enterprise in India it is not surprising that the policy of Government in regard to future extensions should be marked by caution. So long as industrial works in India must be undertaken by Government, or, what amounts to the same thing, so far as financial risk is concerned, by guaranteed companies, and so long as the result of the working of existing lines involves a contribution from the revenue of the country to make up the amount due for interest on the outlay, the Government is right in requiring proof, or the strongest evidence in support of the belief, that future railways, whether undertaken by government or companies, will turn out to be remunerative in one shape or another. Indirect as well as direct gains, of course, enter into the calculation. The improvement of the material prosperity of the country is the end aimed at through all such works. But if the revenue of the country will not be increased, directly, by remunerative profits from the new lines themselves, or indirectly, by augmented receipts from existing lines, by saving the national expenditure or by improving the national resources, the Government naturally pauses before encouraging fresh works." As regards capital outlay, we find that the total amount of capital which, on the 31st of March last had been advanced for expenditure on the guaranteed railways was £91,686,025, of which £1,556,440 was expended during the past official year. The outlay in England for stores and materials was £822,994; in India, for construction purposes, £679,446. The expenditure on the State lines is brought down only to the 31st of December, 1872. It had then amounted to £3,492,323, of which £708,827 had been expended in England. A sum of £3,371,213 had been advanced or appropriated to the various undertakings, leaving £121,105 out of the amount expended in this country on stores, &c., to be appropriated in India. The amount appropriated to the State lines during the year 1872 was £1,558,836. The whole capital expenditure on railways in India thus accounted for (which is exclusive of the land for the guaranteed lines and the loss of exchange borne by Government) is in round numbers £94,500,000. Attention is drawn to the allegation, the truth of which is not denied, that railways in India have cost a great deal more than was expected and more than they will cost in future. The guarantee system, which should only be applied in exceptional circumstances on grounds of necessity, is not admitted to be the cause, and after investing the capital expenditure of the East Indian Railway, the most important and costly of the lines, the following conclusions are arrived at:—"An analysis of the cost of the East Indian Railway main line, the average of which was £21,100 per mile, shows that a great part of the outlay arose from causes which were unavoidable and of an extraordinary character, such as the mutiny (which, directly and indirectly, is estimated to have added £3,000,000 to the capital outlay), the Southal rebellion, the plan of commencing operations at various parts of the line simultaneously, and the great difficulty consequent thereon of transporting materials by the road or river. The stupendous bridges and the large extent of flood openings, the length of double way constructed, as well as the general firm

and substantial character of the works and the heavy rails and materials used, account also for the rest of the outlay upon what is often erroneously regarded as a single line. Deducting the exceptional expense above described, which cannot be taken at less than £4,000,000, the cost per mile of single line would amount to $12,250. A comparison between the circumstances of India now and 20 years ago, the greater knowledge and experience which have been gained in the interval, and the practice at present in vogue of carrying out railway works on a light system, will help to explain the difference between the cost of the lines originally undertaken and those now being executed. The recent examples of the Wudwan and Patree branches in Western India encourage the expectation that in districts tolerably easy for railway operations, even with the 5ft. 6in. gauge, single lines may be constructed at a cost of from £6,000 to £3,500 a mile." The revenue derived from the railways during the past year was slightly in excess of the previous year, but the increase is not sufficient to reduce by any appreciable amount the difference between the net earnings and the sum paid for guaranteed interest, which is this year of course, greater than last year. In 1872 the revenue was £2,869,223. In 1871 it was $2,686,250. In 1872 the gross receipts were £6,351,617, and the expenditure amounted to £3,482,394. In the previous year the gross receipts were £6,146,130, and the expenditure £3,459,870. The passenger and miscellaneous receipts in 1872 were $2,387,003, compared with £2,120,821 in 1871. The goods receipts were £3,964,614 in 1872, and £4,025,809 in 1871. The guaranteed interest advanced by the Government during the year 1872 amounted to £4,600,883, so that a sum of £1,734,030 had to be charged upon the revenues of the country. Last year there was a similar charge of £1,740,720. "Although," says Mr. Danvers, "such a result was expected at the commencement of the year, it is no less to be deplored. But it should be borne in mind that some of the guaranteed capital has been raised for and expended upon lines which are not completed or open for traffic. A sum of £6,000,000 may in this way be regarded as unremunerative, so that about £300,000 may be properly deducted from the deficit when it is referred to as illustrating the deficiencies of the present railway system. The last few years are not, it is hoped, a fair criterion of the future. The fluctuations of trade will, no doubt, always produce corresponding effects upon the traffic, but a gradual development is taking place, which will become more rapid as new roads and feeders are made to the existing lines, and new districts are thus opened to the advantages of railway communication." The passenger traffic last year produced £2,085,940, as compared with £1,941,571 in the previous year. The difference of £144,369 was principally made up by the increase in the receipts from third and fourth class passengers which amounted to £91,385. These classes contributed £1,496,610, or 77 per cent of the whole. The number of passengers increased from 18,940,585 to 20,332,823. The first and second classes declined. The third class rose from 14,113,426 to 15,126,824, and the fourth, or coolie class, from 3,516,549 to 3,911,429. The increase in numbers, which took place chiefly on the East Indian, the Madras, and the Bombay, Baroda, and Central India Railways, has partly been produced by a reduction in fares, which has not yet had time to yield a corresponding increase in the receipts. The third and fourth classes constituted 93.63 per cent of the whole number. The receipts per mile in 1872 were £400, compared with £394 of the previous year. The receipts from the goods and mineral traffic were last year £3,964,614, compared with £4,022,615 in 1871, showing a decline of £58,000. A large amount of tonnage was, however, carried, 2,929,687 tons having been conveyed in 1872, compared with 2,615,966 in 1871. The falling off in receipts occurred on the Great Indian Peninsula Railway, which shows a decline of £156,000 in receipts and 82,148 tons in weight. In cotton and grain alone there was a falling off of 35,500 and 24,000 tons respectively. The number of trains run was 155,594, compared with 131,360 of the previous year. The train mileage was 14,543,862, compared with 14,080,064. The train mileage receipts averaged 8.63s, being just about the same as last year. The highest receipts per train mile were on the Bombay, Baroda, and Central India Railway, where they amounted to 12.51s. The mileage receipts on the Eastern Bengal were 99.0s., and on the East India, 9.33s. The lowest were on the Calcutta and South-Eastern, being 4.9s. Turning to the expenses it will be seen that the total expenditure for maintaining and working the railways was £3,328,644 in 1872, compared with £3,251,725 in 1871. On the Indus Flotilla it was £53,034 in 1872, compared with £50,325 in the previous year. The expenses per train mile were the same in both years—viz, 4.50s The proportion of working expenses to gross receipts was on the average 52 per cent. This varied, however, considerably on the different lines. On the East Indian Main Line the expenses were only 41 per cent of the gross receipts; on the Great Indian Peninsula 60, on the Scinde, Punjab, and Delhi, 86. After alluding to the effect upon the traffic of certain reductions which had been made in the rates, and to the probability of the immediate loss being soon converted into a gain, Mr. Danvers explains the principle upon which he thinks a tariff should be settled. "A suitable scale of railway charges depends," he says, "upon various circumstances, but principally upon the cost of production—*i. e.*, of conveyance. There must necessarily be a margin between such cost and the sum paid by the customer, but it by no means follows that the greater the difference the more will be the aggregate profit. In a country like India, especially, where the population is large and poor, it would be unwise to attempt to impose such rates for the conveyance of passengers as would remove the power of traveling from the great majority of the people. The true policy would seem to be to fix a rate, which, while leaving a margin for profit on the cost of conveyance, would tempt the largest number to travel. If this is the correct view, it can well be understood how, as is often asserted, the interests of railways and of the community coincide. The same remarks will apply to charges for goods, and often with greater force, as, for example, in those cases where water carriage can compete with the railway, and where large tracts of land are kept out of cultivation, or mineral districts are unworked, in consequence of the cost of conveyance to a market raising the price of commodities beyond the consumer's means. Allowance must, of course, be made for variableness of trade, as the average cost of conveyance will in some measure be regulated by the amount carried; but this may be covered in the long run by a moderate margin. The first point to be ascertained, therefore, is what is the cost of conveyance; and this can be arrived at only after a careful examination of the working expenses of a line for a sufficient period to cover different seasons and to include those influences on traffic which would enable a fair average to be taken. A suitable tariff," he adds, "however important, is by no means all that is required to insure success in railway enterprise. There is no commercial undertaking which requires more careful study and more intelligent and energetic management than a railway.

☞ General B. H. Bristow, of Kentucky, has resigned the presidency of the California and Texas Railroad Construction Company, which is now building the Texas Pacific Railway, and is succeeded in that position by John McManus, of Reading Pa.

☞ The track is laid on about sixteen miles of the Ware River Railroad extension, and two gangs of track layers are speeding the work, which is to be done, if possible, by the first of December.

☞ The Indianapolis Belt Railway company are constructing a double track road entirely around the city of Indianapolis, for transferring through freight between roads terminating there. The *Telegrapher* says that all the railroads centering at Indianapolis, are fully committed to the enterprise, and the project is very heartily endorsed by the citizens generally, and will, no doubt, prove a success.

☞ It is stated that the Central Vermont Railroad Company have accepted the resignation of Gyles Merrill as General Superintendent of the Central and connecting roads, and that John W. Hobart, General Freight Agent and Master of Transportation, has been appointed in his place.

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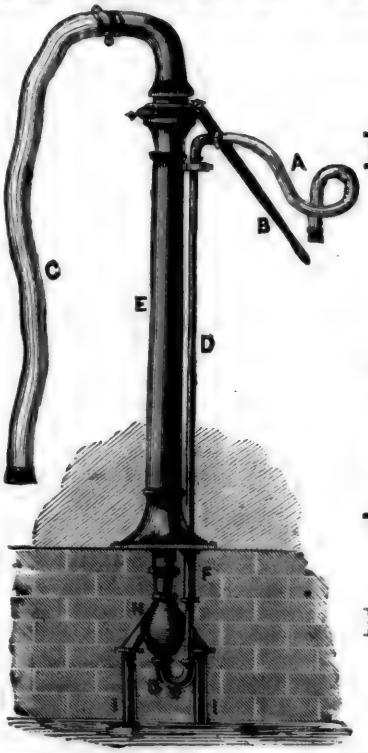
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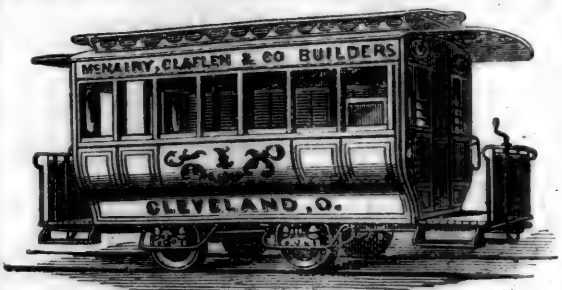
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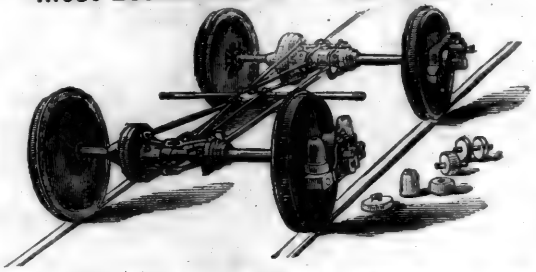
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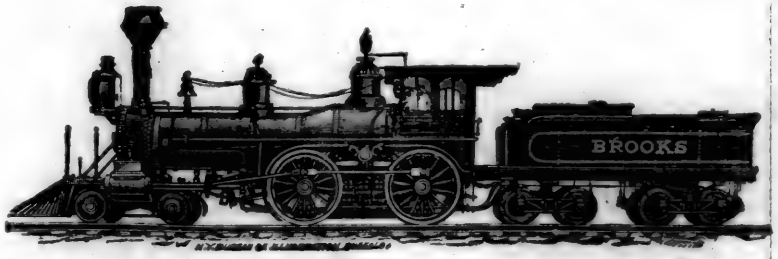
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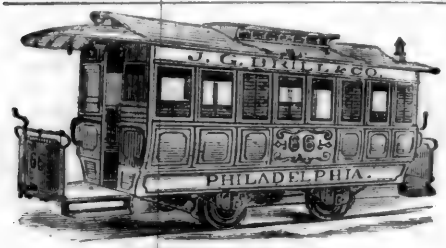
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They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small.



MANUFACTURERS OF

Street and Narrow Gauge Cars.

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RAILROAD IRON

Of every Size, Weight and Pattern,

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Old Rails Re-Rolled & Exchanged for New.

Iron Received on Storage, in Bond or Free,

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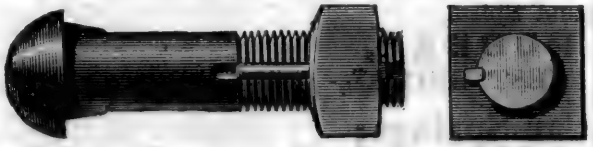
WM. COURTENAY, President. CHAS. F. COBB, Secretary.

THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

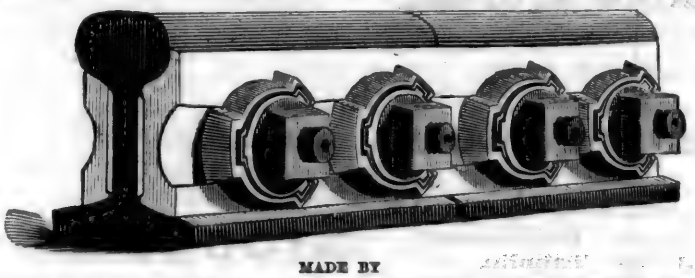
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

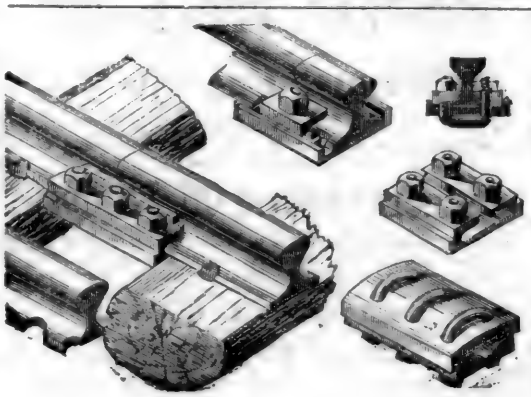
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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American Railroad Journal.

New York, Saturday, September 13, 1873.

Railroad Safety Devices.

A device for decreasing danger is mentioned by a Des Moines correspondent of the *New York Tribune*, in discussing the late horrible slaughter on the Chicago and Alton Railroad, in Illinois. This writer claims that there are some important lessons to be learned from that catastrophe. He particularly notices that although both trains seem to have been running at full speed at the time the collision occurred, and neither discovered the other in time to check its momentum in the least, it is a remarkable fact that very few passengers were injured in any way but by scalding, and that the regular passenger coaches and sleeping cars of the express train remained on the track uninjured. He believes that the fact that there was no "telescoping" and consequent destruction of life is due to two precautions which he noticed recently when riding over the Alton Railroad. The first of these is that every passenger coach and sleeping car on the train was supplied with improved safety platforms, some kind of which ought to be used on every passenger car on every railroad, and the other is that the coaches are fastened together by means of bolts, which make the train one solid mass, so that the shock of the collision was distributed evenly through all the cars. The Pullman car conductor says that the ends of the car rose up a short distance, but fell quietly back to the track, when the passengers walked out upon the platforms. The correspondent therefore suggests that this incident shows that one of the terrors of railroad accidents, namely, "telescoping," may be prevented by safety platforms and the proper coupling of cars. Whatever may be the force of this suggestion, it is the duty of railroad companies to take advantage of all modern improvements which tend to lessen the dangers of railroad travel and mitigate calamities when they occur.

NOTICE TO INVESTORS.

The attention of the investing public is called to the limited remainder of the NORTHERN PACIFIC RAILROAD SEVEN-THIRTY LOAN. The unsold balance will be soon absorbed by current sales, after which the Company has resolved to issue only six per cent. bonds.

There are now more than 500 miles of the road in regular operation, with a growing traffic; surveys and construction are progressing satisfactorily; the survey prosecuted the present season, in connection with the Stanley military expedition, has resulted in the location of an excellent line through Western Dakota and Eastern Montana, and the company has advertised for proposals for grading and bridging the Yellowstone Division, extending 205 miles from Bismarck, at the crossing of the Missouri River to the crossing of the Yellowstone, in Montana. The Company's lands (amounting to more than 20,000 acres per mile of road) are selling to settlers at an average price of nearly $6 per acre, and the proceeds of land sales constitute a Sinking Fund for the repurchase and cancellation of first mortgage bonds.

The Company's seven and three-tenths per cent. gold bonds, the last of which are now offered, yield nearly 8½ per cent. per annum at the present price of gold.

All marketable securities are received in exchange at current rates, and full information furnished on inquiry.

JAY COOKE & CO.,
No. 20 Wall-st., New York.

☞ Charles Shaw has been elected President and George Hamilton Treasurer of the Newport and Dexter Railroad Company.

English and American Iron Production.

"The British Iron and Steel Institute, an association of iron makers, furnacemen and inventors, of which Mr. Bessemer is an officer and ex-president, and which is now presided over by Mr. J. Lothian Bell, held its last annual meeting at Liege, in Belgium, and the detailed reports of its proceedings show that there is an unusual interest in the iron industry at this time. It is an innovation for so influential and dignified a body to convene in a foreign territory; but it is even more significant to find in the proceedings that an invitation from the American Iron and Steel Institute, through its president, to hold its next annual session (1874) in Philadelphia has been accepted. It must be obvious to the dullest that, by some cause or other, America is becoming one of the great iron making powers of the world.

Dear fuel and dear iron in England give America an opportunity we never yet have had. In New York State, Pennsylvania, Virginia, West Virginia, Kentucky, Missouri Michigan, and New Jersey are vast deposits of iron ores. In most of these States coal is also to be found near the ore. In Virginia and West Virginia, in particular, there is trustworthy evidence that there are on one flank of the Alleghanies deposits of iron ore rising into cliffs 75 feet high, easily loaded into cars; while on the other flank, in the Kanawha Valley, are the richest coal seams in the world, embracing varieties of fuel, one of which can be used in the furnace in its raw state, while the others are serviceable for steam generation, gas, and general purposes. The ore beds are now connected by the Chesapeake and Ohio Railroad, a line of low grades, and admirably fitted for a large mineral traffic, commanding as it does both Eastern and Western markets. A thousand furnaces might safely be erected along the westernmost 300 miles of this road without fear of successful competition by either foreign or domestic makers."—*N. Y. Tribune.*

☞ The Union Pacific Railroad Company sold during the month of August, 1873, 22,873 65-100 acres, of land, at an average price of $6 90.7 per acre, amounting to $157,994 24. The sales averaged 89 7-10 acres to each purchaser. Total sales to Sept. 1, 1873, 779,518 22-100 acres at an average price of $4 45 per acre, amounting to $3,468,480 77.

☞ The earnings of the Erie Railway Company for the week ending Aug. 31, 1873, were $441,581, and since July 1, $3,459,964—an increase over the corresponding period of the previous year of $287,751.

Chicago, Burlington and Quincy R. R.

The earnings of this road for the twelve months ending April 30, 1872, and the eight months ending December 31, 1872, were as follows:

	Twelve months ending April 30, 1872.	Eight months ending Dec. 31, 1872.
From passengers	$1,724,543 72	$1,243,321 67
" freight	5,299,873 96	3,814,067 13
" miscellaneous	344,562 48	332,519 91
" Burlington Br.	185,594 90	134,822 14
	$7,554,575 06	$5,524,730 85
Expenses, viz:		
Repairs of track	$1,080,038 82	$722,110 42
" bridges	134,902 51	88,278 85
" buildings	90,872 36	43,909 70
" fences	22,224 68	14,104 85
" docks	4,284 73	166 95
" locomotives	518,858 11	285,386 62
" cars	479,719 69	330,476 73
Loss and damage	49,989 76	57,734 04
Fuel consumed	441,001 79	302,270 82
Stationery, etc	54,373 59	30,023 84
Oil and waste	81,164 41	50,108 56
Foreign agencies	73,922 82	37,046 49
Train service	334,994 52	241,578 13
Engine "	444,105 51	311,580 86
Station "	496,967 72	350,757 15
Water "	58,369 43	40,942 13
Operating and maintaining Burlington bridge	11,497 27	2,692 20
General expenses	310,597 71	189,835 67
The Chicago fire	29,824 00	
	$4,717,709 48	$3,099,003 51
Earnings less exp	$2,836,865 58	$2,425,727 34
Add balance April 30, 1872		2,092,735 01
Total		$4,518,462 35
From which deduct—		
Rent of tracks	$10,418 06	
Interest and exchange	45,629 10	
Interest on bonds	616,715 52	
State and county taxes	109,287 61	
United States taxes	495 31	
Dividend Sep. 16, 1872	932,645 00	
		1,715,190 65
Leaving balance to credit of income account, December 31, 1872		$2,803,271 79

It will be seen that the gross earnings of the company for the eight months ending December 31, 1872, were $5,524,730 85; and that the operating expenses, including taxes were, $3,208,786 43; leaving net earnings $2,315,944 42; from which deduct amount of interest paid on bonds, $616,715 52, leaving a balance of $1,699,228 90; out of which have been paid: dividend No. 24, $932,645; rent of track, $10,418 06; interest and exchange, $45,629 10—leaving of net earnings for the eight months to the credit of income account $710,536 74. To which add surplus at the commencement of the year, $2,092,735 01—making the surplus to credit of this account $2,803,271 75. The amount to the credit of sinking fund, taken from earnings of previous years, is $1,179,744 88, which added to income credits, makes the amount of surplus $3,983,016 63. The gross earnings exceed those of the corresponding eight months of last year $75,833 72, and the net earnings exceed those of the corresponding period of last year, $121,718 12. The president in his report says:

In consequence of the large amount of statistical information required for the State authorities, and for other purposes, on the first day of January in each year, your directors thought it an economy of time and expense to change the time of closing the fiscal year to the 31st of December, which—in pursuance of their recommendation to that effect—was accordingly done at your last meeting. This report, therefore, of the transactions of the company, and of its affairs, will cover a period of eight months, ending with the calendar year.

The average number of miles of road operated from May to December, inclusive, was 787—an increase over the average of the previous year of 26 miles.

There has been an increase in the number and mileage of passengers carried during the last eight months, over the corresponding period of the previous year, and a part of the increase of gross earnings has been made upon the passenger traffic; and the amount of freight transported during the same period is also in excess of the amount transported during the like period of the previous year.

From the above statement of operating accounts it will be seen that the gross earnings for the last eight months were $5,524,730 85, and that the operating expenses, exclusive of taxes, were $3,099,003 51. During the like period of the preceding year, the gross earnings were $5,448,897 13, and the operating expenses $3,226,519 19, showing an increase in the gross earnings over the corresponding months of last year of $75,833 72, and a decrease in operating expenses of $127,515 68. Indeed, the actual net earnings are in excess of those for the same period of the previous year by $203,349 40; but, while the taxes of the year have not been greater, the amount paid during this part of the year was $81,631 28 more than for the like period of the previous year; so that, including taxes paid each year, the increase of net earnings over those of the corresponding period of the previous year are $121,718 12.

The percentage of operating expenses to gross earnings, during the last eight months, has been 56.09 exclusive of taxes, and with taxes included, 58.08 per cent; while for a like period of the previous year, the percentage was 59.21 without taxes, and including taxes, 59.73. The excess of taxes paid over those of the same period of the previous year, was 1.48 per cent, and the decrease of the operating expenses over the like period of the previous year, exclusive of taxes, was 3.12 per cent of the gross earnings.

The capital stock of the company remains about the same as at the date of the last report; and from the foregoing exhibit of the operating accounts, it appears that the net earnings of the road for the last eight months, above operating expenses, taxes, and interest on the bonds of the company—not including interest on bonds of branch roads—have been equal to $10 41; and including interest on bonds of branch roads, to $8 80 per share of capital stock. The entire gross earnings for the whole road have been at the rate of $7,019 99 per mile for the eight months. It will be seen that there has been a very considerable increase of earnings, per share and per mile, over those of the preceding year.

It will be recollected that these eight months, from May to December, inclusive, cover the season of navigation upon the lakes, and during a period when all the thoroughfares by rail and water, from Chicago to the seaboard, are open to receive the business brought into Chicago by your road. These are also the months when it is expected that the traffic of the road will be greater, and the cost of transportation comparatively less, than during the remaining months of the year, when both the track and the traffic of the road are more or less affected by the frosts and snows of winter.

The month of May opened with an immense grain freight upon the line, with every prospect that it would find its way to market before the close of the year; but the low price, the lack of transportation, both by rail and the lakes, and the impossibility of getting grain through the elevators at Chicago, which were closed much of the time by the holders of grain who found it for their interests neither to sell nor ship—thus preventing the receipt of grain in Chicago, and the frequent corners in oats, wheat and corn in Chicago during the Summer—have all had their effect upon the business of the road, and to a large extent prevented the movement of grain. The result is, that a large part of the crop of 1871 in the country along and tributary to your line, has yet to be moved; and this, added to the late harvest—equally abundant with that of the previous year, tax to the utmost the freight equipment of the road.

The amount of stock transported during the last year has been unusually large, and will continue to be, especially for the remaining winter months. There have been brought into Chicago by the various railroads, during the last year, 684,075 head of cattle, of which your road carried 243,458. Out of 3,252,623 hogs brought into Chicago during the year, your road brought 985,145.

The amount of business to and from the Western connections has been in about the same proportions to the whole business of the company as during the previous year. While with some of those connections there has been a very considerable decrease in the amount of business, in others there has been a large increase.

The diminution of business from the Missouri connections has been, perhaps, more than made good by the Iowa and Northwestern connections.

The earnings of the road on the business to and from the Hannibal and St. Joe Railroad, for the last eight months, have been:

Freight	$368,602 96
Passenger	153,996 02
	$522,598 98

During the same period, the earnings on the traffic to and from the Burlington and Missouri River Railroad have been:

Freight	$637,284 55
Passengers	218,155 36
	$855,439 91

an increase on the latter road, and diminution on the former.

A reference to the detailed statement of the business results and condition of the branch roads, contained in the last report, will furnish all requisite information in reference to those branches, It may be stated, however, that there has been a steady increase in the business on these several branches.

Attention is called to the Chicago and Iowa Railroad, extending from Aurora to Forreston—eighty miles.

The stock of that company is $1,328,000, of which your company owns one-half.

Its bonded indebtedness is $1,750,000, bearing eight per cent interest, making the annual interest thereon $140,000.

The track was completed, and the road partially opened for business, early in the year; but the business of the Illinois Central Railroad, and through trains from Chicago to Dubuque, via the Illinois Central, were not put upon it until about the first of July. From July to December, both inclusive, the gross earnings of the road have been $269,073, while the interest on its bonded debt for the same period amounts to $70,000, showing that the company has in this road a valuable property.

The Chicago and Rock River Branch is now completed, and, although not opened for business until the middle of October, and notwithstanding the fact that there has been but little movement in grain, it has furnished a very considerable business for the Main Line.

Since the first of May last the double track between Riverside and Aurora has been completed including the iron bridge across Aux Plaines river at Riverside, the track ballasted and put in a first-class condition.

The length of double track—all of which is between Chicago and Mendota—is 61¼ miles; 6¼ miles of new side-track have also been constructed at various points on the line. In the renewals of track on the Main Line, steel has been substituted for iron; and the excess of the cost of steel over

iron used during the eight months, constitutes the largest item of expenditure on account of construction, 79.22 miles of steel rail have been laid in the track during the eight months, making the whole number of miles of steel rails now in the track 134.15.

The Illinois Grand Trunk Extension was completed to Clinton and opened for business in July. Surveys have been completed, and every preparation made to proceed with the erection of a bridge across the Mississippi River at that point, so as to bring your road into connection with the Chicago, Clinton and Dubuque and the Chicago, Dubuque and Minnesota roads. This bridge will be constructed by a Bridge Company, and it is expected that the work will progress as fast as may be with economy.

The Chicago and Rock River Road has been well constructed. The station buildings are completed, and the road fenced throughout its entire length, and only ordinary expenditures will be required for the future.

There has been a considerable expenditure in the purchase and improvement of additional depot grounds, at Burlington. Some additional ground may be required at this place to accommodate the business of the company, but not in a large amount.

During the eight months 17 engines have been purchased, making the total number 209 now upon the road.

The equipment of the road has been added to by the construction of 4 passenger and 166 freight cars; 32 platform and coal cars; 7 drovers' and caboose cars; 14 hand and 16 rubble cars, making the total equipment of the road at the close of the year:

Engines 209; passenger cars 88, inspection car 1, pay car 1, baggage, mail and express cars 44, freight cars 2,716, coal and flat cars 1,002, drovers' and conductor's cars 89, dump cars 40, tool cars 3, pile driver 1, hand cars 282, rubble cars 244.

While your road is as well, and perhaps better equipped, than other Western Roads, having 4.64 freight cars per mile; yet the Freight Equipment is not adequate to the business which offers, and especially during the season of navigation.

It is the purpose of the company to add about 500 freight cars to its present equipment before the first of May. The acquisition of the Burlington and Missouri River Road may necessitate some additions to be made to the passenger equipment, but not to any considerable extent. The principal expenditure that will be required for the ensuing year, will, of course, be upon the track, and in the substitution of steel for iron. It is expected that about 70 miles of iron on the Chicago, Burlington and Quincy Railroad proper will be replaced with steel during the ensuing year, aside from the amount that may be required on the Burlington and Missouri River Road elsewhere mentioned.

The entire road is now under fence.

The usual amount of ballasting has been done during the Summer and Fall, and both the road and equipment, notwithstanding the large amount of traffic, are now in good condition—better than at any former period. The substitution of steel for iron is permanently improving the track and diminishing the cost of the annual maintenance. With the exception of some possible expenditures on account of the construction of a passenger house for the accommodation of the company's business at Chicago, and the items we have already named, it is not thought that there will be any considerable amount required on account of construction during the year. It has been the policy of this company hitherto to keep its track and equipment in the best practicable condition. Economy and the convenience and safety of the public require this; and such expenditures as are necessary in this regard are to be expected, though it is hoped they may be less for the ensuing than for the past year.

In the consolidation of the railroad and property of the Burlington and Missouri River Railroad Company with your own (subsequently mentioned) in order to equalize the share values of the Stocks of the two Companies, instead of adding to the Capital Stock for that purpose, the company issued its seven per cent bonds to the amount of $4,668,225, which were distributed among the Stockholders *pro rata* as of the 31st of December, 1872.

In order to meet the expenditures previously incurred in the extension of the Prophetstown Branch to Clinton, and in completing the construction of the various other Branches, your company sold its seven per cent. Bonds to the amount of $1,600,000, and the bonded debt of the company has been accordingly increased by these amounts since the last report.

The Capital Stock has been increased by the issue of thirty shares to a foreign Stockholder, which was a part of the issue of stock authorized by the Board, August 19th, 1871, and which, in consequence of his absence from the country, had not previously been issued.

By reference to the Treasurer's Report, General Account A, it will be seen that the permanent investment of the company, on the 31st of December, 1872, on account of—

Construction, equipment, cost of Branch Roads, Railroad Bonds, Stock and Materials for future use, was		$41,568,699 99
Capital stock	$18,652,910 00	
Bonded debt, bearing interest	11,346,225 00	
Scrip issued to pay for Northern Cross Road from Galesb'rg to Quincy, not bearing interest	152,250 00	
Amount due Bondholders Northern Cross Road, as per settlement with them	256,206 95	
Amount of bills and accounts payable over bills and accounts receivable, and cash	162,644 18	
Amount contingent liabilities for b'ds on Branch Roads, upon which liability primarily rests	6,756,000 00	
		37,826,236 13
Leaving a surplus of		$4,262,463 86

In the above statement, taken from the treasurers report, there is included that part of the original cost of the property which has not hitherto been represented in the accounts by either stock or bonds.

It is known to the Stockholders that the purpose of uniting the Burlington and Missouri River Railroad with your own, so long in contemplation, has been accomplished. The Roads and properties of the two companies are now substantially one by nearly the unanimous consent of the Stockholders of the two corporations. Conveyances necessary to vest the title of the property of the Burlington and Missouri River Railroad Company in your company, aside from the railroad, have been executed and delivered. The railroad and appurtenances have been transferred, and are now held under the form of a lease in perpetuity, which it is expected will, at an early day, be superseded by an absolute consolidation, when the stock certificates, now held by the Stockholders of the Burlington and Missouri River Railroad Company, will be called in, and those of the Chicago, Burlington and Quincy Railroad Company substituted therefor.

On the last day of the year your company took possession of the railroad and property of the Burlington and Missouri River Railroad Company, and assumed its liabilities and obligations. From and after that date the railroads and properties of the two companies are to be operated and treated as one.

The Stockholders, doubtless, are already aware that the Burlington and Missouri River Railroad, with its Main Line and Branches, throughout their entire length, traverse a section of country in every agricultural resource equal to the best in the State of Iowa. The soil is rich and productive, and adapted to the raising of corn, wheat and oats—the main productions of the West. It is well watered, and suited to the growth and feeding of stock, which has already become one of the leading interests of that State. Stone and coal are in abundance on the line of the road. The east one-third of the State is quite thickly populated, and the land well under cultivation. The balance of the country along and tributary to the line, and upon the branches, is comparatively new, sparsely settled, and not more than one-fifth of the land presently producing. The lands of the company, however, are being sold; the population is increasing, and the time is not distant when the traffic to and from this immense tract of country tributary to this road will be large and of much value.

The acquisition of this road, extending as it does from Burlington to the Missouri River, connecting with the Union Pacific at Omaha—and at Omaha, Plattsmouth, and Nebraska City, brought into connection with the Railroad system of Nebraska, and by its branches and connections reaching the eastern terminus of the Kansas Pacific, the Atchison, Topeka and Santa Fe, and the system of Kansas roads, thereby, with your road, forming channels of commerce and highways to the country west of the Missouri and to the Pacific, not likely to be broken or interrupted—cannot fail to add largely to the permanent value of the combined property of the two companies.

By the union of these two interests an eastern terminus is made at Peoria, where your road is brought into connection with the system of railroads under the management of the Pennsylvania Central Railroad Company, and other roads, thence to the Atlantic seaboard, avoiding delays and expense of handling, and giving a haul between Peoria and the Missouri River of four hundred miles. While, with the other arm, it terminates at Chicago, where it makes connections with the great roads reaching to the seaboard by the more northerly routes, giving an outlet to your traffic, and affording transportation between Chicago and the Missouri River over a distance of five hundred miles. This great Through Line, under one management, it is believed, can be effectively and economically operated, and afford facilities and accommodations to the general public equal to any other leading into the West.

The road is well constructed, but like all new roads has in it a large number of wooden bridges and culverts, which will need to be renewed from time to time with masonry and iron. They are generally short and inexpensive, but the large number of them will aggregate a considerable amount to be included in the cost of the annual maintenance of this part of the road. The iron on the greater portion of the road is in good condition; some renewals, however, during the coming year, will be needed. It is estimated that about thirty miles of iron should be replaced with steel during the ensuing year.

An abstract of a statement by the assistant treasurer of the Burlington and Missouri River Railroad Company, of the property and assets of that company, transferred on the 31st of December, and of the amount and character of the liabilities assumed by this company is herewith printed:

ASSETS.

Construction of 443.99 miles of road and appurtenances, including sixteen miles of leased roads	$14,042,188 57
Equipment	2,108 137 54
Materials	109,118 91
Bills receivable for land sold	1,787,409 02
Value of land unsold, estimated	1,588,597 04
Total	$19,635,451 08

LIABILITIES.

Capital stock, including stock of Branch Roads		$7,397,672 76
Road bonds, 7 p. ct.	$2,600 00	
Land Grant and road mortgage bonds, 7 per cent	5,058,350 00	
Con. bonds, 2d series 7 per cent	600,000 00	
Con. bonds, 3d series 8 per cent	693,000 00	
Con. b'ds, 1879 series 8 per cent	438,000 00	
Con. b'ds, 1894 series 8 per cent	412,500 00	
Con. b'ds, 1889 series 8 per cent	506,500 00	
		7,710,950 00
Bills and accounts payable and receivable		439,821 85
Balance represented by surplus to credit of income account		711,000 41
Land Grant including lands unsold and balances due on account of sales, valued at		3,376,000 00
Total		$19,635,451 08

Among the items of indebtedness assumed by this company, as shown by the above statement, are included what are termed Land Grant and Road Mortgage Bonds, amounting to $5,058,350 bearing seven per cent interest. These bonds are secured by a mortgage upon the railroad and property of the company, and in addition thereto upon the Land which the company received from the Government to aid in the construction of their road amounting in all to 859,708.45 acres. Of these lands 183,243.23 acres have been sold at an average of $11.79 per acre, aggregating $2,234,913 86, of which $1,787,409 02 still remain unpaid, and draw interest at six per cent. Should the balance of these lands sell at the same rate per acre, the total amount which will be received will be $4,335,848 86.

The entire net proceeds from the sale of these lands, by the terms of the mortgage, go to establish a sinking fund with which to retire what are called in the above statement "Land Grant and Road Mortgage Bonds." With this explanation, and by an examination of the above statement, you will understand the amount and character of the property acquired with the Burlington and Missouri River Railroad, and the extent of its liabilities.

The following statement exhibits a summary of the combined assets and liabilities of the two companies as consolidated at the date of this report, in reference to the management and conduct of which future reports will treat.

SUMMARY STATEMENT.

Permanent investment		$61,204,151 07
Capital stock	$26,050,582 76	
Bonded debt (including branches)	25 813,185 00	
Scrip	152,250 00	
Due Northern Cross bondholders	256,206 95	
Bills and accounts payable and receivable balance their accounts	602,466 03	
		52,874,680 74
Surplus		$8,329,470 33

SURPLUS ACCOUNTS.

Sinking fund	$1,179,744 88
Income account	3,514,272 16
Suplus fund	259,447 23
Land Grant, etc	3,376,006 06
	$8,329,470 33

A statement of the operating results of the Burlington and Missouri River Railroad for the last year, will not be expected in this report.

In conclusion, we may state, in reference to the business of the Chicago, Burlington and Quincy Railroad proper, that for the period covered by this report, it has been large and reasonably remunerative; and had it not been for the low price of grain, and the impossibility of finding an adequate outlet for traffic to the Eastward, its magnitude and results would have met the most sanguine expectation.

The business for the ensuing year will be larger on the respective divisions of the consolidated road, both East and West of the Mississippi, than it has been in any previous year; and provided an eastern outlet can be had for the traffic, it will be measured only by the facilities at the command of the company to handle it.

The company have 209 locomotives, 25 twelve-wheel and 62 eight wheel passenger coaches; 15 twelve-wheel and 29 eight-wheel baggage, mail and express, 1 pay, 1 inspection, 2,716 house freight and cattle, 1,002 platform and coal, 89 drovers' and conductors', 40 dump, 3 tool, 1 pile driving, 244 rubble, and 282 hand cars.

Number of miles run by locomotives on passenger trains, 1,027,620; on freight trains, 1,517,271; on miscellaneous trains, 959,074—total, 3,503,965. Cost per mile run for repairs, 8.42; for oil and waste, 0.74; for fuel, 10.80; for engineers, etc., 7.87—total, 27.33. Miles run to pint of oil, 14.01; to ton of coal, 40.83.

GENERAL ACCOUNT, December 31, 1872.

Capital stock		$18,652,910 00
Funded debt, ($11,498,475) viz:		
Trust mortgage convertible sinking fund 8 per cent bonds, payable January 1, 1883		150,000 00
Trust mortgage inconvertible sinking fund 8 per cent bonds, payable January 1, 1883		2,592,000 00
Trust mortgage 7 per cent bonds, payable October 1, 1890		680,000 00
Seven per cent bonds, payable January 1, 1896		6,983,225 00
Second mortgage bonds issued on account of Northern Cross road, payable at Frankfort-on-the-Main, interest at 4½ per cent to July 1, 1875, and at 4 per cent from July 1, 1875, to July 1, 1890		941,000 00
C., B. & Q. scrip of 7 semi-annual installments of $21,750 each payable July and January at Frankfort-on-the-Main, issued on account of Northern Cross R. R.		152,250 00
Amount due under decree of Court forclosing the mort. on the N. C. R. R., not yet called for by the bondholders, and therefore retained by order of the Court		256,206 95
Contingent liabilities viz:		
American Central Railroad bonds.		736,000 00
Peoria and Hannibal R. R. bonds.		600,000 00
Keokuk and St. Paul R. R. bonds.		100,000 00
Dixon, Peoria and Hannibal Railroad bonds		800 000 00
Carthage & Burlington R.R. bonds		600,000 00
Quincy & Warsaw Railroad bonds.		800,000 00
Ottawa, Oswego and Fox River Valley Railrond bonds		1,260 000 00
Illinois Grand Trunk R. R. bonds.		960,000 00
Unclaimed dividends	$2,073 00	
Unpaid accounts and pay rolls	419,387 22	
Due agents and connecting roads	56,706 92	
Bills payable	1,203,657 46	
Sundry accounts	46,325 14	
		1,728,149 74
Sinking fund		1,179,744 88
Income account		2,803,271 75
Surplus fund		259,447 23
		$43,134,205 55

Construction		$18,160,149 16
Equipment		5,854,887 73
Balance of cost of Northern Cross Railroad		270,000 00
		$24,281,036 89
Cost of Branch roads:		
American Central Railroad		1,375,245 18
Peoria and Hannibal Railroad		968,962 41
Keokuk and St. Paul Railroad		1,475,587 14
Dixon, Peoria and Hannibal R. R.		965,080 61
Carthage and Burlington Railroad.		823,799 30
Quincy and Warsaw Railroad.		932,343 48
Ottawa, Oswego and Fox River Valley Railroad		1,599,652 89
Dixon and Quincy Railroad.		79,929 47
Illinois Grand Trunk Railroad		1,451,736 69
Chicago and Rock River Railroad.		720,000 00
Northern Cross R. R., balance cost	$2,147,940 00	
Peoria and Oquawka R. R. balance cost.	1,890,110 00	
Lewiston Branch construction	600,000 00	
		4,138,050 00
C. H. Force & Co		25,348 82
Burlington & Missouri River Railroad Accretions		20,365 48
Chicago and Iowa Railroad stock.		664,000 00
Pullman Palace Car Company		137,200 00
Burlington & Missouri River Railroad stock.		1,230,400 00
Union stock yards and Transit Company stock.		12,500 00
Chicago teams		6,600 00
Material on hand for future use		660,861 63
Due from accounts and bills receivable	$905,005 92	
Due from P. O. depart.	67,284 81	
Due from agents and connecting roads	123,907 97	
Amount in New York, Boston and Treasury	479,306 86	
		1,565,505 56
		$43,134,205 55

The extension of the road from Prophetstown to East Clinton, 17½ miles, was opened for business July 23, 1872. The Chicago and Rock River Road was opened for business from Shabbonas to Rock Falls, 46½ miles, October 16, 1872. The total number of miles operated by the company April 30, 1872, was 761½; and on the 31st of December, 1872, 825 miles—an increase of 64 miles. The average number of miles operated during the eight months ending December 31, 1872, was 787.

The whole tonnage moved over the entire line exclusive of company, I., C. & C., D. & M. freight was 1,342,210 tons. Number of tons hauled one mile, 183,695,032. Average earnings per ton per mile, .218 cents.

The number of passengers carried (exclusive of mileage and season) was 1,087,029; of these 532,469 went west, and 554,560 east. Total mileage of passengers, 40,961,855; average do., 37.68.

President.—JAMES M. WALKER.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, John N. Denison, John A. Burnham, and James M. Walker.

Chairman of Board.—JOHN N. DENISON.

General Superintendent.—ROBERT HARRIS.

Secretary and Treasurer.—AMOS T. HALL.

☞ The Milwaukee and Northern Railroad Co., having completed its line from Milwaukee to Green Bay, has surveyors at work running a line to Lake Michigammi, to connect thence with the Marquette, Houghton and Oconomee road.

Anthracite Burning Locomotive.

The Boston *Traveller* says two anthracite coal burning locomotives are now in daily use on the Eastern Railroad, and that they possess greater power and speed than engines of the old pattern, and are also in their action more economical. As an illustration of their good qualities it says that a long passenger train arrived at Portsmouth from Portland, on Monday, nineteen minutes behind time, but although the grades between Portsmouth and Boston are unusually heavy, a hard coal locomotive made up the lost time, and brought the train into Boston according to the schedule. The distance from Portsmouth to Somerville (fifty-four miles) was made in one hour and forty minutes. Reckoning two minutes for each of the six stops, this would make the mean time one hour and twenty-eight minutes, over heavy grades, with a very heavy train.

Statement of the Public Debt of the United States September 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$166,666 67
6 per cent. 1881 bonds, 1861	18,415,000 00	184,150 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	9,450 00
6 per cent. 1881 bonds, 1861	189,321,350 00	1,893,213 50
6 per cent. 5-20 bonds, 1862	210,586,050 00	4,211,361 00
6 per cent. 1881 bonds, 1863	75,000,000 00	750,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	4,864,182 50
6 per cent. 5-20 bonds, 1864	946,600 00	18,932 00
6 per cent. 5-20 bonds, 1864	60,361,200 00	1,207,224 00
6 per cent. 5-20 bonds, 1865	154,088,450 00	3,081,769 00
6 per cent. consols, 1865	206,860,050 00	2,068,600 50
6 per cent. consols, 1867	315,012,700 00	3,150,127 00
6 per cent. consols, 1868	38,335,250 00	383,352 50
5 per cent. funded loan of 1881	250,000,000 00	1,041,666 67
Aggregate of debt bearing coin interest	$1,734,420,950 00	$23,030,695 34
Interest due and unpaid		9,000,669 57

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$70,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	13,560 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$83,560 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	172 00
6 per cent. bounty land scrip, 1847	3,500 00	226 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,450 00
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	11,574,850 00	144,565 43
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,300 00	1,442 08
6 per cent. 1 year notes, 1863	83,295 00	4,176 85
5 per cent. 2 year notes, 1863	56,700 00	3,854 67
6 per cent. compound interest notes, 1863-64	408,430 00	93,383 89
7 3-10 per cent. 3 years' treasury notes, 1864-65	269,000 00	22,604 85
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	5,000 00	344 31
Aggregate of debt on which interest has ceased since maturity	$12,902,730 26	$356,233 30

DEBT BEARING NO INTEREST

Demand notes, 1861-62	$79,937 50	
Legal tender notes, 1862-63	356,000,000 00	
Certificates of deposit	32,240,000 00	
Fractional currency, 1862-3-4	44,889,591 53	
Coin certificates, 1863	44,493,000 00	
Unclaimed interest		14,534 84
Aggregate of debt bearing no interest	$477,702,529 03	$14,534 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,269,853,650 00	
Bonds at 5 per cent	464,567,300 00	
	$1,734,420,950 00	$32,031,364 91
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	83,560 00
Debt on which interest has ceased since maturity	12,902,730 26	356,233 30
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$356,079,937 50	
Certificates of deposit	32,240,000 00	
Fractional currency	44,889,591 53	
Coin Certificates	44,493,000 00	
	$477,702,529 03	
Unclaimed interest		14,534 84
	$2,239,704,209 29	$32,485,693 05
Total debt, principal and interest, to date, including interest due and unpaid	$2,272,189,902 24	

AMOUNT IN TREASURY.

Coin	$87,190,846 05	
Currency	12,063,690 96	
Special deposit held for redemption of certificates of deposit as provided by law	32,240,000 00	
	$131,494,537 01	
Debt, less amount in Treasury, Sept. 1, 1873	$2,140,695,365 33	
Debt, less amount in Treasury, on the 1st ult.	2,147,448,194 62	
Decrease of debt during the past month	$6,752,829 29	
Decrease of debt since March 1, 1873	16,685,335 20	
Decrease from March 1, '69 to March 1, '73	36,082,559 48	

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$258,851 20
Kansas Pacific bonds, 1862-64	6,303,000 00	63,030 00
Union Pacific bonds, 1862-64	27,236,512 00	272,365 12
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	16,000 00
Western Pacific bonds, 1862-4	1,970,500 00	19,705 00
Sioux City and Pacific bonds, 1862-64	1,628,320 00	16,283 20
Totals	$64,623,512 00	$646,235 12

Interest paid by United States, $20,447,986 26; interest repaid by transportation of mails, &c., $4,422,111 38; balance of interest paid by United States, $16,025,874 88.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, August 31, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

☞ The Manchester and Camden Railroad Company, and the Medford and Camden Railroad Company, both created by special acts and supplements from 1868 to 1873, filled articles in the Secretary of State's offi at Tr enton, N. J., on the 9th inst., uniting as one company under the general law, with the same directors as the Camden and Amboy Company, and with $200,000 capital. This makes a consolidated road from Manchester, in Ocean county, to Camden, and makes a through road from Manchester to New York, via Camden.

☞ The Committee on Securities of the New York Stock Exchange has revoked the notice of July 25 suspending bonds of the State of North Carolina bearing date of April 1, 1861, Nos. 3,001 to 3,250, of $1,000 each and signed "Henry T. Clark, Gov." These bonds are now restored to their former status, and are a good delivery as old bonds.

☞ The coal tonnage of the Scioto and Hocking Valley Railroad for the month of August was 90,000 tons, or 2,455,300 bushels. Total earnings for same time, $111,388 62. This showing is at the rate of 30 000,000 bushels per year, of which Columbus consumes about one-fifth.

Poughkeepsie Bridge Company.

At a meeting of the Stockholders of the Poughkeepsie Bridge Company, held in Poughkeepsie on the 5th inst., the following gentlemen were unanimously elected directors for the ensuing year: J. Edgar Thomson, Philadelphia, President of the Pennsylvania Railroad Co.; Thomas A. Scott, Philadelphia, Vice President Pennsylvania Railroad Co.; A. L. Dennis, Newark, President of the New Jersey Railroad and Transportation Company; Hon. H. G. Eastman, Mayor of Poughkeepsie; Andrew Carnegie, New York, of the Keystone Bridge Works and Union Iron-mills of Pittsburg; Charles G. Francklyn of the Cunard Steamship Company; David Saloman, New York, Financial Agent Pennsylvania Railroad Company; Andrew J. Cassatt, Philadelphia, General Manager Pennsylvania Railroad Company; Geo. P. Pelton, President Poughkeepsie and Eastern Railroad Company; P. P. Dickinson, Chief Engineer Poughkeepsie and Eastern Railroad Company; Strickland Kneass, Philadelphia, Vice President Pennsylvania Railroad Company; Gardiner F. McCandless, of New York, and Geo. Innis.

Mr. A. L. Dennis offered the following resolution:

Resolved, That a bridge across the Hudson River is imperatively required in the interests of commerce and the railroad traffic of the country; that the charter of the Poughkeepsie Bridge Company is ample for the purposes of a successful construction of such a bridge, and that it is the sentiment of this meeting of Directors and stockholders of that company that the work of building the bridge in conformity with the charter be prosecuted at once with energy and vigor.

This was seconded by Oliver W. Barnes, Esq., and unanimously adopted.

A meeting of the newly-elected Directors was afterwards held, when the following officers were elected: President A. L. Dennis; Vice President, H. G. Eastman; Treasurer, G. F. McCandless; Secretary, Charles B. Thurston; Assistant Secretary and Attorney, Robert F. Wilkinson,

The work of boring for a foundation for the piers for the bridge is being pushed forward with all dispatch.

☞ At the annual meeting of the stockholders of the Connecticut and Passumpsic Rivers Railroad Company, held at Newport, Vt., on the 2d inst. the following board of directors was chosen; Emmons Raymond, Boston; Josiah Stickney, Boston; Elijah Cleveland, Coventry, Vt.; B. P. Cheney, Boston; Albert Knight, Stanstead, P. Q.; Henry Chase, Lyndon, Vt.; Gardner C. Brown, Boston; T. P. Redfield, Montpelier, Vt.; F. M. Weld, Boston; Horace Fairbanks, St. Johnsbury, Vt.; Amos Barnes, Boston; S. S. Thompson, Lyndon, Vt.; Daniel R. Sortwell, Cambridge, Mass.

☞ The Newark (Ohio) *Advocate* says the result of the survey of the line from Shawnee, down Snow Fork, has decided the Baltimore and Ohio Railroad authorities to build an extension that will connect the Newark and Straitsville road with the Marietta and Cincinnati road.

☞ William Mason, of Taunton, Mass., has turned over his immense manufacturing business to the Mason Machine Company, a corporation organized under the general law of that State, of which he is President. The works are to be enarged and 1,000 men employed.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold)	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	76,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	708,720	729,274	783,100	807,816	787,184	828,447	777.513	583,092	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,929	1,264,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,560	694,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	.....	.....	.....	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,990	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351 045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,904	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,004	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1.000.086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,604	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,032,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,423	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,250	967,258	990,816	1,237,083	1,292,143	1,240,987	1,284,094	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,312
1869	204,112	180,840	259,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	276,264	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,871	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	358,612	408,849	465,517	432,928	394,486	340,675	351,576	426,283	.....	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,493,951	1,550,023	1,526 243	1,648,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	.....	.....	.....	.....	.....
Illinois Central:													
1867	647,120	624,871	417,071	440,271	477,027	516,493	525,242	709,527	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,388	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	559,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,426	688,131	8,401,142
1872	637,436	531,627	675,393	559,871	648,956	659,343	609,846	783,255	744,782	881,093	696,475	698,003	8,026,754
1873	580,499	502,949	651,962	544,035	687,630	724,983	672,947	748,634	.....	.....	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	247,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,806	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	328,231	.....	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1.498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 360	1,635,091	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	1,585,369	1,451,762	1,582,531	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,531	144 023	141,376	1,418,909
1871	130,883	126,224	140,740	119,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	181,868	173,469	.....	.....	.....	.....	.....
Michigan Central:													
1869	384,120	329,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,104
1870	327,992	329,128	384,431	412,030	409,283	363,187	326,891	378,880	467,990	511.447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,547	427,096	422,015	529,890	628,660	582,802	5?7,434	507,050	5,940,102
1872	411,113	384,058	449,463	485,550	487,282	398,340	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	507,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	480,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	750,700	755,737	636,434	661,020	868,318	908,313	721,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,113	806,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	665,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	.....	.....	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	286,108	3,438,930
1871	212,095	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,606
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,784	325,093	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,735,083
1869	479,236	525,490	755,432	904,834	999,463	930,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	814,493	893,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9.642.177
1871	506,367	423,045	644,504	698,578	1,063,062	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,604
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,522,847	1,127,037)	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,899	202,238	205,750	189,351	160,085	2,008,285
1870	152,393	158,788	172,216	172,347	165,081	150,719	129,567	167,305	158,627	165,285	152,969	137,794	1,871,551
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	158,198	140,471	165,969	154,641	147,540	149,832	130,145	161,496	177,085	201,648	178,169	155,480	1,926,674
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,532	.....	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,736	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,264	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	203,344	283,853	484,209	450,203	429,808	323,270	399,430	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4.242,345
1870	257,964	296,645	295,279	318,099	340,892	348,633	322,756	466,431	508.043	451,294	425,687	515,618	4,454,464
1871	305,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	518,985	5,736,666
1872	459,780	431,949	460,046	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	.....	.....	.....	.....	.....
Union Pacific:													
1866	.....	.....	.....	.....	797,048	706,602	23,580	617,585	753,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,130	539,238	706,603	802,586	746,450	643,658	664 051	728,521	719,698	570.168	506,053	7,654,094
1871	479,573	373,925	499,599	684,840	724,466	728,174	673,698	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	534,115	566,861	741,802	880,442	835,469	743,382	789,567	863,754	980,706	915,727	767,851	8,892,600
1873	535,975	451,783	708,259	681,206	1,007,851	959,863	876,833	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany.....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30,'71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31,'71	7.25	12	...	Allentown.....Pa	31,452	192,750	—	—	10,801	2,085	—	100	100	....
Sept. 30,'71	11.53	....	...	Avenue C (N. Y. City.....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	12,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,135	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.35	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	12,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.53	....	...	B'klyn City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	25,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn).....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston).....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	101½
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31,'71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31,'71	8.89	170	33	Citizens' (Pittsburg).....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn)..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock, E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	34	16	East New York & Jamaica N.Y.	299,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31,'71	1.63	13	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	8,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31,'71	5.25	....	...	Elmira and Horseheads.....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31,'71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31,'71	5.00	72	13	Federal St. & Pl. Val.(Pbg.).Pa	93,000	68,300	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054,679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31,'71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	52
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	50,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31,'71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31,'71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.0	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. P'k.& Flatb..N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Sept. 30,'71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	48
Oct. 31,'71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31,'71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,01e	299,424	133,100	—	310,958	105,646	13.5	50	....	18
Sept. 30,'71	3.50	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31,'71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10¼	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	73,304	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston.....Mass.	237,311	200,000	50,000	1,900	177,597	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston).....Mass.	1,705,566	1,250,000	—	455,586	905,066	153,192	10	100	100	57½
Sept. 30,'71	15.00	260	45	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	60
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,788	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	200,000	200,000	—	6,659	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	164,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31,'71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31,'71	11.71	172	33	Orange and Newark.....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31,'71	3.81	....	...	Passenger (Cin.).....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31,'71	9.56	42	12	Peoples' street (Scranton)...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31,'71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	59
Oct. 31,'71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leased)		4.0	50	20	10
Oct. 31,'71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31,'71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31,'71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,800	57,254	84,896	3,636	—	50	50	....
Dec. 31,'71	6.88	92	16	Portland.....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31,'71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	168,104	63,300	6,000	45,834	36,700	—	50	15	45
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	80,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,730	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31,'71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leased)		10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31,'71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	57½
Oct. 31,'71	6.75	236	40	17th and 19th street (Phila..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	23
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City)..N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass	98,000	98,000	—	—	—	4,500	—	100	100	40½
Sept. 30,'71	7.49	290	86	South Boston.....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	70
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield.....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	343	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,488	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31,'71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	80
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31,'71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy & Lansingb.)	—	—	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston).....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	110½
Oct. 31,'71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany).....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31,'71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	92
Oct. 31,'71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31,'71	2.38	12	4	Williamsport.....Pa	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston).....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	28	Worcester.....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate per cent.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc			
Albany. 1st Mortgage	40,000	7	J.& J	1883	....
Avenue C: 1st Mortgage	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.& J	1880	....
Broadway (Brooklyn): 1st Mortgage	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage	1,600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage	550,000	7	F& A	1882	....
2d Mortgage	200,000	7	M&N	1890	....
Citizens' (Pbg): 1st Mortgage	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn: 1st Mortgage	215,000	7	J.& J.	1878	....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	1861	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage	175,500	7	J.& J.	1877	....
2d Mortgage	51,500	7	M&N	1891	....
Germantown: 1st Mortgage	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	.....	.....	....
Green and Coates street: 1st Mortgage	100,000	7	J.& J.	1878	90
Hark. Br., Morris'a & Fordh.: 1st Mortgage	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	.....	1885	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	92½
2d Mortgage	25,000	7	J.& J	1874	....
Ninth Avenue (N. Y.): 1st Mortgage	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	'80'1	....
2d Mortgage	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)	62,250	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877	....
2d Mortgage	200,000	7	F.& A	1876	....
3d Mortgage	154,000	7	A.&O	1885	....
Conv. bonds	315,000	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878	....
2d Mortgage	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage	1,000,000	7	J.& J.	1890	....
Real estate	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage	55,550	7	A&O.	1890	....
Troy and Lansingburg: 1st Mortgage	75,000	7	M&N	1898	....
Union (Boston): 1st Mortgage (R. E.)	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage	300,000	6	J.& J.	1885	....
General Mortgage	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage	130,000	7	A.&O.	1887	....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage	125,000	7	A&O.	1880	....
Worcester: 1st Mortgage		7	.....	....	....
2d Mortgage		6	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,2[illegible]6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,893 200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt M.*100	494,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,630,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A J & O	July '73 1½
Biesburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar....100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref.100	500,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M. & N.	May '73 4
Boston and Providence..100	3,950,000	M. & N.	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Aug. '73 3½
Burlington and Mo. Riv....100	5,636,000	M. & S.	Sept. '73 5
" " pref.100	1,435,900	M. & S.	Sept. '73 5
Camden and Amboy* ...100	5,847,800	J A J.O.	July '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	762,760	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J & J.	Jan. '72 4½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,1[illegible]9,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850 400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J	July '73 5
Central of New Jersey.100	20,000,000	J.AJ&O.	July '73 4
Central Ohio* 50	2,425,000	J. & D.	June '73 3
" pref..... 50	400,000	J. & D.	June '73 3
Chemung*.....	380,000	J.A.J&O	July '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2
Chicago and Alton..... 100	8,929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" pref.... 50	429,046	M. & N	May '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,500	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June '73 2
Columbus & Hocking Val..100	2,500 000	F. & A	Aug '73 5
Colum. & Hocking Val..100	2,500,000	F. & A	Aug '73 5
Concord 50	1,000,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv...1 0	2,100,000	F. & A	Aug. '73 3
Connecticut River..... 00	1,850,000	J. & J.	July '73 5
Cooperstown and Susq..100	307,383	— & —	.....
Cumberland Valley..... 50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O	July '73 5
Detroit & Milwaukee *.. 50	822,110	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '73 3
East Mahanoy * 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Apl. '73 3½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,289,61[illegible]	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*100	300 000	J. & J.	Jan. '73 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug. '73 4½
" " (guar.).100	633,500	F. & A.	Aug. '73 5
Lawrence*..... 50	280,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	July '73 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville...100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O	Apl. '73 3
Lykens Valley 20	600,000	F.M.A N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Mischl'p. 50	323 375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J & J	Dec. '70 7s
" " pref.....100	10,826,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,45[illegible]	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 5,10
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12½
N Haven & Northamp..100	605 000	J.A J.O.	Sept '72 3
New Jersey*..... 100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Oct. '73 4
New York and Harlem...100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	July '73 2½
Ning. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2 824,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A.J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	July '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	.....
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,250,100	J.A. J.O.	July '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '73 1½
" Special Imp..100	2,000 000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	876,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*..... 100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502 250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,7[illegible],000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*....100	274,400	J. & D.	Dec. '71 2½
Union and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Straeburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 7s	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 9½
Citizens' (Phil.)..... 5	500,000	J. & J.	July '73 7
Citizens' (Phg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brooklyn 100	800,000	— & —	.....
D. Dock, B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Hester, Mantau & Fairm. 50	2,050 000	J. & J.	July '78 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston..... 100	200 000	— & —	.....
Malden and Melrose..... 100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston) 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)....100	797,326	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 25	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	858,100	J.A. J.O.	July '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '78 1
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	July '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio -- 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson*...100	15 000,000	F. & A	Aug. '73 6
Delaware and Raritan*..100	5,847,400	J.A. J.O.	July '73 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	4,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,898,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Sept. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'60 85c
Canton..... 16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	5,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Aug '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Sept. 1, 1873.					
Loan of June 14, 1858 .....registered	$8,045,000	5	Jan. & July.	1874	112½
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	115½
.. ..coupon	4,656,000	6	" "	1880	118
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,565,150	6	Jan. & July	1881	115½
.. ..coupon	63,755,200	6	" "	1881	118
Loan of Feb. 25, 1862 (5-20s).....registered	23,201,000	6	May & Nov.	1882	114½
.. .. .. (5-20s).....coupon	187,367,050	6	" "	1882	117
Loan of March 3, 1863.....registered	53,553,500	6	Jan. & July.	1881	115½
.. ..coupon	21,446,500	6	" "	1881	118
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	117
Loan of June 30, 1864 (5-20s).....registered	26,474,650	6	May & Nov.	1884	117½
.. .. .. (5-20s).....coupon	33,886,550	6	" "	1884	114½
Loan of March 3, 1865 (5-20s).....registered	34,946,700	6	May & Nov.	1885	116½
.. .. .. (5-20s).....coupon	119,141,750	6	" "	1885	116
.. .. 2d series (5-20s).....registered	58,471,650	6	Jan. & July.	1885	115½
.. .. .. (5-20s).....coupon	148,388,400	6	" "	1885	115½
.. .. 3d series (5-20s).....registered	90,535,150	6	Jan. & July.	1887	116½
.. .. .. (5-20s).....coupon	224,477,550	6	" "	1887	116½
.. .. 4th series (5-20s).....registered	14,059,000	6	Jan. & July.	1888	117
.. .. .. (5-20s).....coupon	24,276,250	6	" "	1888	116
Loan of March 3, 1864, (10-40s).....registered	140,387,600	5	Mar. & Sept.	1904	112
.. .. .. (10-40s).....coupon	54,179,700	5	" "	1904	112
Consols of July 14, '70 & Jan. 20, '71.registered	143,570,100	5	F. M. A. & N.	1881	114½
.. .. coupon	106,429,000	5	" "	1881	112½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64.623,512	6	Jan. & July.	'95-'99	113½
U. S. Notes and Fractional Currency.....	400,969,529	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2.582,800	5	May & Nov.	'84-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386.000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl.R.R. 1842, '43, '44&'48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl.&Gulf R.R., '58, '59, '60&'61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "		....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	'72-'74	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1886	84
				1890	
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	'90-'92	....
.. Refunded Stock Bonds, 1859	348,000	6	" "		....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1878	....
.. War Loan Bonds, 1861.....	417,000	6	" "	'77-'78	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1880	
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	1881	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"		....
Kentucky—($2,750,510):				'83-'84	
.. State Bonds 1833 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	55
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O., Mob.&Chat.R.R.)'70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss.& Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	99½
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	99½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	564,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,600.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	588,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	100
.. Bounty Loan, 1864, £826,600 stg.....	4,000.744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1875	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1876	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	91½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	74- 90	98
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'88	97½
.. War Loan Bonds, Oct. 1, 1865.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,104,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	105
.. Bounty Loan Bonds, 1867, coupon	1,272,000	...	" "	1877	104½
North Carolina—($29.900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	27½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'93-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,369	6	" "	1881	103
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'7[illegible]	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'7[illegible]	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'8[illegible]	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'8[illegible]	....
.. Loan of Feb. 1867 (15-25s).....	728,950	5	" "	'82-'9[illegible]	103½
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'9[illegible]	....
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	103½
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	29
.. .. .. '66,-'69.....	2,262,714	6	Jan. & July.	'87-'97	14½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R.Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	....
Texas—($3,397,325):					81
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	857,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					85
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					....
.. State Stock (old) registered	22,081,202	6	Jan. & July.	86-'00	43½
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'90	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'97	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	45-'61	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98¼
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1890	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	...
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3 d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98½
Loan of 1850-'80	579,500	6	" "	"	1880	98½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	98½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	985,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96½
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	78,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	30½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. Loan (secured by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	86
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,360	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	...
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	94
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1896	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	...
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	88
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,360	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	77
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (St. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	...
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	...
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	81½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	90½
Funded Interest, coupon	160,600	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St. L. J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	94
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	94½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	96½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1892	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	90
Equipm't (Eng & Cars, $2,750,0.0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	102
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1866	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	600,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	488,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa. Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	87½
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	89
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	69
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1895	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1899	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	8	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1905	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., sks. fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	...
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	96
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	...
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	6	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	103½
3d Mortgage	4,582,000	7	" "	" "	1883	101½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	99½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	98½
Buffalo Branch, 1st mortgage	182,800	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipmen Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) sks fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	600,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,706	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	88½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	85
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) sks fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) sks f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. sks fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. sks f'd.	3,058,500	7	April & Oct.	New York.	1875	103
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	3,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, sks. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. &St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (L.L.& G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. &St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068.000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subaidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $800,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N. W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,133,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	95
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1865 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1896	98
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July 1, '68 (Kal.A.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. lphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,646,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	102½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1885	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	80½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500-000	7	May & Nov.	"	1896	98
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1890	81
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	113
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	94½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	105
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	81½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	238,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,500	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	99
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Nangatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	6	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	99½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. St'k(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1890	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1864	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	320,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	90½
3d Mortgage skg fd	1,228,000	6	April & Oct.	"	1900	88½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	90½
Income Mortgage conv	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	54
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	91½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	79
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	99½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (6-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	100½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	100
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	90
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$519,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	95,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	102½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,630	7	Jan. & July.	"	1893	102
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	75
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	93
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	108
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	109,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	75
Rich., Fredericksburg & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Rich'm'd.	1875	....
1st Mortgage	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage ..	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	109
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87¼
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	76½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	97
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	89
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & Pds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	560,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	91
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1919	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,300	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	Feb. & Aug.	" "	1888	94½
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	87½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	82
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	85½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89½
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	79½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	72½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	59
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1891	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	98½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	75½
4th Mortgage	846,000	8	March & Sept.	" "	1900	87½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92½
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	103
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	75½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis.	723,000	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85½
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,899,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90½
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg.):						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	72
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1888	75
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg.	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1888	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1894	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal Co.)		1,541,228	422,821	7	100	93
Sept. 30, 1872	51.0	—	2.0	—	2	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	28.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	466.0	—	23 3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	605,573	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	566.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	28	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	135
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Missis-ippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	630,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnished.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	58.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,538	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	170
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May 1, 1872.)	.....	.....	—	100	5½
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	867	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	.....	.....	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.8	48.0	316.8	—	206	181	46	4,113	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,782,907	9,259,599	2,362,615	10	100	144½
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,233,969	241,016	8	500	127½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	116½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	152½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,687,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In prog	ress.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line May	, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	71
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Penny	lvania R.	R. Co.)	—	—	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	—	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	29.0	68.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	182,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	39½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	.)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,052	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,639	7,120,718	1,957,538	10	100	101
Dec 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,9 9	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	40½
Dec. 31, 1872	883.6	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S. Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,000	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	16	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,972	115,472	777,632	288,687	—	100	.....
Jun. 20, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaqua.....Illinois.	1,690,000	—	.....	.....	1,000,000	690,000	30,000	—	41.5	(Opened, March 187	2.)		.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	5,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.0	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	9.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493.732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	313.000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	—	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	....
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,031,468	852,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	284,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	416,005	4,200,000	676,500	137,240	853,238	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deekertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie.)		21,500	21,500	6	100	....
Dec. 31, 1872	263.7	26.0	13.2	33.0	34	17	8	1,004	*Grand Rapids and Indiana*.....Indiana.	4,867,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,343,999	16,977,804	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,186	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,417	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,782,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	—	—	—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	2,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western, Texas and Pacific.¶...Texas	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,164	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	23.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	35½
Sept. 20, 1872	7.9	—	1.0	—	2	3	2	18	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123 550	.....	40,000	68,151	7.9	21,096	79,998	14.397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24.356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	38.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	790,000	.....	.....	54.0	(Leased	by Pennsy	lvania R. R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven.....Connecticut.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721.348	2,106,674	752,702	4	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. and Fishkill.Conn. & R.I.	4,201.486	598,875	.....	.....	2,037,940	2,055,500	100.000	260,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o for $2,1	00,000.)		75.0	.....	10,928	20,640	21,415	Loss.	—	—	—
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthampt	on R. R.	Co.)	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,884,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,561	*	751,494	539,503	2,400,000	1,926.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 30 1872	45.0	29.5	16.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449.748	301,957	17,451	—	50	..
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	105½
Dec. 31, 1872	62 8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.2	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241.216	424.409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Indiana.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,394	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R. R. Co.)	337,462	118,112	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,180	*	.....	.....	494,162	600,000	103.802	.....	35.6	82.960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	—	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway.)		140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,855	224.0	1,061,102	658,633	468,236	1,287,280	469,070	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	by Chicag	o & Alton	R. R. Co.)		7	100	....
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	.....	.....	.....	185,260	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	103	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	h. & M. So.)	103.800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Centra	l. R. R. C	o.	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	.....	.....	2,789,413	6.131,500	.....	.....	260.0	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 31, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Ga	lv. R. R. C	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,54	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2 395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3.398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1,083,505	471,764	—	100	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	estern R.	R. Co.)		—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	estern R.	R. Co.)		—	100	....
Sept. 30, 1872	16.9	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet	in operati	on.)			—	100	....
Dec. 31, 1872	514.3	505.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S..N.Y., P..O. Ind. Ill.	63,047,176	12,384,187	7,515,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,352,243	17,591,629	6,118,598	8	100	90½
Jun. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,038	2.000 000	93,314	.....	—	(Opened	through f	rom	July, 1871.		—	100	.....
Dec. 31, 1872	156.0	—	28.0	—	24	14	7	797	Lake Superior and Mississippi.....Minn.	7,591,200	*	42,017	101,148	5,125,000	7,402,000	491,000	181,878	211.0	(Leased	by Northern Pac. R. R. Co.				—	100	....

Dec. 31, 1872	156.0	—	28.0	—	24	16	7	797	Lake Superior and Mississippi	Minn.	7,591,200	*		42,017	101,148	5,125,000	7,422,000	491,092	121,273	211.0	(Leased	by North	ern Pacific.)	731,612	171,001	—	100	....
Oct. 31, 1872	17.4	—	1.7	—					Lawrence	Pennsylvania.	633,170	—	—	.....	.....	289,750	355,000	25,000	—	20.4	94,356		72,942	294,444	157,653	76,950	10	50	....
Dec. 31, 1872	21.3	—	2.1	—					Leavenw'th, Atchison & N. Wtn.	Kansas.	1,200,000	—	—	.....	.....	600,000	600,000	.....	—	—	(Leased	to Pacific	Mo. at 45,	42,000	42,000	—	100	....
Jan. 30, 1872	141.2	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,378,151	604,364	4,550,061	125,119	.....	5,000,000	5,580,000	514,522	273,173	208.6	427.641		.....	.....	563,993	198,314	—	100	....
Oct. 31, 1872	101.0	129.0	222.5	—	181	44	28	8,776	Lehigh Valley	Pennsylvania.	14,611,783	5,138,642	.....	.....	.....	21,468,800	9,754,000	.....	.....	239.1	3,676,851		967,850	6,307,604	5,982,949	1,773,794	10	50	121½
Dec. 31, 1872	120.0	77.0	63.5	—	53	40	22	703	Little Miami	Ohio	8,950,425	*	.....	.....	.....	6,394 450	2,550,000	.....	.....	197.0	1,240,270		702,241	555,656	1,673,307	403,387	8	100	....
Dec. 31, 1872	100 0	—	....	60.0	7	...	...	100	Little Rock and Ft. Smith	Arkansas.	.....	—	.....	.....	.....	6,000,000	6,000,000	.....	—	—	.....		.....	.....	.....	.....	—	—	....
Oct. 31, 1872	28.3	—	19 9	—	—	—	—	—	Little Schuylkill	Pennsylvania.	1,416,188	—	—	.....	.....	2,646,100	759,500	.....	—	31.3	(Leased	by Phila. &	Reading.)	271,435	271,435	7	50	93
Oct. 31, 1872	9.5	—	0.6	—	—	—	—	—	Littlestown	Pennsylvania.	115,116	—	—	.....	.....	34,850	40,000	1,500	—	9.5	6,673		7,618	18,388	11,185	4,148	—	50	....
Apl. 30, 1872	92.0	3.6	5.0	—	9	5	3	253	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,500,000	*	—	—	—	1,500,000	2,000,000	.....	—	117.0	.....		.....	.....	.....	.....	—	100	....
Dec. 31, 1872	24.5	—	5.	—	—	—	—	—	London and Port Stanley	Canada.	947,349	80,579	36,323	19,929	.....	442,240	150,800	.....	—	—	(Leased	by Gt. W	estern Co.)	.....	20,000	—	100	....
Sept. 30, 1872	94.0	64.0	15.9	—	22	43	9	237	Long Island	New York.	5,016,402	*	—	—	—	3,000,000	1,500,000	125,000	.....	158.0	.....		.....	865,192	277,197	4	100	....
Dec. 31, 1872	57.0	50.0	8.6	—	—	—	—	—	Louisiana and Missouri River	Mo.	5,902,440	—	—	2,623,694	—	4,226,133	4,300,000	.....	—	—	(Leased	Chicago a	nd Alton	R. R. Co.)	.....	—	—	100	....
Jun. 30, 1872	93.5	31.4	23.1	—	39	27	12	351	Louisville, Cincinnati and Lexington.	Ky.	7,684,998	*	1,234,707	270,336	.....	2,474 483	4,101,000	2,614,058	—	174.9	.....		442,233	244,446	1,038.273	235,799	—	100	....
Jun. 30, 1872	185.0	42 .4	58.8	—	118	55	30	1,137	Louisville and Nashville	Ky.	17,260,284	*	9,066,840	.....	.....	8,930,703	12,244,000	3,328,909	1,773,413	920.5	2,192,922		.....	.....	3,200,068	1,213,193	7	100	....
Dec. 31, 1872	288.0	—	17.0	—	36	15	10	464	Louisville, New Albany & Chicago	Ind.	3,000,000	*	—	—	—	3,000,000	—	—	—	288.0	.....		.....	.....	.....	.....	—	100	....
Sept. 30, 1872	12.4	—	2.4	—	—	—	—	—	Lowell and Lawrence	Massachusetts.	363,158	—	—	11,108	—	200,000	54,700	119,566	—	—	(Leased	by Boston	and Lowe	ll.)	.....	.....	6	100	....
Dec. 31, 1872	29.0	—	1.6	86.0	2	1	—	2	Louisville New Albany & St. L. Ind. & Ill.		1,057,495	*	115,500	64,911	—	1,168,153	—	68 632	703	29.0	.....		.....	.....	.....	.....	—	100	....
Oct. 31, 1872	20.0	—	9.9	—	—	—	—	—	Lykens Valley (Summit Branch)	Penn.	600.000	—	—	—	—	600,000	—	—	—	—	(Leased	by Summi	t Br. Co.)	62,500	62,500	10	100	....
Mar. 31, 1873	78.0	—	3.9	—	—	—	—	—	Macon and Augusta	Georgia.	2,506,170	—	—	.....	.....	1,631,900	770,000	104,270	—	78.0	(Operat	ed by Geo	.R.R.Co.)	120,758	7,491	—	100	....
Dec. 31, 1872	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*	—	—	.....	3,500,000	3,750,000	.....	—	197.5	.....		.....	.....	300,000	120,000	—	100	....
Sept 30, 1872	102.5	—	12.3	—	19	13	6	240	Macon and Western (Central)	Georgia.	2,500,000	*	—	—	.....	2,500,000	150.000	.....	—	199.0	.....		.....	.....	706,647	255,531	10	100	....
Dec. 31, 1872	129.0	228.0	22.0	—	55	58	34	1,090	Maine Central	Maine.	11,910,549	*	324,288	491,189	—	4,416,720	6,797,301	820,815	691,190	387.0	1,186,883		672,215	359,286	6,928,807	599,825	—	100	....
Mar. 31, 1872	26.0	—	3.1	—	—	—	—	—	Manchester and Lawrence	N.H. & Mass.	1,000,000	*	72.124	52,902	—	825,000	175,000	35,920	89,106	26.0	75,178		158,915	79,434	177,083	100,505	10	100	....
Sept. 30, 1872	21.0	—	2.3	—	—	—	—	—	Mansfield and Framingham	Mass.	766,031	—	4,527	8,983	—	300,000	470,000	9,542	—	—	(Leased	to B.C. & F	R.R. Co.)	39,903	37,791	—	100	....
Dec. 31, 1872	197.8	86.0	45.2	—	79	27	16	1,106	Marietta and Cincinnati	Ohio.	22,035,380	*	1,058,828	3,323,372	—	14,004,187	9,304,447	3,106,947	—	283.8	2,411,100		457.885	607,267	2,029,165	410,452	—	100	....
Jun. 30, 1873	100.0	2.0	4.6	—	6	8	2	112	Marietta and Pittsburg	Ohio.	3,500,000	*	—	—	—	1,500,000	1,000,000	—	—	80.0	(Recentl	y complet	ed.)	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	—	0.5	—	4	2	1	15	Maryland and Delaware	Md. and Del.	1,500,000	—	—	—	—	500,000	400,000	—	—	54.0	.....		.....	.....	.....	.....	—	100	....
Dec. 31, 1872	36.0	2.0	2.0	—	—	—	—	—	Massawippi Valley	Canada.	800,000	*	—	—	—	400,000	2,000,000	—	—	41.0	(Leased	by Conn.	and Pass.	Riv. R.R.)	48,000	6	100	....
Jun. 30, 1873	12.5	—	4s)	—	—	—	—	—	Massillon and Cleveland	Ohio.	315,729	—	—	.....	.....	194,755	700,000	.....	.....	—	(Leased	by Clev. M	t Ver. & D	el. Co.)	20,000	—	100	....
Jun. 30, 1872	271.0	19.0	26.2	—	45	34	10	741	Memphis and Charles.	Tenn., Miss. & Ala.	8,770,952	*	411,861	764,271	—	5,312,725	4,017,142	531,816	—	327.0	991,695		132,595	.....	1,404,116	453,724	—	100	....
Jun. 30, 1872	82.6	—	3.6	—	11	4	—	109	Memphis, Clarkesv. and Louisv.	Tenn.	4,599,744	*	—	—	—	.....	2,700,000	—	—	82.6	435,019		82,664	.....	505,359	8,519	—	100	....
Dec. 31, 1872	131.0	—	7.2	—	20	13	2	170	Memphis and Little Rock	Arkansas.	5,113,222	498,289	.....	.....	.....	4,000,000	3,338,000	.....	—	131.0	.....		.....	.....	.....	.....	—	100	....
Jun. 30, 1872	130.3	—	11.9	—	16	5	—	123	Memphis and Ohio	Tennessee.	4,600,000	*	—	—	.....	1,074,289	3,500,000	.....	—	150.3	548,101		209,696	.....	938,524	240,712	—	100	....
Dec. 31, 1872	5.0	—	—	17.0	—	—	—	—	Mercer and Somerset	New Jersey.	325,000	—	—	—	—	—	—	—	—	—	(Leased	by Belv. D	el. R. R. C	o.)	.....	.....	—	100	....
Mar. 30, 1873	27.0	—	2.7	30.0	2	4	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*	—	—	—	595,587	374,500	300,000	—	27.0	52,885		46,442	32,108	91,727	28,719	—	100	....
May 31, 1873	285.0	103.0	259.0	—	210	118	45	4,117	Michigan Central	Mich., Ind. & Ill.	24,536,881	*	5,976,001	803,726	—	18,738,204	11,635,000	210,437	724,966	788.0	3,992,871		852,353	1,416,792	5,876,312	2,000,069	9	100	90½
Jun. 30, 1872	67.0	—	33.5	—	5	4	2	12	Michigan Lake Shore	Michigan.	1,340,125	*	—	2,299	67,900	450,000	880,000	80,324	—	67.0	519,185		112,122	55,314	100,427	12,074	—	100	....
Sept. 30, 1872	8.5	—	1.1	—	1	2	1	35	Middleboro' and Taunton	Mass.	135,021	40,084	—	—	3,004	148,175	—	5,008	25,525	8.5	21,442		42,526	31,716	36,236	6,883	4	100	....
Sept. 30, 1872	5.8	—	4.7	—	1	—	—	2	Middleburg and Schoharie	New York.	102,600	*	—	—	—	85,800	15,000	400	—	5.8	15,500		25,000	5,000	11,450	4,595	11	100	....
Sept 30, 1872	10.2	—	1.0	—	—	—	—	—	Middletown and Crawford	New York.	191,982	—	—	—	—	124,407	68,500	—	—	—	(Leased	by N.Y. &	Oswego M	idland Co.)	.....	.....	—	100	....
Sept. 30, 1872	13.0	—	0.2	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	350,476	—	—	—	—	122,630	225,000	30,831	—	—	(Leased	y N.Y. &	Oswego M	idland Co.)	.....	.....	—	100	....
Dec. 31, 1872	86.0	23.0	4.5	—	23	7	7	295	Midland, of Canada	Canada.	2,920,506	301,890	114,159	11,334	—	1,546,094	1,630,333	171,461	—	109.0	.....		85,237	197,064	304,273	130,081	—	100	....
Dec. 31, 1872	84.0	—	5 0	—	8	6	5	160	Midland Pacific	Nebraska.	3,700,000	*	—	—	—	2,100,000	1,600,000	—	—	84.0	.....		(Informa	tion refuse	d.)	.....	—	100	....
Oct. 31, 1872	12.5	—	4.9	—	—	—	—	—	Mifflin and Centre County	Penn.	264,244	—	—	—	—	65,850	118,500	16,743	—	—	(Leased	by Penns	ylvania R.	R. Co.)	.....	.....	—	50	....
Dec. 31, 1872	731.0	579.0	126.0	—	182	103	56	3,351	Milwaukee and St. Paul	Wisconsin.	47,375,029	*	2,094,382	1,440,248	—	24,224,331	23,986,023	1,241,344	1,458,461	1,500.0	4,213,612		.....	.....	6,957,771	1,262,155	—	100	46½
Dec. 31, 1872	83.0	16.0	4.0	27.0	8	8	3	163	Milwaukee and Northern	Wisconsin.	.....	.....	.....	.....	.....	.....	1,625,000	.....	.....	83 0	64,784		40,928	23,141	.....	.....	—	100	....
Dec. 31, 1872	37.5	15.3	85.0	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,969,100	—	—	—	—	3,969,100	—	—	—	—	(Leased	by Phila. &	Reading R.	R. Co.)	294,271	7½	50	16⅜
Dec. 31, 1872	33.0	18.0	3.0	—	5	2	2	47	Mineral Point	Wisconsin.	1,520,000	*	—	—	—	1,200,000	320,000	.....	—	51.0	.....		17,026	60,922	115,043	.....	—	100	....
Dec. 31, 1872	38.5	—	....	—	...	...	...	...	Minnesota and North Western	Minn.	1,540,000	*	—	—	—	20,000p.m	20,000p.m	—	—	38.5	.....		.....	.....	.....	.....	—	100	....
Dec. 31, 1872	237.0	.....	32.3	110.0	51	28	13	757	Mississippi Central	Miss. & Tenn.	10,475,241	1,822,887	264,188	.....	.....	3,935,533	4,028,980	3,787,030	—	237.0	(Leased	by South.	RR. asso.)	1,425,984	646,333	—	100	....
Sept. 30, 1872	100.0	—	6.2	—	12	12	4	160	Mississippi and Tennessee	Miss. & Tenn.	3,417,202	*	113,078	266,903	—	825,407	2,286,047	163,085	—	100.0	266.171		.....	.....	522,645	254,493	—	100	....
June 1, 1872	40.0	—	5.0	113.0	4	5	4	153	Mississippi Valley and Western	Mo. & Io.	1,900,000	*	—	—	—	800,000	880,000	—	—	40.0	8,800		.....	.....	.....	.....	—	100	....
Dec. 31, 1872	86.0	—	4.3	214.0	6	2	3	145	Missouri, Iowa and Nebraska	Mo. & Io.	3,500,000	*	—	—	—	1,500,000	2,000,000	.....	—	86.0	.....		.....	.....	.....	.....	—	100	....
Mar. 31, 1872	642.9	—	33.0	200.0	50	35	22	951	Missouri, Kansas and Texas	Mo. & Kan.	33,830,216	1,588,224	1,029,381	3,096,189	—	16,945,000	18,596,000	4,775,442	1,217,568	586.0	1,295,491		152,148	248,222	2,317,568	940,661	—	100	....
Dec. 31, 1872	160.0	—	16.1	120.0	21	12	5	630	Missouri River, Ft. Scott & Gulf.	Kansas.	12,894,000	*	1,889,467	.....	—	5,947,000	6,947,000	.....	—	160.0	605,177		116,082	.....	681,911	256 729	—	100	....
Apl. 30, 1872	60.0	—	2.1	210.0	2	2	1	12	Mobile and Alabama Grand Trunk	Ala.	1,214,504	*	—	—	4,576	300,000	396,774	522,303	—	25.0	.....		9,098	.....	13,087	2,540	—	100	....
May 31, 1872	84.0	—	6.5	144.0	8	4	2	66	*Mobile and Girard*	Alabama.	1,714,866	*	294,871	90,170	—	1,278,378	711,000	110,429	—	84.0	.....		38,414	.....	169,374	33,340	—	100	....
Apl. 30, 1872	164.0	14.8	6.2	—	31	15	9	308	Mobile and Montgomery	Alabama.	5,421,415	624,590	135,002	219,337	—	2,034,800	2,688.400	768,946	—	178.8	.....		.....	.....	667,539	150,124	—	100	....
Dec. 31, 1872	472.0	45.6	49.8	20.0	124	41	15	117	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,599,235	*	841,264	1,223,280	—	4,466,476	10,839,144	2,607,278	1,550,871	517.6	1,621,661		398,884	374,531	2,952,507	1,022,288	—	100	....
Sept. 31, 1872	16.0	—	0.4	—	2	1	1	4	Monadnack	Mass. & N. Hamp.	359,981	24,120	14,231	.....	—	197,057	29,500	173,775	—	16.0	.....		.....	.....	.....	.....	—	100	....
Mar. 31, 1873	20.0	—	4.0	20.0	6	6	2	40	Montclair	New Jersey.	3,871,234	*	—	—	—	697,175	2,688,400	701,159	—	—	(Leased	to N. Y. &	Oswego M	idland R.	R. Co.)	—	100	....
Sept. 30, 1872	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,931	*	—	—	—	150,065	177,000	.....	—	—	(Leased	by Erie R	ailway Co.	)	.....	4	100	....
Oct. 31, 1872	80.0	—	4.0	—	5	5	2	54	Montgomery and Eufala	Alabama.	8,155,692	*	—	—	290,284	1,149,350	1,810,000	416,527	70,099	80.0	.....		.....	.....	174,041	34,504	—	100	....
Sept. 30, 1872	23.8	—	2.4	—	—	—	—	—	Monticello and Port Jervis	New York.	1,089,093	—	—	—	—	418,995	650,000	60,836	—	23.8	22,424		25,431	21,104	40,534	19,058	—	100	....
Dec. 31, 1872	84.0	34.0	144.0	—	—	—	—	—	Morris and Essex	New Jersey.	27,888,477	—	—	—	—	14,008,100	13,027,000	—	—	118.0	(Leased	by Del. La.	& Wtn.)	2,508,180	1,351,771	7	100	91½
Sept. 30, 1872	14.5	—	4.0	—	17	21	8	422	Nashua and Lowell	N. Hamp. & Mass.	624,299	113,406	162,463	179,837	—	800,000	—	94,642	167,658	43.2	333,354		875,947	287,875	587,899	86,914	10	100	....
Jun. 30, 1872	151.0	22.0	11.6	—	58	23	10	719	Nashville and Chattanooga	Tennessee.	4,751,410	*	1,489,279	425,472	—	2,021,573	2,886,360	1,390,951	367,278	173.0	1,262,937		156,005	491,765	1,800,758	542,493	6	100	....
Sept. 30, 1872	122.0	12.5	8.6	—	22	9	6	162	Nashville and Decatur	Tenn. and Ala.	3,937,619	433,218	505,000	105,954	—	1,511,807	2,024,000	528,863	327,120	134.5	328,629		108,179	48,583	453,012	160,687	—	100	....
Jun. 30, 1872	172.5	—	8.0	—	22	3	—	239	Nashville, Memp. & St. Louis	Tenn. & Ky.	(Sold un	der decr	ee for $2,	400,000 t	o Nash. &	Chatta. R.	R. Co.	&c.)	—	172.5	636,011		66,931	124,829	630,514	Loss.	—	100	....
Sept. 30, 1872	57.0	4.5	4.5	—	12	14	4	272	Naugatuck	Connecticut.	1,817,165	223,486	.....	.....	—	1,877,900	101,000	30,000	266,962	61.5	249,002		329,922	193,300	574,640	228,596	100	100	....
Dec. 31, 1872	8.0	—	10.0	—	—	—	—	—	Newark and New York	New Jersey.	2,443,032	—	—	—	—	977,150	600,000	882,675	—	—	(Leased	by Central	R. R. of N	ew Jerse	y Co.)	7	100	....
Sept. 30, 1872	44.0	—	3.3	—	—	—	—	—	Newark, Somerset and Straitsville	Ohio.	1,575,000	—	—	—	—	775,000	800,000	—	—	—	(Leased	by Sand. M	ansf. & Ne	wark R.	R. Co.)	—	100	....
Sept. 30, 1872	20.1	16.6	5.2	—	9	20	11	145	New Bedford and Taunton	Mass.	760,000	*	55 504	34,476	—	500,000	171,500	37,051	141,529	36.7	121,834		354,341	159,234	281,452	62,852	9	100	....
Dec. 31, 1872	82.0	38.0	13.0	—	13	14	—	178	New Brunswick and Canada	N. Bruns.	2,500,000	*	—	—	—	—	973.000	.....	—	120.0	.....		36,274	.....	193,995	.....	—	100	....
Sept. 30, 1872	8.3	—	0.4	—	2	1	—	—	New Canaan	Conn.	230,747	26,843	—	—	—	164,050	86,972	3,847	—	8.3	21,021		37,733	5,423	18,491	Loss.	—	50	....
Oct. 31, 1872	14.9	—	3.2	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	799,412	—	—	—	—	605,000	88,300	—	—	14.9	164,980		165,266	625,352	359,471	223,910	10	50	....
Sept. 30, 1872	13.0	—	1.2	—	3	3	2	27	New Haven and Derby	Conn.	1,055,700	74,760	—	—	—	455,700	525,000	75,000	—	13.0	41,947		125,957	11,116	66,415	9,375	—	100	....
Sept. 30, 1872	23.0	—	0.3	30.0	2	2	1	22	N. Hav. Middlet'n & Williamantic.	Conn.	5,402,467	59,492	—	—	—	677,500	2,770,000	1,459,967	—	22.0	55,932		68,540	13,021	25,556	25,556	—	100	....
Sept. 30, 1872	88.9	15.1	18.0	—	20	17	7	479	New Haven and Northamp.	Conn. & Mass.	2,552,368	874,689	.....	.....	—	2,100,000	1,750,000	221,116	187,263	114.3	429,988		345,629	280,436	657,238	95,739	3	100	....
Dec. 31, 1872	38.9	—	33.9	—	...	...	...	...	New Jersey (U. Co's)	New Jersey.	9,458,328	*	—	—	—	7,295,200	850,000	—	—	—	(Include	d in Unite	d Compan	ies retur	ns.)	10	100	....
Mar. 31, 1873	74.0	—	6.8	—	8	16	—	89	New Jersey Midland	New Jersey.	6,795,869	*	—	—	—	1,500,000	4,500,000	.....	—	—	(Leased	by N.Y. &	Oswego M	idland R.	R. Co.)	7	100	....
Dec. 31, 1872	70.5	45.3	12.0	—	22	62	7	350	New Jersey Southern	New Jersey.	.....	*	—	—	—	5,000,000	7,000,000	.....	—	175 3	179,348		85,388	101,344	615,859	106 039	—	180	23
Sept. 31, 1872	100.0	—	10.3	—	20	15	9	329	New London Northern	Conn. and Mass.	1,583,931	*	—	—	—	1,418,800	376,500	45,000	—	116.1	399,980		242,422	199,706	640,183	172,764	10	100	....
Dec. 31, 1872	206.0	—	31.0	—	57	31	16	993	N. Orleans, Jack. and Gt. North.	L. & M.	13,107,129	*	—	—	1,008,206	4,704,846	4,500,000	1,282,790	3,327,699	206.0	.....		.....	.....	1,754,489	854,845	—	100	....
Dec. 31, 1872	200.0	—	10.8	535.0	—	—	—	—	N. O. Mobile and Texas	Ala. & Nash.	.....	(Bankru	pt; no re	turns ac	cessible.)	.....	.....	.....	—	206.0	.....		.....	.....	.....	.....	—	100	....
Sept. 30, 1872	441.7	296.4	772.3	—	455	991	183	10983	N. York Central and Hudson River.	N.Y.	63,772,031	*	.....	.....	.....	39,428,300	16,496,020	1.167	—	50.7	11,988,057		7,130,922	4,393,965	25,580,676	9,134,240	8	100	103½
Sept. 30, 1872	120.3	4.1	45.5	—	41	79	38	710	New York and Harlem	New York.	13,840,447	1,489,010	1,445,230	.....	—	9,000,000	4,864,024	441,875	—	165.0	883,725		1,640,875	377,637	2,858,525	1,187,141	3	100	129

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4 8	76.0	†	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	163,267	69,137	219,368	60,974	—	100	.....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	.....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	592,579	4,483,554	1,769,809	10	100	136
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	.....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	.....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	.....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	354,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	.....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.		(No a	ccounts o	btainable.)					72.0		(No accou	nts.)				—	100	.....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,322	5a	50	100
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	8,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	.....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	8,284	Northern Central †.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,789,895	4,598,820	1,161,769	6	50	68½
Mar. 21, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,100	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	107
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....N. J. and N. Y.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	87,604	8	100	.....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	60,000p.m	.....	.....	559.0		(No sta	tement pu	blished.)			—	100	.....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,328	10	100	.....
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,095,979	263,867	6	100	60½
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	.....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	45
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	111½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	.....
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9		2,984 817		203,094	24,633	—	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,864	865,431	.....	292.6	713,252	196,394	161,484	988,371	403,598	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	of (Mo.)R.	R. Co.)	35 p. c.	—	100	.....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertow	n & Ogd.	R.R.Co.)	—	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	.....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	med by	Lessees.)	—	(Leased	by Atlant	ic & Pacif	ic R. R. C	o.)	5	100	.....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	59,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	.....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	ion: no re	turns.)		—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,620	1,232,602	10†	100	115½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Pares and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0		(No	statement	furnished	.)		—	100	.....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leas. b	y Erie Rail	'y Co.)	53,400	53,400	8½	100	.....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leas. b	y Erie Rail	'y Co.)		35 p. c.	—	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leas. b	y Erie Rail	'y Co.)	30,173	30,173	6	100	.....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leas. b	y Tol. Wa	b. & Win.			—	100	.....
Dec. 31, 1872	22.0	—	7.8	—	—	—	—	—	Pemberton and Hightstown....N Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leas. b	y United	Co.)	31,729	31,729	6	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leas. b	y N. Jer.	Sth'n R.R.	Co.)	.....	—	100	.....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	.....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	107
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	.....
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware.....Penn.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	.....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	.....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. R	. I. & Pac	. Co.)	125,000	8	100	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,371	124,505	302,552	.....	—	50	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,391	57,238	288,944	133,851	—	50	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	.....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,965	Philadelphia and Erie †....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	.....
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,526	271,179	12	50	176
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	58	14138	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	109½
Dec. 31, 1872	28.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	.....
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	455,321	660,478	197.1	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	107½
Oct. 31, 1872	7.0	—	1.0	—	2	3	1	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,182	.....	7.0	.....	9,800	12,854	20,483	Loss.	—	50	.....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,173	3,740,438	1,950,109	1,612,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	.....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & L.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0		(In operat	ion only t	hree mon	ths.)		—	50	.....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	.....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	.....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,390	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co	)		—	100	.....
Oct. 31, 1872	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	.....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—		(Earnings	used in co	nstruvtio	n.)		—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	.....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,930,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,099	60,790	131,561	38,078	—	100	.....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth....Maine.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—		(Leased b	y Eastern	R.R. Co.)		—	100	.....
Apl. 30, 1873	111.8	—	6.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benft	of contra	ctors.)	10	100	.....
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,770,000	*	.....	.....	770,000	2,000,000	.....	.....	—		(Leased b	y Eas n	R.R. Co.)		—	25	90
Sept. 30, 1872	41.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,018	10,400	53,079	14,033	—	100	.....

| | | |

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	51 —	@ — —
Gartsherrie		48 —	@ — —
Glengarnock		45 —	@ 44 —
Eglinton		45 —	@ — —
Pig, American, No. 1		42 —	@ 45 —
Pig, American, No. 2		36 —	@ 40 —
Pig, American, Forge		30 —	@ — 33
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@137 50
	—STORE PRICES.—		
Bar, Swedes, 1½ x ¾ & 1½ x ½ to ⅝ sq. 1½ to 5x½ to ¾ & ½ to 2sq. 6 to 12 x ¾ & ½		175 —	@ — —
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in		82 50	@ 85 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in		87 50	@ — —
Bar Refined, 1 & 1½ by ¼ & 5-16		90 —	@ — —
Large Rounds, 2½@2¾ to 3¾ @4 in		92 50	@107 50
Scroll		102 50	@135 —
Ovals and Half-round		110 —	@130 —
Band, 1 to 6 in. by 3-16 to No. 12		102 50	@105 —
Horse Shoe		117 50	@ — —
Rods, ½@1-16 inch		92 50	@135 —
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14		120 —	@160 —
Nail Rod	per lb.	— 9	@ — —
Sheet Russia, as to assortment	(gold)	— 17	@ — 18
Sheet, Single, D. and T. Common		— 5½	@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7	@ — 8½
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	— —	@ — —
Rails, American, at Works in Penna	c'y.	— —	@ 77 —
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 50	@ 4 75
8d. and 9d.	"	— —	@ 5 —
6d. and 7d.	"	— —	@ 5 25
4d. and 5d.	"	— —	@ 5 50
3d.	"	— —	@ 6 25
2d. and 3d. Fine		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— 34½	@ — 35
Straits	(gold).	— 31½	@ — 31½
English	(gold).	— —	@ — 28½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	10 62½@11 —	12 50 @ 12 75
I. C. Coke	8 50 @ 9 —	9 75 @ 10 25
Coke Terne	7 50 @ 8 50	8 50 @ 9 75
Charcoal Terne	9 75 @10 —	11 50 @ 12 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5½	@ — 6
Crude 40@47 gravity (in shipping order)	— 11	@ — 11½
Refined, Standard White (in ship'g order)	— 16½	@ — 16¾
Refined, S. W. (in jobbing lots)	— 18	@ — 17½
Refined, S W. (in tin)	— 21	@ — 25
Naptha, Refined (65@73 gravity)	— 10	@ — 10½
Residuum....(in shipping order).per gall.	— 10	@ — 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— —	@— 38
Copper, Bolts	— —	@— 40
Copper, Braziers' (over 16 oz.)	— —	@— 40
Copper, Nails	— —	@— 45
Copper, Old Sheathing, &c., mixed lots	— 26½	@— 27
Copper, American Ingot	— 26½	@— 26¾
Copper, English Pig	— —	@— —
Yellow Metal, New Sheathing & Bronze	— —	@— 27
Yellow Metal, Bolts	— —	@— 32
Yellow Metal, Nails, Sheathing & Slating	— 27	@— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 75	@ 7 —
German Ordinary	(gold)	6 75	@ 7 —
English	(gold)	6 75	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.
Tatham's Improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	16 —	@18 —
Liverpool House Cannel	— —	@22 —
Anthracite (by cargo)	per ton of 2,000 lb. 5 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
Boston, Hart. & Erie	2¼	2¼	2¼	2¼	2¼	2¼
Canton Co. 98¼	....	98¼	98	97½	88	
Central Pacific 6s	100½	....	100¾	99½	99¼	
Central of N. Jersey	102	101¼	101	101	101	
Chicago & Alton 103	....	....	104¼	....	102	
" pref	....	....	....	....	....	
" 1 M	....	....	....	....	....	
" S. F	....	....	....	....	....	
" Ins. bds	....	....	....	....	....	
Chicago, Burl. & Q	....	....	....	....	....	
" 8s, 1883	....	....	....	....	....	
Chic. & Northwestern . 61½	61½	59½	61	61	60	
" pref 80	....	79	79	79¼	....	
" 1st M	....	....	....	....	....	
" S. F	....	....	....	....	....	
" Consol.	....	....	....	....	90	
Chic., Rock Isl. & Pac. 108¼	108¼	107¼	107¼	107½	106¼	
Chi., R. I. & Pa. 7s, 1896	....	....	....	102	....	
Clev., Col., C. and Ind. 85	....	85	84	84½	....	
Clev. & Pittsburg guar. 86½	87	87	86¼	86½	86¼	
" 2 M	....	....	....	....	....	
" 3 M	....	....	....	....	....	
" 4 M	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	....	....	....	....	101¼	
Col., Chi., & Ind. C. 30½	30¼	29¼	28¾	29	28¾	
" 1 M 89	....	89	89¼	89	....	
" 2 M 69	....	....	69	....	....	
Del. & Hudson Canal 113½	113¾	113¼	113¾	113¾	113¼	
Del. Lack. & Western. 100½	99¾	99½	....	99¾	99½	
" 1 M. 7s	....	....	....	....	....	
" 2 M 7s	....	....	....	....	....	
Erie Railway 59	58¾	58¼	58¾	58¼	58¾	
" pref	....	....	....	....	....	
" 1 M. 7s, 1897	....	....	....	....	....	
" 2 M. 7s, 1879	....	....	....	....	....	
" 3 M. 7s, 1883	....	....	....	....	....	
" 4 M. 7s, 1880	....	....	....	....	....	
" 5 M. 7s, 1888	....	....	....	....	....	
" 7s, con. gold	....	....	....	....	....	
Great Western 2d mort	....	....	....	86	86	
Hannibal & St. Joseph. 37	34¼	35	34¼	35¼	....	
" pref	....	47	....	....	....	
" 8s, conv	....	....	85	....	....	
Hudson River	....	....	....	....	....	
" 2 M. S. F	....	....	....	....	....	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	....	....	....	105¼	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th. 92	91¾	91¼	91¾	91¼	90¾	
Lake Shore Div. bonds. 96	96	....	....	....	....	
Marietta & Cin. 1st pref	....	....	....	....	....	
" 2d pref	....	....	....	....	....	
Michigan Central 90¼	....	90	90	90	....	
" S. F. 8s, 1882	....	....	....	....	....	
M. S. and N. I. 1 M. S. F. 104¾	....	....	....	....	105	
" 2 M	99¾	....	....	99	....	
Mariposa Mining Co	....	....	....	....	....	
" pref	....	....	....	....	....	
Milw. and St. Paul 50¾	48¼	48¾	47¾	47	46¾	
" pref 70	68¾	69	69	69¼	68	
" 1st mort	....	....	....	....	....	
" 2d mort	....	....	....	....	....	
" 8s	....	....	106¼	....	....	
" 7 3-10s con	....	....	....	....	95	
" 7s, gold 88	88¼	....	....	....	....	
Missouri 6s 91¼	91	91	....	91¼	91¼	
" H. & St. J. 1ss	....	....	....	88¼	....	
Morris and Essex 91¼	91¼	....	91¼	....	....	
" 1st mort	....	....	....	....	105¼	
" 2d mort 99	....	....	99	....	99	
N. Y. Cen. & Hud. Riv. 104¼	104¼	104	104¼	104	103¾	
" 7s, S.F. 1876	....	....	....	....	....	
" 6s, S.F. 1883	....	....	....	....	....	
" 6s, S.F. 1887	....	....	....	....	92¾	
N. York and Harlem 129¾	129¾	129¼	130	129		
" pref	....	....	....	....	....	
" 1 M. 7s, 1873	....	....	....	....	....	
N. York N. Hav. & Hart	....	136¼	136	136	....	
N. Carolina 6s, old	....	....	....	27¼	....	
" new	....	....	....	....	....	
Ohio and Miss. 38¾	38¼	37¾	38¼	38¼	37¾	
" pref 70	....	70	....	....	....	
" 2d M	....	....	....	84	....	
Pacific Mail S. S. Co. 43¼	43¼	42¾	42¾	42¼	41¾	
Panama 115¾	115	115	115	116¾	115¾	
Pitts., Ft. W. & Chi. gtd. 93¾	93¾	....	....	94	....	
" 1 M	....	....	....	....	106	
" 2 M	....	....	101	....	....	
" 3 M	....	....	....	....	....	
Quicksilver Mining Co	....	35¼	....	....	....	
St. L., Alton & T. H	....	....	....	....	....	
" pref	....	....	....	....	....	
" 1 M	....	....	....	....	....	
" 2 M. pref	....	....	....	....	....	
" Income bds	....	76¾	....	....	....	
Tennessee 6s, old 82¾	....	....	81¼	81	....	
" new 82¼	....	....	....	81	81	
Tol., Wab. & Western. 67¾	67¼	65¾	65	65¼	63	
" pref	....	....	....	....	....	
" 1 M 95¼	....	95¾	....	....	95¼	
" 2 M	93¾	92¼	....	....	....	
" Equipment	....	....	....	....	....	
" St. Lou. Div. 89¾	89¾	89¾	90	89¾	89¼	
Union Pacific 26¾	26¼	25¾	26¾	25¾	25¼	
" 1st mort 80¾	80¼	....	80¾	80¼	79¾	
" L. Gt. 7s	....	73	....	72¾	....	
" Inc. 10s	59¼	....	....	59¼	....	59
Virginia 6s, old	....	....	....	....	....	
" new	....	....	....	....	....	
" consol	....	....	....	....	....	51¾
" def. cert	12	....	....	....	....	12

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	112½	112¾	112	....	
U. S. 5s, 10-40s, coup	113¼	....	....	....	....	112
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	114¼	114	113	112¼	....	
U. S. 6s, 1881, reg	....	....	115¼	....	....	
U. S. 6s, 1881, coup	119¼	119¼	118¼	....	118	
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	114¼
U. S. 6s, 5-20s, c. 1862	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	114¼
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865	....	....	116	....	....	
U. S. 6s, 5-20s, c. '66	115¼	....	....	....	....	
U. S. 6s, 5-20s, c. n '65	....	....	115¾	115	115¼	
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1867	118¼	118¼	117¼	116¼	116¾	116¼
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68	117¾	....	....	....	....	116
U. S. 6s, Pac. R R. issue	113¼	....	....	113¼	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8	Tu.9
Catawissa preferred	....	....	....	42¼	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	
" mort. 6s, '89	....	....	96¼	96¼	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	94¼	94½	....
Lehigh Navigation	37½	37¾	37½	37½	....	37
" 6s, 1884	90¼	....	....	....	90¾	90¼
" Gold L	91¼	....	91¼	....	90¾	91¼
" R. R. L	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R	60¼	60¼	60¼	60¾	60¼	60¾
" 6s new coup	....	....	....	....	....	....
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R.	....	....	46¼	....	....	
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	51¼
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	50	....	
" 6s, 1880	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	111	....	....	....	....	....
Northern Central	....	....	34¼	....	....	....
Oil Creek & Alleg. Riv.	23¾	23¾	23¾	23¾	23¾	22¾
" 7s	....	....	....	....	....	....
Pennsylvania R. R	53¾	54	53¾	53¾	53¾	53¾
" 1st M	100¼	....	....	....	100¼	....
" 2d M	....	....	....	....	....	....
" Gen. mort.	91¾	....	92	....	91¾	92
" " reg.	97	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	103¾	....	....	....	103¼	....
" 6s, 3d series	....	....	108¼	....	....	....
Philadelphia City, 6s	98¾	98¾	....	....	98¾	....
" new	101¼	101¾	101¼	101¼	101¼	101¾
Philad., Germ. & Nor	....	....	....	....	88	....
Phila. & Reading	55	55¼	55	55	54¾	54¾
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	90	....	....
" 7s	90¼	90¼	90¼	....	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	12
" pref	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	122¼	122¼	122¼	122¼	....	....
Hestonville, (Horse)	18	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	48
Green & Coates	....	....	....	....	....	57¾
2d and 3d streets	....	....	56	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	20	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875	....	....	....	....	98¼	....
" 1886	....	....	....	....	....	....
" 1890	98¼	98¼	....	98¼	98¼	98
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	98¾	....	....	....	....
" " 1880	98¼	....	....	....	....	....
" " 1885	98	98¼	....	....	....	....
Marietta & Cin. 1st M	102¼	....	102¾	102	....	
" 2d M	....	....	....	....	....	....
" 3d M. 8s	....	81	81	81	....	
Northern Central	....	....	35	....	....	
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	88¼	....	....	....	....
Pittsb. & Connellsv. 7s	93¼	93	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	....	....	....	....	....
" Defer. Certif.	12	....	....	....	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	Th.4.	F 5.	Sat.6.	M.8.	Tu.9.	W.10
Boston and Albany ...	145	145	145	....	....	144½
Boston and Lowell	127½	....	....	....	....	....
Boston and Maine.....	....	....	....	....	....	116¾
Boston and Providence.	152	....	....	152½	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s.....	31¾	32	....	31¾	31	....
Cheshire, pref.....	....	....	....	....	....	....
Chi., Burl. & Quincy.....	....	98½	....	98	97½	....
Concord.....	....	....	....	81	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern.....	100¾	100¾	....	100½	99¾	98
Fitchburg.....	129	...	....	129½	....	129½
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central.....	90¾	90½	....	90½	....	....
Northern, N. H.....107	108	....	....	107½	....	107
Ogdens. & Lake Champ....	....	....	....	60½	....	....
" pref.....	....	....	....	....	....	....
Old Colony 111½	111½	....	....	....	....	....
Ph., Wil. & Baltimore.. 54½	....	54½	....	53⅞	53⅞	
Portl'd, Saco & Ports.....	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s.....	....	....	....	....	....	79
" Land Grant 7s....	....	....	....	....	....	....
" Income 10s.....	59½	59⅞	....	59	....	....
Vermont & Canada.....	....	....	....	....	....	....
Vermont & Mass.....	....	....	....	....	....	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	....	....	....	25	....	....
Franklin	....	....	....	5⅞	....	5⅞
National	....	....	....	....	....	....
Pewabic	9½	....	....	8½	....	....
Quincy 41¾	....	....	....	41⅝	....	41¼

London Stock Exchange.

	—Closing Prices.— Aug. 29.	Aug 22.
Atlantic & Gt. W. 1st mort., $1,000..	75 — 77	74 — 76
Do. 2d mort., $1,000.....	67 — 69	67 — 69
Do. Con. mort. B'nds Bisch's Cert.	42 — 44	42 — 44
Do. Reorg. Scrip.....	99 —101	98 —100
Do. Leas. Lines, Rental Bonds....	90 — 92	90 — 92
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid.....	48¾— 49¼	47 — 47½
Do. 6 per cent Convertible Bonds..	98½— 99½	98½— 99½
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	96 — 97	95½— 96½
Illinois Central $100 shares all paid..	84 — 86	85 — 86
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	102 —104	102 —104
Marietta and Cincinnati Rail. Bonds.	82 — 86	83 — 86
Michigan Central 8s 1882, conv.....	85 — 90	85 — 90
Panama 2d mort.....	84 — 86	78 — 82
Panama General mort.....	97 — 99	97 — 99
Pennsylvania, 2d mort.....	97½— 98½	97 — 99
Do. General mort.....	96 — 98	98 — 99
Do. $50 shares.....	43 — 44	43½— 44½
Philadelphia and Erie 1st mort.....	99 — 100	99 —100
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, September 13, 1873.

Stock Exchange and Money Market.

Money has been much brisker, especially for speculative use, through the enlarged requirements of the business at the Stock and Gold Boards. The rate on call loans has been up to 7 per cent gold to the Stock Exchange firms, with 6@7 per cent currency as the quoted figures for advances to the Government houses, whose wants were quite moderate, and readily met. The mercantile demand for aid was more urgent, and commercial paper was of less free currency, with the rates on strictly choice to very good grades quoted at from 7@10 per cent per annum. The reported financial troubles of the New York Ware house and Security Co., and o f a few old merchants, prominent in its direction, tended to seriously disturb the discount movement. The later Washington advices reported on Tuesday, the Alabama Indemnity of $15,500,000, gold, was paid to the State Department by Her Britannic Majesty's Representatives—Sir Edward Thornton, Minister Plenipotentiary, and Mr. Archibald, Consul General—in full satisfaction of the Treaty of Washington of May, 1871, and of the General Award of September, 1872. The Gold, and its equivalent in United States 5-20 Bonds of 1862, called in for redemption on Sept. 6, (last Saturday,) were already in the Treasury, the whole being represented by a single Certificate of Deposit executed on Monday in favor of the three Bankers of the British Chancellor of the Exchequer. As this Certificate soon passes into the Treasury in exchange for a corresponding Certificate of 5 per cent Stock, to be held subject to the further order of Congress, it virtually adds $15,500,000 to the Gold resources of the Treasury. The whole sum is in the ownership of the Government of the United States, until that portion which may be voted by Congress to private claimants on the Alabama Indemnity is duly appropriated and withdrawn. The U. S. Sub Treasury, last week, reduced its currency reserve nearly a million and added largely to its coin hoard. The city banks last week reported a further loss of 7⅝ millions in their deposit line with a decrease of over six million in their legal tender, and of nearly 1⅜ millions in their specie reserves. They reduced their loan and discount averages more than half a million, and again enlarged their circulation slightly.

The city banks have shown a further materal loss on their obligatory reserve, the last statement showing that they had only $414,850 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, enlarged its coin balance about $3,710,817, and reduced its currency reserve $909,888. Its currency reserves at the close of the week were $31,310,448; and its coin hoard, $54,522,418.

The clearances of the city banks averaged through the week about 92⅜ millions a day, and amounted in the aggregate, for the whole week, to $553,727,902, as against $447,799,948 the preceding week.

The specie reserve of the city banks according to the latest return is $21,767,000, against $13,451,200 same time last year. The city bank deposits are now $212,772,700 against $213,616,200, week ending Sep. 7, 1872. The legal tender reserve amounts to $38,679,900, against $49,068,500 same time last year. The circulation now stands at $27,355,500 against $27,532 900 same time last year. The loans are now $288,374 200 against $287,640,000 at this date last year.

The coin reserve of the city banks is now about 21¾ millions, as against about 15 millions Feb. 21, and about 34⅝ millions on the 12th of July 1873; the legal tender reserve is a little over 38⅝ millions against about 34⅞ millions April 5th, 1873, and 50⅛ millions on the statement of Aug. 2, 1873; and the deposits are now about 212¾ millions, against 186⅞ on the 12th of April, 1873, and 240¼ millions on the 12th of July, 1873.

Government revenues have been yielding moderately since our last. The excises yielded within the week about 2¼ millions, and thus far in the current fiscal year commencing with July 1, 1873, $19,512,112. The customs at the port of New York, for the week, were $2,790,531, and at the outports, about $925,000 more, in coin or coin certificates.

Under the Treasury programme for September, Government proposes to sell Gold, as follows: Thursday, September 18, $1,500,000; Thursday, September 25, $1,500,000. And to buy in, on Wednesday, Sept. 17, at least $500,000 Five-Twenties.

The cash balances of the Treasury Department on Tuesday were: Currency, $13,398,985; special deposits of legal tenders for the redemption of certificates of deposit, $33,025,000; coin, $88,793,347. Coin certificates, outstanding, $47,756,200; outstanding legal tenders, $356,000,000.

The U. S. Sub-Treasury office last week received $4,075,156 of currency, and $7,359,738 of gold, the latter including $2,849 000 from customs; and disbursed $4,985,045 of currency and $3,648,921 of gold, the latter embracing $497,157 of coin interest.

There has been a very marked depression noted in the Gold line, the speculation throughout having been decidedly bearish in temper, and the price having declined very rapidly, the fall having been full 5 per cent from the highest point. The operators for a rise, who had been so long in apparent control of the market, were said to have been completely worsted, and to have been forced to realize on their holdings. The very free disbursements of the Treasury Department, on coin interest account, and in redemption of the Five-Twenties called in, and on which the notice had legally matured, tended to weaken the confidence of the bull clique. The later dealings indicated a somewhat steadier, and much less excited market. The customs call was up to a fair average; while the export drain was light. The range of the price during the week has been from 110⅞@115⅞, and the quotation on Wednesday was 111¼ against 115⅞ on Wednesday of the preceding week. The specie outflow last week, was only $690,104. The Gold Exchange Bank clearances have averaged a trifle over 126 millions per day during the week, reflecting the unusual activity in the speculative dealings.

The customs demand for Gold last week, averaged $465,100 a day. The arrivals of specie from Europe, Havana and other foreign ports thus far in 1873 have been $2,176,151, against $2,797,422 in 1872. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $90,682,049 against $107,581,542 during the same time in 1872.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $54,194,529, against $58,328,410 during the same time in 1872.

The export drain of specie was $690,104 last week, against $374,433 same week preceding year. The shipments since January 1, 1873, have been $40,479,302 against $57,709,239 during the same portion of 1872.

With the breaking up of the bull movement in Gold, the foreign exchanges were restored to something like their wonted activity, and the prices of prime drafts were quoted firmer. Bankers' sixty day bills on London closed on Wednesday at 108½@108¾; sight bills on London, at 109¼@109½. The week's exports of Domestic Produce have been to the currency value of $5,556,354.

Government bonds yielded in price, as Gold declined; but at the modified figures, the offerings

of all issues were on a limited scale, and found a ready market at the current rates.

U. S. sixes of 1881 closed on Wednesday of this week at 117¼@117½; U. S. Five-Twenties of 1862, 113@114; U. S. Five-Twenties of 1864 at 114¼@115; U. S. Five-Twenties of 1865 115½@115⅞; U. S. Five-Twenties of 1865 consolidated 115¼@115½; U. S. Five-Twenties of 1867, 116¼@116½; U. S. Five-Twenties of 1868, 116¼@116½; U. S. Ten-forties at 111¾@112⅛; U. S. Fives of 1881 (Funding Loan) 111¾@112; Six per cent. currency Sixes from 113@113¼.

On Saturday the interest on the twenty millions Five-twenty Bonds of 1862, called on the sixth day of June, ceased, and the bonds were to be presented for payment. The registered issues belonging here amounted to $4,000,000, and the coupons to $16,000,000. Of the latter, $7,308,580 46 have been entered into the settlement of Alabama indemnity, and of the remainder a goodly sum will likely be settled through the Syndicate. The remaining portion of the $15,500,000 Geneva award was settled in gold, which amounted to $8,191,419 54.

Railway Mortgage Loans have been in moderate request and quoted firm. Central Pacific Sixes have been selling more freely, closing firmly at from 99⅛@99¾. The earnings of the Central Pacific R. R. in August were $1,258,500, and thus far in 1873, $8,791,053 as against $8,052,755 the corresponding eight months of 1872. The Chesapeake and Ohio Seven per cent gold bonds have in fair demand at 90, and interest. Chesapeake and Ohio Sixes have been moderately inquired for at 88½ and interest. Western Pacific Sixes at 92½@92¾. The Northern Pacific 7-30 Loan has been salable and firm at par and interest.

The Railway and Miscellaneous share speculation has been more active, but generally at a much lower range of prices, the market for a short time having presented quite a panickly appearance, influenced, in part, by the reports of commercial and mercantile failures and embarrassments. The later transactions were on a steadier basis.

State bonds have been less active at irregular prices closing tamely.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 27.	Sept. 3.	Sept. 10.
Consols	92⅞	92½	92⅝
U. S. 5-20s, 1865	95⅛	95⅜	93½
" 1867	95¼	95¼	95½
" 10-40s	90¼	90¼	90½
New Fives of 1881	91⅛	91⅜	91⅝
Erie	48⅛	48⅛	48⅛
Ill. Central	86	—	—

General business has been moderately active. The leadings kinds of domestic produce have been in good demand, with Flour, Wheat, Corn, Oats, Cotton and Wool quoted firmer; Provisions and Petroleum, weaker in price. Middling upland Cotton left off firmly at 20⅝c. per lb. The receipts at all the ports, since Sept. 1 were 16,095 bales, against 29,084 bales the preceding year. Metals, generally dull but firm. Ingot Copper exceptionally active.

Foreign goods has been quite freely dealt in, and quoted stronger as to values. The week's imports of foreign goods and merchandise amounted to $7,797,237 including $3,276,470 of dry goods.

Ocean freights have been moderately active, with rates quoted firm; the main inquiry has been for room and tonnage suited to the Grain and Petroleum trades.

At the Live Stock Markets, Beeves have been in more demand at from 6½@12¾ cts. the better grades showing firmness. Veals at 5@9½ cts.; Sheep at from 4¼@6½ cts.; Spring Lambs 5@9 cts.; Swine at 4⅞@5¼ cts. per lb., all live weight. The week's receipts were 10,060 Beeves, 2,816 Veal Calves, 28,996 Sheep and Lambs, and 39,358 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—New Jersey Southern R. R., 28; Atlantic and Pacific pref., 24; Rensselaer and Saratoga R. R., 104; Boston, Hartford and Erie 1st mort., 30¾; Ohio and Miss. consol., S. F., 91¾; Central of New Jersey 1st mort., new 105; Lake Shore and Michigan Southern 7s consol., reg., 99; do. coupon, 95; Mil. and St. Paul 1st mort. Iowa div., 81⅛; do. LaC. div., 85; St. Louis, Jacksonville and Chicago 1st mort., 92½; Burlington, Cedar Rapids and Minnesota 1st mort., 86; Toledo, Peoria and Warsaw 1st mort. W. D., 87; St. Louis and Iron Mt. R. R. 70; do. 2d mort., 88½; Albany and Susq. 2d mort, 98; Belleville and Southern Ills. 1st mort., 96⅞; Louisville and Nashville 7s, consol., 1898, 98; Cedar Falls and and Minnesota 1st mort., 77; Quincy and Toledo 1st mort., 91½; Western Pacific bonds, 92½; New York and New Haven 6s, 100; Gt. Western 1st mort. 1888, 94½; Western Union Telegraph, 88⅝; do. 7s, 98; Quicksilver pref., 45; Adams Exp., 92; Wells-Fargo Exp., 72; Am. Exp., 62; U. S. Exp., 67; Maryland Coal, 23¼; Consol Coal of Md., 54; N. Y. State 7s, B. L., reg., 105; Louisiana 6s, Levee, bonds, 55; South Carolina 6s, new, Jan. and July, 14¾; do. Apl., and Oct. 29; Ohio 6s, 1881, 103; North Carolina 6s Fund Act 1866, 17; Alabama 8s, 1893, 82½; Brooklyn 6s, W. L., 93¾.

Philadelphia.—Allegheny Valley 7 3-10s, 93; Philadelphia and Reading Gen'l mort. 7s, coupon, 101½; do. reg., 102⅞; do. 7s, new, conv., 102; do. 6s, 1844-'80, 96¼; Wilmington and Reading 1st mort., 99; West Jersey R. R. 6s, 93½; do. 7s, 103; Pittsburg, Cincinnati and St. Louis 7s, 74¾; Lehigh Nav. conv. gold loan, 92½; Lehigh Valley 7s, 102½; Belvidere Delaware 2d mort., 81; Pennsylvania Canal 6s, 69; Oil Creek 1st mort., 79; Camden and Atlantic 2d mort., 95; Nesquehoning R. R., 53¾. The latest quotations are: City 6s, 98½@99; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 100@100½; do. 2d series, 103@104; do. 3d series, 108@108½; Philadelphia and Reading 54⅝@54¾; do. Gen'l mort. 7s, coup., 101½@102; do. reg., 102@102⅞; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 102@102½; United New Jersey R. R. and Canal Co., 121½@122¼; Camden and Amboy mort. 6s, 1889, 96@97; do. 1883, 90½@92; do. 1889, 88½@89½; Pennsylvania R.R., 53⅜@53½; do. 1st mort., 100¼@101; do. 2d mort., 100@100¼; do. General mort. coupon, 91½@92; do. reg., 96½@97¼; Little Schuylkill R. R., 46@46½; Morris Canal, 48@50; do. pref., 122@124; do. 6s, 94@95; Susquehanna Canal, 6@8; do. 6s, 68@75; Schuylkill Nav., 6@7; do. pref., 11½@12½; do. 6s, 1882, 71½@72; do. 1872, 78@79; Elmira and Williamsport pref., 88@38½; do. 7s, 1873, 94@95; 5s, do. 58@60; Lehigh Coal and Navigation 36½@36¾; do. 6s, 1884, 90@90½; do. R. R. Loan, 92@93; do. Gold Loan, 91@91½; North Pennsylvania, 49@50; do. 6s, 99@100; do., 7s, 102@102½; do. Chattle 10s, 108@112; Philadelphia and Erie, 24@25; do. 6s, 89¾@91; Minehill, 51@52; Catawissa, 18½@20; do. pref., 42@43; do. new pref., 32@33; do. 7s, 1900, 99½@101; Lehigh Valley, 60½@60¾; do. 6s, new coupon, 97@—; do. reg., 98@—; do. 7s, 102@102½; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 57@58; Thirteenth and Fifteenth, 19@21; Spruce and Pine, 30@33; Green and Coates 47@49; Chestnut and Walnut, 60@70; Hestonville, 18@19; Germantown, 34@—.

Boston.—Portsmouth, Gt. Falls and Conway R. R., 90; Rutland pref., 52; do. scrip. No 4, 83; Cincinnati, Sandusky and Cleveland R. R., 11½; Connecticut and Passumpsic Rivers R. R. pref., 85¾; Boston and Lowell R. R. new, 108; Taunton Branch, 135½; Old Colony 7s, 1877, reg., 100½; Burlington and Missouri River R. R. in Iowa, 96; do. 8s, in Nebraska, 1894, 94; Eastern R. R. 7s, 1882, 100½; Boston and Maine R.R. 7s, 1892, 104; Framingham and Lowell 7s, 1890, 89½; Atchison, Topeka and Santa Fe 1st mort. 7s, 68⅝; do. 7s, L. G., 69; Vermont Central 1st mort., 25; Ogdensburg and Lake Champlain 8s, 1879, 91½; Detroit, Lansing and Lake Michigan 1st mort., 8s, 70; Omaha and Southwestern 1st mort. 8s, 1896, 84½; Chicago, Burlington and Quincy 7s, 94; Boston Water Power Co., 25⅛; Cary Imp., 8½; New Hampshire 6s, 1898, 97¾; Boston 6s, 1880, 99¼; do. 5s, 1876, gold, 105⅞; St Louis 6s, 1888, 88¾; Cook Co., Ills., 7s, 1885, 98¼; Chicago 7s, 1881, 99¼; Cambridge 6s, 1903, 92; Lowell 6s, 1890, 93¾; Cincinnati 6s, 1889, 89¾; Worcester 6s, 1902, 93½; Fitchburg 6s, 93½; St. Louis County 7s, 99½; Allouez Mining Co., 11¾; Dana, 75c.; Humboldt, 75c.; Rockland, 2¾.

Baltimore.—Virginia consols, coupons, 79; Maryland Defense bonds, 104; Northern Central 6s, 1900, gold, 90¾; Orange and Alexandria 4th mort. 8s, 80; Virginia and Tennessee 8s, 87½; do, 2d mort., 6s, 75½; Orange, Alex. and Manassas 7s, 80; Western Maryland 3d mort. guar., 96. The latest quotations are: Wilmington, Columbia and Augusta bonds, —@80; Wilmington and Weldon bonds, 93@94½; Pittsburg and Connellsville 7s, 1898, 92⅛@93¾; Baltimore and Ohio, 167@170; do. 6s, 1875, 98¼@98½; do., 1880, 98¼@98½; do., 1885, 97½@98½; Parkersburg Branch, 11@12½; Northern Central, 34@34½; do. 6s, 1885, 91½@92½; do., 1900, 88½@89; do., 6s, 1900 gold, 90@91; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, —@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101@102½; do., 2d mort., 7s, 91¾@102; do., 3d mort., 8s, 81@81; Central Ohio, 40@41½; do. pref., 40@41½; do. 1st mort., 85½@86; Western Md. 1st mort. 6s, 1890, 84@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@97; do. 3d mort., guar., 96@96½; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 81@85; Richmond and Danville 1st mort., 72½@73¼; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 85½@86½; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 77@79¼; Virginia and

Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@76½; do. 8s, 3d mort., 87½@88; Baltimore 6s 1875, 98¼@98¾; do., 1884, 98½@98¼; do. 1886, —@98¼; do. 1890, 98@98½; do., 1893, 100@100; do. 1893, exempt, 101@102; do., 1900, exempt, 96⅝@97½; do. 1900, new, 98@98½; do. 1902, 97¾@98; Memphis City 6s, 51@53; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 37@—; do. coupon old, 35@37; do. consol. 6s, 51⅛@51½; do. coupons, 78⅝@78¾; West Virginia, 11½@13; City Passenger R. R., 16½@18½; George's Creek Coal, 120⅛@140.

The New Line of the Erie Railway.

The engineers have finished the survey of the new route for the Erie Railway between Jersey City and Port Jervis. The line runs from Port Jervis to Beemerville, and thence around a mountain to Unionville, thus forming a long curve to avoid expensive rock cutting, grading, or tunnel. From Uniontown the line runs direct to Greenwood Lake, and thence across Bergen county to the present road. This line is twenty miles shorter than the route at present used, which is ninety-six miles, and the grades far superior, the steepest grade being at Beemerville, where it will be fifty feet to the mile. The rest of the road will not at any time exceed thirty feet. This new road will be narrow guage.

☞ Messrs. GLENDINNING, DAVIS & AMORY, of New York and Philadelphia, have caused to be prepared, in the form of a chart, an admirable compendium of the quotations of the New York Stock Exchange for the last ten years. In other words, it is a monthly history of the principal railroad, steamship, express and telegraph shares and their various fluctuations. The reasons therefor are given in the shape of memoranda of the remarkable events which have attended stock speculations during the period named. The compilation has evidently been made with great care and constitutes probably the most complete map indicative of the course of speculation that has ever been prepared.

☞ At a meeting of the Board of Directors of the Northern Pacific Railroad, held on the 10th inst., the following resolution was adopted: "*Resolved*—That the Northern Pacific Railroad locate and construct its Main Road to a point on Puget Sound on the Southern side of Commencement Bay, in Township 21, Range 3, east of the Wallemeth Meridien, and within the limits of the City of Tacoma, which point in said City of Tacoma is declared to be the Western terminus of the Northern Pacific Railroad."

☞ Ground was broken on the 4th inst. for the South Mountain and Boston Railroad at Blairstown, Warren County, N. J. This road will be a continuous line from Harrisburgh, Pa., to Boston. Speeches were made by ex-Governor Price, John I. Blair and a number of distinguished Jerseymen. The work of tunneling the embankment of the Pennsylvania Railroad at Metuchin, N. J. for the Easton and Amboy Railroad has been commenced.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Aug. 31, are: freight, $61,471 87; passengers, $37,331 02—total, $98,802 89.

Illinois Central Railroad.

The statement of this Company for the month of August, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,007.20	for	$15,641 60
Acres Interest Fund Lands Sold	.....	for	.....
Acres Free Lands Sold	120.00	for	1,080 00
Total sales during the m'th of August, 1873	2,127.20	for	$16,721 60
To which add Town Lot Sales	.....	for	....
Total of all	2,127.20	for	$16,721 60
Cash collected in August, 1873			$40,718 76

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$403,000 00	$87,350 00	$490 350 00
Passengers	112,760 82	40.207 90	152.968 72
Mails	6,375 00	3,059 24	9,434 24
Other sources	93,325 00	2,555 76	95,880 76
Tot'l Aug. '73.	$615,460 82	$133,172 90	$748,633 72
Total actual earn'gs, Aug., 1872	$653,768 14	$129,487 01	$783,255 15

☞ The following is the progress of the Hoosac tunnel for the month of August: From central shaft westward, 158 feet; west shaft eastward, 93 feet; total advance of headings, 251 feet; total length opened to September 1, 24,168 feet; rock remaining to be excavated, 868 feet—208 feet more than an eighth of a mile.

☞ The management and control of the St Joseph and Denver City Railroad has passed to a new Board of Directors, composed of large bondholders, and controlling a majority of the bonds. They are Jose F. Navarro, George D. Forrest, Laurence Mills, Thomas M. Smith, Edward W. Mealey, August T. Miller and Henry H. Butterworth.

☞ The President having accepted the recent surveys of the Southern Pacific Railroad, the issuing of land grants along the line of the route will soon begin. The company has forwarded a map of the road to the Interior department as a certificate of right of way and a basis for issuing patents.

☞ The Morrisania Railroad Company have commenced putting down a second track between the village of West Farms and the junction of Fordham avenue and Boston avenue, so as to make a double-track road between West Farms and Harlem Bridge.

☞ The Cumberland Valley Railroad Company having completed the "extension" between Hagerstown and Martinsburg, Va., regular passenger and freight trains will be run between Harrisburg and Martinsburg.

☞ The Lake Erie and Louisville Railway has just been formally opened from Lima to St. Mary's, making an entire line from Fremont of eighty-eight miles.

☞ The survey of the proposed line of the Grand Junction Railway has been completed from Quincy to Beardstown, Ill., and an effort will be made to commence operations at once.

OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Sept. 8, 1873.

☞ The CHESAPEAKE AND OHIO RAILROAD is now completed and in regular operation. To increase its Equipment, and perfect its Terminal facilities, and Deep-water connections with European Steam-ship Lines, and to accommodate the heavy **Coal and Mineral Traffic** together with the growing **Iron and Miscellaneous Local and Through Business** now pressing upon the Line, we are selling, on behalf of the Company, a limited amount of their **SEVEN PER CENT. GOLD BONDS,** secured by mortgage liens on the whole valuable property at 90 and accrued interest; $1,000 each, either coupon or registered, payable in gold coin, in New York City, principal and interest; interest January and July.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO;** price 88¼ and accrued interest; denominations $100, $500, and $1,000, interest payable in New York May and November.

The property has cost already upward of $38,000,000; it is worth to-day a much larger sum, and is constantly increasing in value. We can recommend both classes of Bonds, which are selling rapidly, with great confidence.

We also continue to deal in **Government, and Central Pacific, and Western Pacific Bonds,** execute orders at the Stock Exchange for investment Stocks and Bonds, receive Deposits, on which we allow interest at the rate of 4 per cent. per annum, and conduct a general Banking business.

FISK & HATCH.

☞ The Bucksport and Bangor (Me.) Railroad is from three-fourths to four-fifths completed. The culvert masonry, with the exception of two or three small culverts, is all finished. About ten miles are now ready for the ties, and four to five miles additional are nearly ready. It is expected that the entire road will be graded this month. The iron has been purchased and the first cargo will be shipped this week, and all is to be delivered by the 15th of October. It is American iron, from the Allentown Mills, Penn. The work of laying the rails will be begun as soon as the first cargo arrives.

☞ Work is progressing on the military telegraph from San Diego, Cal., to Prescott and Tucson, in Arizonia. Twenty miles of the line south of San Diego were completed last week. Work will be commenced south of Prescott this week. Materials and equipment for 630 miles of telegraph are on the ground.

☞ The Camden and Manchester (N. J.) Railroad Company have obtained a controlling interest in the Kaighn's Point and Philadelphia Ferry, and the transfer will be made in a short time. The right of way is now being secured along the route of the road, and work will be commenced on the Camden end in a few weeks.

☞ Mr. H. W. Phelps has resigned the superintendency of the Springfield and Athol (Mass.) road, to take the contract, with G. W. Lobdell, for the tunneling of Chesnut Hill in Brighton. His successor will be George W. Phelps of Rochester.

Journal of Railroad Law.

RAILROAD COMPANIES—LAW OF CONTRIBUTORY NEGLIGENCE.

The facts in the recent case of Illinois Central Railroad Company *vs.* Slatton, (54 Ill., 133), are fully and clearly stated in the following opinion by—

BREESE J.—This was an action on the case brought to the Perry Circuit Court by Susan Slatton, administratrix on the estate of John W. Slatton, against the Illinois Central Railroad Company to recover damages for having caused the death of the intestate, by the negligent management of a train.

There were two counts in the declaration, one alleging that while deceased was using due care when alighting from the train at Tamaroa, the train was suddenly and violently started forward, by means of which deceased was thrown under the wheels, and injured so that he died.

In the other count it is alleged, that as deceased was about to alight from the train, using due care, he was violently pushed off by the servants of the company in charge of the train, whereby he was thrown under the wheels, receiving a fatal injury.

The general issue was pleaded and the case tried by a Jury, who found for the plaintiff, and assessed the damages for eleven hundred and sixty-six dollars.

A motion for a new trial was overruled, and judgment rendered on the verdict, to reverse which the defendants appeal.

There was much testimony heard, and, as usual in such cases, not entirely harmonious.

The rule of law need not be repeated, that to justify a recovery in this action the allegations of the plaintiff must be sustained by the evidence; and when the evidence in conflicting, the verdict must stand, unless it shall appear that, although it is conflicting, the weight is decidedly in favor of the defendent.

The first count charges as negligence on the part of the defendents, that while deceased was leaving the car, using due care, the train was suddenly and violently started forward, by means whereof he was thrown under the wheels, and so injured as to cause his death.

It cannot be claimed that the evidence tends, in the slightest, to substantiate this charge, no witness has spoken to that point, consequently, these allegations are not sustained.

The second count charges that the deceased was violently pushed off the train—by the servants of the defendants in charge of the train, whereby he was thrown under the wheels, and was injured fatally.

This case was put to the jury mainly on this count. The theory of the plaintiff evidently was that some employee of the company used force in putting the deceased off the train while it was in motion, and it was so put to the jury by the first instruction asked by the plaintiff.

If there existed reasonable grounds for the hypothesis of the second count, the civil authorities, indeed, the whole people of Tamaroa, were greatly remiss in their duty, in not pursuing the offender in order to his prompt punishment, for it was murder, most foul and terrible. It can not be possible that such a fiend was employed by this company in their service.

John W. Parlier in his testimony gives some color to this theory, and so does Robert Murray, a lad about sixteen years of age when the accident occurred, in a slight degree, when he says there was some man on the car platform behind deceased; thought it was some man belonging to the train—the brakeman or conductor; did not see him after deceased fell; when he first saw deceased, he was standing with one foot on the car steps and one foot on the station platform, with one hand on the railing; the man had on a cap, did not see any badge on it, thought he was a brakeman or conductor, had seen him pass through on the train before, several times; he (the man) was standing on the car platform; did not say or do anything to the deceased; saw deceased get off; thought he had one foot on the platform of the station; the train had moved sixteen or twenty feet. On his cross examination, he says the man was a low, heavy set man; he also says there were two cars behind the one he (meaning, evidently, the deceased) was on, and another, which would make three cars, when the proof is overwhelming, deceased came out of the car next forward of the last car.

It is fully proved that no employee on the train could have interfered with the deceased in any particular, unless, possibly Glassford, who states he did leave his station, which was on the front end of the last car, and got out on the station platform at Tamaroa, and passed through one or two cars to regain his position, and he testifies he did not see or touch any soldier getting off, or say anything to any one of them who got off at Tamaroa, and knew nothing of the occurrence until he was told of it by a soldier.

The second witness for plaintiff, Mr. Cogan, gives a very full and clear account of the occurrence, of which he was an eye witness. He says he saw deceased when he was injured; was within fifteen feet of him; was on the platform opposite to him, about six feet from him; when he fell he was in the car with the solders; saw him when he came out of the car, seemed to be feeble and held on to the railing of the car; as he came out of the car door a man took hold of his arm, apparently for the purpose of helping him off; he seemed to be aiding the deceased, and helping him to get off, saw no badge by which to distinguish him, as belonging to the railroad, saw him open the door and assist deceased to get off; deceased was holding on to the railing, and was holding on to it when he fell, the train was moving slowing when he came out of the car, seemed to be just starting when he came out; it was about noon. On his cross examination, he says there was nothing unusual about the conduct of the train, except that there was a large crowd of people on the platform; saw James, the brother of deceased, same day; when he first saw deceased, he was inside of the car; saw some men helping him, who appeared to be friendly, deceased stepped down the steps, holding on to the railing with his hands, and got both feet on the station platform; he would not have get hurt if he had not held on to the railing after he got off the steps; held on to the railing with both hands, was pulled along twelve or fifteen feet when he fell down, think both feet were on the station platform.

It was agreed by the parties that Nelson Holt, the station agent, who was absent, would testify, if present, that he had a fair opportunity of seeing all that happened; that he knew the employees of defendants as were at that time running on the passenger trains passing Tamaroa; that the train in question stopped at the station more than the usual length of time, and not thrown or pushed off, or negligently jostled of by any brakeman or other persons employed on that train; or if done, witness did not see it.

We think this testimony overthrows the theory on which this case is based, and is so overwhelmingly in favor of the defense, as to demand from the jury a favorable verdict.

The evidence recited satisfies us that the deceased had got on to the station platform and still clung to the railing of the car steps, and by so doing was dragged to his death. This was no fault of the company. No negligence can be imputed to them unless it be shown that by bad management of the train, or careless conduct of their employees deceased was placed in a perilous situation. The proof is abundant that the train stopped an unusual time—for a time sufficient to enable the passengers to leave it safely. If the deceased did not avail of this opportunity, but chose to attempt to get off when the train was again in motion, and this without the direction or knowledge of any employee on the train, it was his folly, and the consequences of it must rest on him alone.

The testimony so greatly prepondering in favor of appellants, the verdict should have been in their favor. The court should have set it aside on the motion for a new trial. It was an error to refuse the motion.

For this error the judgment is reversed and the cause remanded.

Judgment reversed.

☞ The earnings of the Union Pacific Railroad for July, 1873, were $876,833 39, the expenses $437,182 02, and the net earnings $439,651 37. In July, 1872, the earnings were $743,382 43, the expenses, $357,840 17, and the net earnings $385,-542 26—showing an increase in earnings of $133,-450 96 with an increase in expenses of $79,341 85, making the increase in net earnings $44,109 11. From January 1 to July 31, 1873, the earnings were $5,459,809 66, the expenses $2,790,096 85, and the net earnings $2,669,712 81—showing an increase in gross earnings compared with 1872 of $874,810 52, and an increase in net earnings of $829,691 25.

☞ The commission appointed to examine and test plans for the introduction of steam upon the canals of this State will meet at Syracuse on Tuesday, October 14. Competitors for the award of $100,000 offered by the State are requested to have their respective boats at that point, loaded with two hundred tons and prepared for the final trial, which will be had between Syracuse and Utica.

☞ The Ohio and Mississippi Railroad Co., which is now operating four hundred and seventy miles of railroad west and southwest of Cincinnati, have closed negotiations by which they will open a route from that city to Chicago the first of next November. They are building a line from North Bend to White Water Valley, a railroad which is to form a part of the new route.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$4,892,026	$4,322,509
" cotton...	2,673,110	2,113,249
" silk	3,249,390	2,488,989
" flax	1,392,450	1,273,310
Miscellaneous dry goods..	965,966	752,446
Total entered for consump	$13,172,942	$10,950,503

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool.....	$5,500,883	$2,816,798
" cotton ...	2,245,739	819,622
" silk.....	1,715,909	1,098,343
" flax	856,523	753,785
Miscellaneous dry goods..	360,717	141,513
Total withdrawn from warehouse	$10,679,771	$5,630,061
Add entered for consump	13,172,942	10,950,503
Tot. thrown on the market.	$23,852,713	$16,580,564

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$4,018,332	$2,302,368
" cotton ...	1,261,432	541,932
" silk.....	1,790,475	944,404
" flax	625,018	453,188
Miscellaneous dry goods..	187,639	153,144
Total entered for wareh'g.	$7,882,896	$4,395,036
Add entered for consump	13,172,942	10,950,503
Total entered at the port.	$21,055,838	$15,345,539

The imports of foreign dry goods at New York for eight months ending with August, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$17,244,125	$17,710,128
" cotton	15,639,941	14,934,462
" silk ..	19,534,430	18,577,101
" flax ..	9,141,230	8,127,964
Miscellane's dry goods.	6,941,437	5,054,230
Total entered for cons'p.	$68,501,163	$59,403,885

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$12,634,966	$10,959,295
" cotton..	6,488,194	6,666,590
" silk	6,916,232	6,845,347
" flax	4,555,993	4,884,836
Miscellaneous dry goods.	1,433,786	1,297,402
Total withdrawn from warehouse	$32,029,171	$30,653,470
Add entered for consump.	68,501,163	59,403,885
Total thrown on the market....	$100,530,384	$90,057,355

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$15,790,062	$10,734,968
" cotton..	7,116,080	5,953,053
" silk	8,584,183	6,452,904
" flax	4,968,648	4,090,010
Miscellaneous dry goods.	1,973,128	1,348,991
Total entered warehouse.	$38,432,101	$28,579,926
Add entered for consump.	68,501,163	59,403,885
Total entered at the port.	$106,933,264	$87,983,811

☞ The New York and Oswego Midland Railway Company are about to issue bonds to the amount of $35,000,000, a consolidated mortgage for this amount having been made to the Mercantile Trust Company, and filed September 1.

☞ The contract has been let for grading fifty miles of the Iowa Pacific road, east from Sac City toward Fort Dodge, to Ingersoll & Phelps.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 31st August inclusive, during the years 1872 and 1873, was as follows :

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1872 ...	66,000	3,500,500	16,013,600	401,500
1873....	66,900	8,901,100	8,419,800	27,000
Inc...	900	5,400,600	*7,593,800	*374,500

* Decrease.

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a deficiency equal to 1,080,020 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of August, in the years indicated :

	1871.	1872.	1873.
Canal opened—	April 24.	May 13.	May 15.
Flour, bbls.	142,900	66,000	66,900
Wheat, bushels...	8,143,600	3,500,500	8,901,100
Corn, bushels ..	13,292,400	16,013,500	8,419,800
Barley, bushels.	71,500	401,500	27,000
Oats, bushels...	183,200	319,400	67,800
Rye, bushels....	1,637,800	4,369,500	2,105,400
Malt, bushels...	726,000	654,700	551,100
Feed, lbs.....	4,231,600	4,218,000	4,966,700

Heberlein Brakes.

The London *Railway Times* says it appears from official reports of trials of these brakes upon various continental railways that on the Imperial Austrian Empress Elizabeth West a passenger train engine, with tender and train of six carriages, four of which were fitted with the common screw brakes, had been converted on the Heberlein system. The engine used on all the trials had four coupled wheels, and weighed, with tender, 50 tons, the train of carriages weighed 43 tons. Trial No. 1.—Speed, 30 miles an hour. The common brakes were applied by six experienced men, and the train stopped in 35 seconds, at a distance of 320 yards. Trial No. 2.—The engine driver applied the brakes, and the train stopped in 15 seconds, at a distance of 180 yards. On an incline of 1 in 100, speed 30 miles, it stopped in 22 seconds, in a distance of 194 yards, and at a speed of 35 miles in 22 seconds, in a distance of 224 yards On the Imperial German Alsace an engine, with tender, was fitted with Heberlein brakes, a guard's brake was also fitted, with a passenger carriage without any brakes; speed 35 miles an hour, on an incline of 1 in 666, stopped in 148 yards; second trial, on a level, speed 55 miles per hour, stopped in 200 yards after brakes were applied; third trial, on 1 in 100, speed 53 miles an hour, ran after the brakes were applied 250 yards. On the Swiss North Eastern the results of trials were that the train, at a speed of between 50 and 60 miles an hour, was on each occasion stopped within a distance of from 700 to 800 feet, and in between 16 and 20 seconds. On the Hesse Ludwigs, at all the trials, it was found that the momentum of the train was almost entirely overcome in from 6 to 8 seconds, and the train was brought slowly and gradually to standstill.

☞ The Keystone Bridge Company, of Pittsburg, Pa., has the contract for the iron superstructure of the bridge which the Pennsylvania Railroad Company is building across the Monongahela at Port Perry. This bridge will cost about $500,000.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending August 30, at 515,590 tons, and for the coal year 12,848,336 tons, against 12,481,245 tons to corresponding time last year, being an increase of 365,091 tons. The bituminous tonnage for the week is 70,002 tons, and for the year 2,059,223 tons, giving a total of all kinds for the week of 585,592 tons, and for the year of 14,905,559 tons, against 14,322,736 to same time last year, being an increase of 582,823 tons.

☞ The earnings of the Central Pacific Railroad for the month of August, 1873, were $1,258,500, against $1,271,629 in August, 1872, and $1,006,373 in August, 1871. For the first eight month of 1873 the earnings have been $8,791,053 against $8,052,755 for the first eight months of 1872, and $5,920,555 for the first eight months of 1871—an increase this year over 1872 of $738,298, and over 1871 of $2,870,501.

The gross earnings of the Denver and Rio Grande Railway for the month of July, 1873, were $39,300 53, the expenses $19,364 15, and the net proceeds $19,936 38—an increase in gross earnings over July, 1872, of $10,635 79, and in net earnings of $9,673 15.

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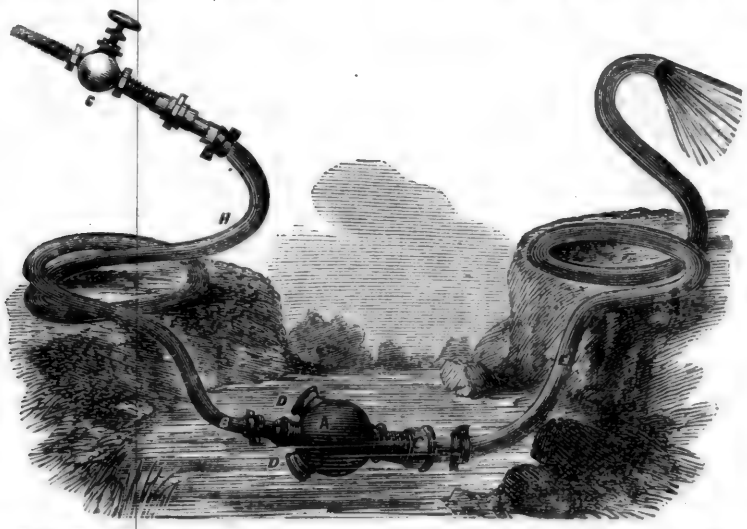
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Sept. 20, 1873—Steamer RISING STAR, Capt. J. B. HILDRETH, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer ARIRONA, Capt. Austin, leaving Panama for San Francisco, and calling at Acapulco, Mazatlan, Manzanillo and San Diego; also connecting for all Central American and South Pacific Ports. Freight for these ports received until 5 P. M. of 18th September only. Departures of 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The steamship COSTA RICA will leave San Francisco on Sept. 24, for Honolulu, Sandwich Islands

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 20, 1873.

Important to Railroad Companies.

True indeed is the saying that while some men achieve renown others have it thrust upon them. Equally true is it, that while some men toil all their lives to obtain a fortune, others there are, born perhaps under a more lucky star, who have wealth tumbled right into their laps, nolens volens.

Some half dozen years ago, an acquaintance of the writer invented and patented an improved Railway Car Truck, applicable alike to platform, passenger and palace cars. By dint of wonderfully persuasive power he succeeded in getting his invention adopted on two or three lines of Railway. Just then some new idea seized his brain, and like many another inventor, he forthwith drops his old love, and flips off to something new, and thus allows the truck patent to sleep.

Not really so, however, for within two or three weeks past, it has been discovered that this style of truck, which is really a most valuable improvement, has been applied on nearly a hundred lines of Railroad throughout the country; and from all attainable data it is supposed to be in use already on not less than one hundred thousand cars in the United States alone.

The price or Royalty as previously established, is five dollar per car. Here, then, is a fortune of a half million dollars simply awaiting the owner's call.

It is not supposed, however, that those now dormant greenbacks will long have to wait that call; besides, arrangements are being made, we are informed, to permit the use of the invention on all the remaining lines in the country.

Safety Car Wheel.

Among other useful improvements for the avoidance of accidents upon Railways, we notice a new car wheel has been recently patented.

As it is not the business of this JOURNAL to puff any man's goods or inventions, we simply refer briefly to those which seem to possess real value, for the purpose of adding our mite towards the prevention of those frightful Railroad slaughters, so fearfully prevalent now-a-days.

It is believed fully one-half of all those accidents occur from the breakage of wheels. Seemingly the new wheel referred to, cannot break; and it would require almost unheard of power, to fracture or tear it to pieces. Hence all the terror and danger to passengers occurring in case of such accident, from flying fragments, would be wholly obviated wherever this new wheel might be employed. All those casualties, too, especially in frosty weather, arising from concussion, sharp curves, uneven, or slightly misplaced rails, will be avoided; and people will be enabled to travel with a far greater sense of security.

It is not generally known, but is a fact nevertheless, that the average of wheels broken while running, on some roads, are from 20 to 30 every week through the year.

Undoubtedly then, this is a most prolific source of fatal accidents; and as we have frequently urged in these columns, it is the rigid duty of Railroad Companies to avail themselves at whatever cost of every possible preventive of disaster.

The wheel here spoken of is lighter, stronger and more shapely than any other, and can be furnished some $75 less per car of eight wheels, than any now running.

As soon as the Patentee can avail himself of capital, or manufacturing facilities, we shall hope to see his Safety Wheel come into general use.

Chesapeake and Ohio Railroad.

The development of the coal and iron mines on the line of the Chesapeake and Ohio Railroad is progressing with great rapidity. Each day brings intelligence of some new company commencing to erect a furnace or open a mine for the shipment of ore or coal.

The Chesapeake and Ohio Railroad Company, making arrangements to meet the increased demands that these new enterprises will make upon their motive power and roadway, have, within the last few days, contracted with some of the first makers in the United States for fifty-four new freight engines of the best class, and are just receiving one thousand tons of steel rails, to be followed up rapidly by other large supplies.

These steel rails are designed to replace so much iron rail as yet remains in the main track, and thus release the latter, so that it may be used in the construction of branches to some of the iron and coal mines which are a little away from the main line.

Some of these branches are already completed and others are in process of construction. Their length varies from one to seven miles.

The management of the company is exhibiting great wisdom in the means it is adopting to develope the mineral wealth on its line, and will speedily be rewarded by a rich harvest of business.—*Richmond Dispatch.*

Alarms at Railway Crossings.

Mr. Z. M. Chapman of Sterling, Ill., has invented an alarm which is designed to give timely warning of the approach of a train to a street or road crossing, and is equally adapted to city and country use. The apparatus is so constructed that when a train passes a given point, eighty or less rods away, it will set simple machinery in motion and cause a bell to be struck with hammers thirty-two times in rapid succession, thus giving ample warning to drivers of vehicles and pedestrians who might otherwise endanger themselves by crossing the track. Mr. Chapman's invention has been thoroughly tested at the grounds of the Northwestern Railway at Sterling, and has fulfilled every expectation, signaling without failure the twelve to seventeen trains which daily pass the station. If what is claimed for the alarm can be realized it will be of great value at road crossings in the country, where, by reason of cuts or other obstructions to view, the approach of a train is hidden, and it can be applied with even greater advantage in towns and cities, where by

reason of the immense traffic on some streets an effective warning is urgently needed.

Camden and Atlantic Railroad.

The receipts from operations of this road for the year ending December 31, 1872, were as follows:

From passengers	$288,029 22
" freight	112,454 17
" express	23,212 06
" ferry	36,771 75
" May's Landing Branch	2,329 46
" U. S. Mail	3,000 00
" miscellaneous	1,239 87
	$467,036 03

Expenditures, viz:

Running account	$64,649 05	
Workshop	5,304 43	
Repairs to engines	14,439 69	
Repairs to cars	15,465 16	
Superintendence	34,090 85	
Station	14,234 44	
Repairs to real estate	528 50	
Road repairs	47,755 93	
Stations repairs	2,315 30	
Telegraph	861 18	
Ferry	51,528 10	
May's Landing Branch	6,288 47	
	$257,451 60	
Cr: By renewal of roadway	2,534 92	
		254,916 68
Earnings less expenses		$212,119 35

Against which is charged—

Balance from December 31, 1871	$62,039 99
Interest on bonds	76,359 61
Dividend 3½ per cent on preferred stock	29,309 00
Interest, insurance and legal expenses	25,598 43
Taxes, car hire, etc	9,428 11
Balance December 31, 1872	9,384 21
Total, as above	$212,119 35

Compared with the previous year the gross earnings show an increase of $63,454 39; with an increase in expenses of operating, excluding renewals of roadway, of $14,985 71. Including renewals of roadway, the expenses show a decrease of $31,015 31. The President in his report says:

The above statements exhibit an improvement which cannot but be highly gratifying to the stockholders, and particularly so, as the increase is not confined to any one locality, nor to any one description of traffic; each station on the line and each branch of trade having contributed its due proportion.

Nor is the increase confined to any particular period of the year; every month in 1872 showing a larger receipt than the corresponding month of 1871, giving promise of a prosperous future by its uniformity and regularity.

The development of the local traffic is particularly encouraging, as owing to the peculiar character of the business of this road, which requires the maintenance of a heavy equipment to meet the summer demands; any accession to the local trade distributed, as from its nature it must be, throughout the year, is sensibly felt, as well in the economical working of the line, as in the receipts of the company.

The receipts from the May's Landing Branch have not been large, but it was not anticipated that they would, for several years to come, equal the expenses, and sufficient time has not yet elapsed to judge fairly of what they may be in the future.

There is little doubt that the traffic to and from May's Landing has increased since the opening of the Branch Road, but to what extent it is impossible to determine, there being no standard with which to compare last year's business, and as this increase, whatever it may be, passes over the greater portion of the main line, the actual loss to the company may not have been so great as the returns would seem to indicate. The rent and working expenses amounted to $6,288 47, the receipts to but $2,829 46.

On the other hand, the acquisition of the ferry has proved a wise and judicious act, not only in a pecuniary point of view, but as enabling the company to transact its business in a much more satisfactory manner than was possible, while it remained under a separate management.

On taking possession of the property, it was found that the boats and slips required immediate and extensive repairs. $30,638 88 were expended on the former, and $1,656 06 on the latter, which placed them in such condition, that, it is believed, they will require nothing for five or six years, beyond ordinary repairs. As this expenditure was incurred to enable the company to enter upon the business, it should be placed to the first cost rather than to the working expenses for the year.

Deducting these repairs from the working expenses, the following is the result of the year's operations:

Receipts from the ferry	$36,771 75
Working expenses of ferry	19,283 16
Net earnings	$17,538 59

Two new locomotive engines have been ordered deliverable in May.

The First Mortgage Bonds, which were payable January 1, 1873, have been extended for twenty years, the future interest made payable in gold, or its equivalent.

The company have 10 locomotives, 19 first-class and 26 second-class passenger, 5 baggage, 2 mail, 1 smoking, and 108 freight cars. Number of miles run by locomotives, 204,790. Number of through passengers, 78,526; do. way do., 271,569; do. excursion, 67,091. Tons of freight carried, 69,324.

General Balance Sheet, December 31, 1872.

Cost of road		$1,780,076 57
Construction charged during the year 1872		10,546 82
Equipment		376,194 87
Steamboats		76,800 00
Express Teams		3,429 40
Materials on hand		23,741 97
Bills receivable		10,383 74
Due by sundry debtors and agents		21,464 78
Stock and bonds of the Sea-View Hotel Co		24,000 00
Cash		10,922 95
		$2,337,561 10
Stock, 7,548 shares common	$377,400 00	
Stock, 16,748 shares preferred	837,400 00	
Stock, scrip	1,069 58	
First mortgage bonds	490,000 00	
Second mortgage bonds	500,000 00	
Bonds and mortgage	68,400 00	
Second mortgage coupon scrip	250 65	
Bills payable	30,208 85	
Material bills	16,381 68	
Wages	7,066 13	
Profit and loss	9,384 21	
	$2,337,561 10	

President.—Robert Frazer.

Directors.—Robert Frazer, Anthony J. Antelo, Andred K. Hay, Samuel Richards, Walter D. Bell, Samuel R. Colwell, John Lucas, John F. Starr, James B. Dayton, Charles Cambios, Jr., Enoch A. Doughty, John S. Newbold, Charles F. Davenport.

Secretary and Treasurer.—D. M. Zimmerman.

☞ The Cairo and Fulton Railroad was completed on the 31st ult. to Fulton, in the extreme southwestern corner of Arkansas, four hundred and seventy miles from St. Louis. The road will be pushed on immediately to Texarkana, twenty miles beyond, where it will connect with the International Texas Pacific and the whole system of Texan roads.

Baltimore and Potomac Railroad.

At a meeting of the stockholders of this company held in Baltimore on the 3d inst., the following gentlemen were elected directors: B. F. Newcomer, George Small, George B. Roberts, J. N. Du Barry, Colonel Samuel Cox, Dr. Eli J. Henkle and Wm. T. Walters. At a subsequent meeting of the directors the following officers were chosen: Hon. Oden Bowie, President; J. N. Du Barry, Vice President and General Manager; S. Little, Secretary and Auditor; and J. S. Leib, Treasurer.

The president submitted the report of the president and directors for the last year, which, on being read, was, on motion, accepted and ordered to be published as part of the proceedings of the meeting.

REPORT OF THE PRESIDENT.

To the stockholders of the Baltimore and Potomac Railroad Company:

In compliance with their charter, the president and directors submit their annual report. At the last annual meeting the road from Baltimore to Washington, having been completed and opened on the second day of July, 1872, had been in successful operation two months. On the first day of January of the present year the main stem from Bowie to Pope's Creek, on the Potomac river, was opened to travel, and two trains are run daily over it each way, one being a passenger train, and the other a mixed passenger and freight, thus affording ample facilities to a productive country heretofore dependant upon water transportation, after long hauls and over bad roads.

On the 29th day of June, 1873, our passenger trains, which had previously been compelled to stop beyond the city limits, commenced to run regularly through the tunnel to the depot in Calvert street. The tunnel, which far exceeds in its extent and cost any yet completed in this country, has been found to be perfect in its construction, and to give admirable satisfaction to passengers, who find not the slightest inconvenience from smoke, but experience sensations of surprise and pleasure in passing through its subterranean depths under the centre of a great city. The double track through it has been laid and ballasted.

The depot and station houses at Pennsylvania avenue and Charles street have been sufficiently completed for use by passengers; and arrangements having been made with the Northern Central Railway Company for the use of its Calvert Station as the starting point for our trains, the Baltimore travel over the road has the unrivalled advantage of being able to take our cars at either of these three stations, or at Lafayette Station, or at the stock yard, as may be most convenient.

Satisfactory progress is still being made upon the grand depot building in Washington. When completed, its arrangements and conveniences will be perfect, and it is intended that it shall be an ornament to the National Capital, which, if ever the projected park there is completed, and near the proposed ground of which is it located, will be one of its most strikingly ornamental features.

There are few points on the main stem from Bowie to Pope's Creek where sidings are intended to be placed and proper freight and station houses erected, which have not yet been done, but which will be very shortly, as the materials, having been in temporary use elsewhere, are now available for these permanent locations.

Thus we have the road completed, and its buildings nearly all erected. The last report detailed the character of the bridging, iron and other material used in construction, all of which have been the very best.

The unprecedented freshets of last month, never known by the residents of the sections in which they prevailed to have been equalled in force or volume, did considerable temporary damage to the road, and caused an entire cessation of travel for several days. The earnest zeal and energy of

the proper officers soon, however, restored the road and resumed the regular travel, including the through to New York, which had just been opened by our tunnel and Union Railroad; and by our late experience we hope to convert the annoyance and temporary loss into great permanent good.

Having seen where the road might be improved and perfected, our efforts are already directed to that end; the banks in many places will be widened, numerous culverts enlarged, and in several cases bridges substituted for culverts; and thus the danger from freshets averted. The completion of the tunnel now brings all our mileage into operation, and we believe that the next twelve months will demonstrate the value of the road in its handsome earnings. Its operations prior to its final completion was intended only to settle and strengthen its bed, and on the main steam from Bowie to Pope's Creek mainly as a public convenience to gratify the universal desires of the section of the State through which it passed, and with no expectation of profitable results.

Of course, so long as our passengers and freight had to be landed beyond the city limits, several miles from the commercial and resident sections of the city, and to be carried over unpaved roads and sideways before reaching the streets of Baltimore, we could not hope to draw largely from old established and well managed lines of travel. But an examination of the treasurer's report, herewith submitted, shows a much more favorable exhibit than could have been expected, and that, under all its disadvantages, the road has been operated at a small profit.

Now that we are finally ready for travel and freight, with our main depots in the centres of Baltimore and Washington, and the choice of stations in different localities in both cities, that the tunnel gives us greatly the best advantages for through connections North, South, East and West; that arrangements for these have been made, and others for both local freight and travel are being perfected; that our equipment of engines, of passenger, palace and freight cars of all kinds is ample, new, and of the most approved character, we feel assured that the faith of the friends of the road is about to be realized, and their confidence rewarded.

For the successful results of the past year, much is due to the different officers of this road, who have never seemed to weary in the proper efforts to bring our new candidate for popular favor and patronage fitly before the public.

The board of directors have recently had the misfortune to lose two of their most useful and valued members. One of them, Hon. James C. Clarke, has been chosen Vice President of the Great Erie Railroad at a salary commensurate with his eminent abilities, and it is with much regret that we shall lose his services to our board and to the State of Maryland.

The other, Colonel Wm. D. Bowie, who had been a director from the earliest organization of the company in 1858, and who in that long time scarcely ever failed to attend a meeting of the board; whose deliberations, his sound, mature, and always unprejudiced judgment greatly influenced, has been called hence after a long, pure and well spent life.

These vacancies having so recently occured, the board did not think it proper to fill them, in view of the present approaching meeting of the stockholders.

ODEN BOWIE, President.

☞ The Pennsylvania Railroad Company gives notice to the stockholders that the fourth instalment of 25 per cent on the allotment of new stock of 1872 will be payable between November 1st and 28th, 1873, and an instalment of 25 per cent on the allotment of new stock for 1873 will be due at the same time. The remaining instalment of 25 per cent, it is also stated, will be received from such stockholders as may desire to pay in full for their shares.

Railways of Great Britain.

The railway statistics of the United Kingdom for 1872 have just been published by the Board of Trade. The total length of line opened for traffic at the close of last year was 15,814 miles, an increase of 438 miles as compared with 1871, and more than double the mileage of 1853. Of the present lines England and Wales have 11,136 miles, Scotland has 2,587, and Ireland 2,091. The total authorized capital is £644,589,000, and the total paid up £569,000,000. Of this latter sum £239,000,000 is ordinary capital, £63,000,000 is guaranteed, £115,000,000 preferential, more than £56,000,000 consists of loans, and very nearly £86,000,000 is debenture stock. Of the authorized capital more than £532,000,000 appertains to English Railways. The Scotch lines account for more than $76,000,000, and the Irish for something less than £36,000,000. Of the paid-up capital, England has rather less than £474,000,000, Scotland under £67,000,000, and Ireland under £29,000,000. It will be seen that the paid-up stock and share capital of all the railways is rather less than £47,000,000, in addition to a total of rather more than £152,000,000, raised by loans and debentures. In 1853 the total authorized capital was under £367,000,000, and the capital paid-up was rather more than £273,000,000. In that year the ordinary stock was less than £165,000,000. We have no account of debenture stock until 1859, when it amounted to $5,620,000. In that year the ordinary stock was £184,560,000, the guaranteed and preferential £63,555,000, and the loans £80,628,000, thus making a total exceeding £334,000,000. The amount of paid up capital was then £33,430 per mile. In 1853 it was £35,561 per mile. It has now risen again to £35,984, or just about £20 per yard.

Such being the cost, we proceed to look at the year's work on these 15,814 miles of railway. The passengers carried were 422,875,000, in addition to more than 270,000 season ticket holders. England and Wales account for 372,450,000 passengers and nearly 218,000 season ticket holders. In 1853 the passengers carried on all the railways amounted to less than one-fourth the number in 1872, the total being 102,266,000. Of the passengers carried last year 37,678,000 were first class; 72,460,000 second class, and the enormous proportion of nearly 313,000,000 third class. The gross receipts from the passenger traffic were £22,288,000. In 1853 the amount was £9,100,000, or less than half. The increase compared with 1871 is considerable, the amount in that year being £20,628,000. The total receipts from the goods traffic last year exceeded £29,000,000. In 1871 the amount was under £26,500,000, and in 1853 it was under £9,000,000. It was not until after 1854 that the receipts from the goods traffic exceeded the proceeds of the passenger traffic, and the excess was of small proportion until 1860, when for the first time there was a difference of a million and more. The goods traffic produced fifty-four and one-half per cent of the gross receipts of last year. The proportion was rather higher in 1867, but with that exception it has always been less. The total gross receipts from the traffic (passengers and goods) in 1872 were £51,304,000, to which may be added rents, tolls, and the revenue from steam-boats, making altogether £53,235,510, or more than £1,000,000 per week. This shows a material advance on the previous year, the amount then being £48,892,780. In 1853 the total traffic receipts were a little over £18,000,000. The traffic receipts in 1872 were at the rate of 5s. 4½d. per train mile. In 1871 the rate was 5s. 3d., and the year before 5s. 1½d., which is the lowest on record. In 1853 the receipts were 5s. 5d. per train mile, and in 1856 they were as high as 5s. 11½d.

In analyzing the receipts from the passenger traffic it is important to observe that more than half—that is to say, as much as £10,319,000—is from the third-class. The revenue from first-class passengers is £4,319,000; from the second-class, £4,198,000; and from season-ticket holders, £892,000. Excess luggage, parcels, carriages, horses, dogs, &c., account for £1,930,000, and mails £623,000. Of the £29,000,000 from goods traffic, merchandise yields £16,688,000; live stock, £1,078,000; and minerals, £11,226,000. The passenger trains traveled 93,000,000 miles, and the goods and mineral trains nearly 95,000,000. Adding the journeys of the mixed trains, we get a total of more than 190,000,000 miles, a distance exceeding the diameter of the earth's orbit. The weight of the goods traffic comprised 100,495,000 tons of minerals, 49,194,000 tons of general merchandise, and 23,618,000 tons unclassified. To carry on this traffic there were nearly 11,000 locomotives, nearly 24,000 passenger carriages, and more than 300,000 wagons. Other vehicles attached to passenger trains amount to 8,500, and miscellaneous vehicles used on the lines 5,000, making a total of nearly 349,000 under the head of rolling stock. It would be a curious piece of information to know how far all these vehicles would extend in a single line.

Against the gross receipts of more than £53,000,000, we have to put a working expenditure of £26,293,000, leaving the net receipts slightly under £27,000,000, the proportion of working expenditure to the gross receipts being 49 per cent. In 1871 this proportion was 47 per cent. In 1867 it was 50 per cent. In 1860 and 1864 it was as in 1871. In 1872, the proportion was 49 per cent on the English railways, 51 per cent on the Scotch, and 53 per cent on the Irish. The working expenditure of all the lines taken together includes £4,870,000 for maintenance of the permanent way, £7,146,000 for engine power, £2,150,000 for repairs and renewals of carriages and wagons, £7,574,000 for traffic charges, (coaching and merchandise,) more than £1,000,000 for rates and taxes, a little over half a million for Government duty, £300,000 "compensation for personal injury," &c., £186,600 compensation for damage and loss of goods, and £299,000 for legal and Parliamentary expenses. General charges, steamboat, canal, and harbor expenses, and miscellaneous matters, make up the total working expenditure. The compensation for personal injury amounts to £246,700 on the English lines, the Scotch lines paying £41,300, and the Welsh £6,700.

☞ The Illinois Central Railroad Company and the Southern Railroad Association are building a link of about 85 miles between Cairo, Ill., and Jackson, Tenn., which will make a close connection with the entire Southern Railroad system, avoiding the water transfer of twenty miles between Cairo and Columbus, Ky. The work is progressing rapidly, and is expected to be finished about next October. On the completion of this road Chicago will have an uninterrupted railway line to Mobile and New Orleans by the Illinois Central Railroad, over which passenger trains will run the entire distance without change of cars.

☞ The proposed Brownsville and Youghiogheny, (Penn.) Railroad, of which A. L. McFarland is President, is to extend from Brownsville, Fayette county, to Greensburg, Westmoreland county, by such route as may be deemed most practicable and important. Three routes have been suggested, but as yet the question has not come up for consideration. The Redstone Coal Company is taking an interest in the projected work, and will give it aid.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*	100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley	50	2,266 350	— & —	---- ----
Atlanta and West Point	100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf	100	3,693,200	— & —	---- ----
" " pref.	100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*	100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.	100	1,500,000	— & —	---- ----
Avon, Genesee & Mt. M.*	100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio	100	13,151,962	M. & N	May '73 5
Washington Br.	100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref	50	5,680,685	— & —	---- ----
Berkshire*	100	600,000	J.A J&O	July '73 1½
Blossburg & Corning*	50	250,000	J. & D.	Dec. '72 2½
Boston and Albany	100	19,684,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.	100	633,200	— & —	---- ----
Agricultural Br. guar	100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref	100	800,000	M. & N.	May '73 3
Boston and Lowell	500	2,852,900	J. & J.	July '73 4
Boston and Maine	100	6,816,807	M & N.	May '73 4
Boston and Providence	100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*	100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv.	100	5,636,000	M. & S.	Sept. '73 5
" " pref.	100	1,485,900	M & S.	Sept. '73 5
Camden and Amboy*	100	6,847,800	J.A J.O.	July '73 2½
Camden and Atlantic	50	379,020	— & —	---- ----
" " pref.	50	752,700	— & —	Oct. '72 3½
Cape Cod	50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville*	50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.	50	426,900	Novemb.	Nov. '71 6
Catawissa*	50	1,169,500	— & —	---- ----
" pref.	50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*	50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*	100	6,850,400	M. & N.	May '73 1½
" " pref.	100	769,600	F. & A.	Aug. '73 3½
Central of Georgia	100	4,666,800	J. & J	July '73 5
Central of New Jersey	100	20,000,000	J.A J&O.	July '73 4
Central Ohio*	50	2,425,000	J. & D.	June '73 3
" pref.	50	400,000	J. & D.	June '73 3
Central Pacific	100	54,275,500	----------	Sept. '73 3
Chemung*	100	380,000	J.A J&O	July '73 1½
Cheshire, preferred	100	2 100,000	J. & J.	July '73 2
Chicago and Alton	100	8,929,900	M. & S.	Sept. '73 5
" " pref.	100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy	100	18,652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*	100	3,916 300	J. & J.	July '73 4
Chicago & N. Western	100	15,033,480	J. & D.	Dec. '72 3½
" " pref.	100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific	100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton	100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev*	50	2,980,550	— & —	Apl. '72 10s
" " pref.	50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind.	100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*	50	2,057,589	M. & N.	May '73 3½
Cleveland & Pittsburg*	50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*	100	18,000,000	----------	---- ----
Columbus and Xenia*	50	1,786,800	M.J.S.D.	June '73 2
Colum. & Hocking Val.	100	2,500,000	F. & A	Aug '73 5
Concord	50	1,500,000	M. & N.	May '73 5
Concord and Ports.*	100	850,000	J. & J.	July '73 3½
Conn. & Passum p Riv.	1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River	100	$1,850,000	J. & J.	July '73 5
Cumberland Valley	1	$1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk	50	400,000	M.J.S.D.	Dec '71 4
Delaware*	50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn.	50	18,868,850	J. A. J.O.	July '73 5
Detroit & Milwaukee *	50	822,140	— & —	---- ----
" " pref.	50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*	100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*	50	1,309,200	J. & J.	July '73 3
East Mahanoy *	50	392,950	J. & J.	July '73 3
Eastern (Mass.)	100	4,262,600	J. & J.	July '73 3
Eastern (N. H.)	100	492,500	J. & J.	July '73 3
Elmira, Jef & Canand*	100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport*	50	500,000	M. & N.	May '73 2½
" " pref.	50	500,000	J. & J.	July '73 3½
Erie Railway	100	78,000,000	----------	Oct. '73 1
" pref.	100	8,536,910	----------	Oct. '73 3½
Erie and Pittsburg*	50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg	100	4,000,000	J. & J.	July '73 4
Georgia	100	4,166,000	J. & J.	July '73 4
Grand River Val.* guar	100	1,000,000	— & —	---- ----
Grand Trunk, (Ca.)	100	14,367,946	— & —	---- ----
Great Western, (Ca.)	100	19,237,404	A. & O.	Oct. '73 2½
Hannical & St. Joseph	100	4,151,700	F. & A.	Aug. '70 3½
" " pref.	100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)	50	116,850	M. & N.	May '73 5
Harlem Extension	100	4,000,000	— & —	---- ----
Harrisburg & Lancaster*	50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref.	100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top.	50	880,000	— & —	---- ----
" " pref.	50	450,750	J. & J.	July '68 3½
Illinois Central	100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf.	50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*	100	4,625,000	— & —	---- ----
Jeffersonv., Mad. & Ind.	100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*	100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*	100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So.	100	40,466,500	F. & A.	Aug. '73 4
" " (guar.)	100	533,500	F. & A.	Aug. '73 5
Lawrence*	----	260,200	— & —	---- ----
Leeds and Farmington*	100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna	50	3,739,300	M. & N.	May '67 5
Lehigh Valley	50	21,468 900	J.A. J.O.	July '73 2½
Little Miami*	50	5,871,450	J.A. J.O.	Apl. '73 3
Little Schuylkill*	50	2,646,100	J. & J.	July '73 3½

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island	50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex	50	1,623,488	J. & J.	July '69 3
" " pref.	100	848,700	J. & J.	July '72 4½
Louisville & Nashville	100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi	100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence	100	200.000	A. & O.	Apl. '73 3
Lykens Valley	20	600,000	F.M.AN	Feb. '73 2½
Macon and Western	100	2,500,000	J. & J.	July '73 5
Maine Central	100	3,400,500	— & —	---- ----
Manchester and Law	100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati	50	1,372,891	— & —	---- ----
" " 1st pref.	50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.	50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*	----	400,000	F. & A.	Aug. '73 3
Memphis & Charleston*	25	5,312,725	J. & D.	Jan. '69 3
Michigan Central	100	18,728 204	J. & J.	July '73 4s
Mill Creek & Minehill*	50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul	100	13,398,550	J. & J.	Dec. '70 7s
" " pref.	100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.*	50	3,856,450	J. & J.	July '73 3½
Morris and Essex*	50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell	100	800,000	M. & N.	May '73 5
Naugatuck	100	1,877 900	F. & A.	Aug. '72 6½
Nesquehoning Valley*	50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*	100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton	100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.*	50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp	100	605,000	J.A J.O.	Sept '72 3
New Jersey*	100	7,295,200	J.A. J.O.	July '73 2½
New London Northern*	100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R.	100	89,428,330	A. & O	Oct. '73 4
New York and Harlem	100	8,500,000	J. & J.	July '73 4
" " pref.	100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf.	100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston	100	2,000,000	J. A. J.O.	July '73 2½
Nisg. Bridge & Canand*	100	1,000,000	J. & J	Jan. '73 3
North Carolina*	----	4,000,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref.	100	111,000	M. & N.	May '67 4
North Pennsylvania	50	3,150,150	January.	Jan. '72 5s
Northern Central	50	5 842,000	M. & N.	Nov. '72 3
Northern N. Hampsh.	100	3,008,400	J. & D.	June '73 4
Northern New Jersey*	100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*	100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*	100	3,077,800	J. & J.	Jan. '73 3
" " pref.	100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi	100	19,995,847	J.A. J.O.	----------
" " pref.	100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R.	50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport	100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*	100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri	100	3,635,750	— & —	July '73 1½
Panama	100	7,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*	100	630,000	J & J.	July '73 4
Paterson and Newark*	100	500,000	J. & J.	----------
Paterson and Ramapo*	100	243,000	J. & J.	July '73 3
Pember. & Hightstown*	50	342,150	J. & J.	Jan. '71 3
Pennsylvania	50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*	100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*	50	6,004,300	J. & J.	----------
" " pref.	50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn*	50	1,626,250	M.J. S.D.	Sept. '73 3
Philadelphia & Reading	50	32.684,375	J. & J.	July '73 5
" " pref.	50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*	100	1,259,100	J.A. J.O.	July '73 2½
Phila., Wil. & Balt.	50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*	100	19,714,285	J.A. J.O.	Apl. '73 1½
" Special Imp.	100	2,000,000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams	100	440,000	J. & J.	July '73 3
Portland and Kennebec	100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates	100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm	100	1,500,000	J. & J.	July '73 5
Providence & Worces.	100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston	100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *	100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*	110	557,500	— & —	----------
Rome, Watert. and Ogd.	100	2,998,900	J. & J.	July '73 3½
Rutland*	100	2,700,000	— & —	----------
" preferred	100	4,300,000	F. & A.	Aug '73 3½
St. Croix and Penobscot	100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute	100	2,300,000	— & —	----------
" " pref.	100	2,040,000	May.	May '68 7
St. Louis and Iron Mt.	100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.	100	12,000,000	----------	---- ----
" " pref.	100	12,000,000	----------	Nov. '72 $2
Saratoga and Schenec.*	100	300,000	A. & O.	Apl. '73 5½
Schuylkill Valley*	50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke	100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottav.*	50	869,450	F. & A.	Aug. '73 3
Shore Line*	100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*	100	438,300	J. & J.	Jan. '72 3
South Carolina	100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *	100	3,939,900	F. & A.	Feb. '73 4
Staten Island	100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*	100	448,700	J. & J.	Jan. '72 3½
Stony Brook*	100	287,300	M. & N.	May '72 3
Summit Branch*	50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)	100	317,350	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*	100	1,670,189	— & —	July '73 3
Taunton Branch	100	500,000	J. & J.	July '73 4
Terre Haute & Indiana	100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref.	100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.	100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*	100	274,400	J. & D.	Dec. '71 3½
Utica and Black River	100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*	100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.		Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass	100	$2,800,000	M. & N.	May '73 3
Warren (N. J.)	100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley	100	225,000	A. & O.	Apl. '72 2½
West Jersey	100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*	100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*	100	500,00	J. & J.	July '72 3½
Worcester and Nashua	75	1,400,556	J. & J.	July '73 $5
HORSE-POWER R. R.				
Albany City	100	110,300	— & —	---- ---- 2½
Baltimore City	100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y)	100	900,000	— & —	----------
Boston and Chelsea	100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)	100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)	100	2,100,000	J. & D.	Jun. '70
Brooklyn City	100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt.	100	660,000	J. & J.	July '70
Brooklyn and Jamaica	100	488 100	— & —	----------
Bushwick (Brooklyn)	100	803,000	J. & J.	July '71 3½
Cambridge	100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv.	100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)	50	500,000	J. & J.	July '73 7
Citizens' (Pbg.)	50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.	100	500,000	— & —	----------
D. Dock, E. B'dw. & Bat.	100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)	100	1,000 000	J. A. J.O.	Oct. '71 3
Elizabeth and Newark	100	200,000	— & —	---------- 3
42nd St. & G. St. Ferry	100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.)	50	491,750	J. & J.	July '73 5
Germantown (Ph.)	50	1,000,000	J. & J.	July '73 3
Girard College (Ph.)	50	500,000	J. & J.	July '71 3
Grand St. and Newton	100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.)	50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm.	50	2,050,000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.)	25	105,000	A. & O.	Oct. '71 6
Lynn and Boston	100	200 000	— & —	----------
Malden and Melrose	100	200,000	— & —	----------
Metropolitan (Boston)	50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston)	100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)	100	197,320	— & —	----------
Orange and Newark	100	282,555	— & —	----------
Philadelphia City	50	750,000	J. & J.	July '73 4
Philadelphia and Darby	20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry	50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester	50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)	100	888,100	J.A. J.O.	July '73 2
Second & Third St. (Ph.)	50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.)	50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)	100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)	100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)	50	1,000,000	J. & J.	July '71 1
Somerville (Boston)	100	75,000	M. & N.	May '73 3
South Boston	50	400,000	J.A. J.O.	July '73 2½
Union (Boston)	100	200,000	----------	July '72 7½
Union (Phila.)	50	400,000	J. & J.	July '72 6
West Philadelphia	50	400,000	J. & J.	July '73 3
CANALS.				
Chesapeake & Delaware	50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio —	25	8,229,694	— & —	----------
Delaware Division	50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson	100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*	100	5,847,400	J.A. J.O.	July '73 2½
Erie of Pennsylvania	50	64,000	— & —	----------
Lehigh Coal & Navigat.	50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.	50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)	100	1,025,000	F. & A.	Aug. '72 2
" (preferred)	100	1 175,000	F. & A.	Aug '72 5
Pennsylvania	50	4,337,950	— & —	----------
Schuyl. Nav. (common)*	50	1,908,207	F. & A.	Feb '73 30c
" " (pref.)	50	2,898,977	F. & A.	Feb '73 60c
Susq. and Tide Water	50	2,002,746	— & —	----------
Union	50	2,907,850	— & —	----------
" preferred	50		— & —	----------
W. Branch and Susq	50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.				
Adams Express	100	10,000,000	M.J. S.D.	Sept. '73 2
American Coal	25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.	100	18,000,000	J. & J.	July '73 3
Ashburton Coal	50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship	100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City	100	1,000,000	— & —	----------
Butler Coal	25	500,000	J. & D.	Dec '69 85c
Canton	100	731,250	— & —	----------
Consolidation (Md.) Coal.	100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.	100	500,000	— & —	Apl. '73 6
Maryland Coal	100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold	100	2,836,600	— & —	----------
" pref.	100	8,698,400	— & —	----------
" certif.	100	2,324,000	J. & J.	----------
Pacific Mail Steamship	100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel.	25	3,000,000	----------	---------- 2½
Pennsylvania Coal	50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car	100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common	100	6,700,000	— & —	----------
" preferred	100	4,300,000	— & —	----------
Spring Mountain Coal	50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal	10	1,000,000	— & —	----------
United States Express	100	6,000,000	F.M.A.N	Aug '73 2
United States Trust	100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp	100	6,000,000	J. & J.	July '73 4
West. Union Telegraph.	100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal	100	2,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal	100	1,250,000	F. & A.	Aug. '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Sept. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	116¼
.. .. coupon	4,656,000	6	" "	1880	117¼
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109¼
Loan of July 17, and Aug. 5, 1861....registered	125,565,150	6	Jan. & July	1881	116¼
.. .. coupon	63,755,200	6	" "	1881	117¼
Loan of Feb. 25, 1862 (5-20s).....registered	23,201,000	6	May & Nov.	1882	113¾
.. .. .. (5-20s).....coupon	187,367,050	6	" "	1882	114
Loan of March 3, 1863..... registered	53,553,500	6	Jan. & July.	1881	116¼
.. .. coupon	21,446,500	6	" "	1881	117¼
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	115¼
Loan of June 30, 1864 (5-20s).....registered	26,474,650	6	May & Nov.	1884	115¼
.. .. .. (5-20s).....coupon	33,886,650	6	" "	1884	115
Loan of March 3, 1865 (5-20s).....registered	34,946,700	6	May & Nov.	1885	115
.. .. .. (5-20s).....coupon	119,141,750	6	" "	1885	115¼
.. .. 2d series (5-20s).....registered	58,471,650	6	Jan. & July.	1885	114¼
.. .. .. (5-20s).....coupon	148,388,400	6	" "	1885	115¼
.. .. 3d series (5-20s).....registered	90,535,150	6	Jan. & July.	1887	114¼
.. .. .. (5-20s).....coupon	224,477,550	6	" "	1887	116
.. .. 4th series (5-20s).....registered	14,059,000	6	Jan. & July.	1888	115¾
.. .. .. (5-20s).....coupon	24,276,250	6	" "	1888	116
Loan of March 3, 1864, (10-40s)....registered	140,387,800	5	Mar. & Sept.	1904	112¼
.. .. .. (10-40s) .....coupon	54,179,700	5	" "	1904	112¼
Consols of July 14, '70 & Jan. 20, '71.registered	143,570,100	5	F. M. A. & N.	1881	114¼
.. .. coupon	106,429,000	5	" "	1881	112
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	112¼
U. S. Notes and Fractional Currency.....	400,969,529	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	46?
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84¼
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 9,900,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'89-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "		....
.. Bonds of Act of March 12, 1866.....	3,9 0, 00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	'72-'74	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1886	84
Illinois—($2,133,634):				1890	
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	'90-'92	....
.. Refunded Stock Bonds, 1859	348,000	6	" "		....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1878	....
.. War Loan Bonds, 1861.....	417,000	6	" "	'77-'78	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1880	
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	1881	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "		....
Kentucky—($2,750,810):				'83-'84	
.. State Bonds 1838 and '43.....	100,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	55
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N. O., Mob. & Chat. R. R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		99¼
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	99¼
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	93¼
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	104

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	100
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,832,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	716.000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	...
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	91¼
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	..
.. S. W. Br. of Pacific R. R. bonds, guar..	11,496,000	7	" "	'74-'90	96¼
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98?
.. War Loan Bonds, July 1, 1864	800,000	6	Mar. & Sept.	'84-'89	97?
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98?
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104¼
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	8	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	6	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'75	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	105½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104¼
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'93-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	103
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,690,550	6	" "	'77-'82	103¼
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99¾
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1868	29
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	14
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	800,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	81
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					85
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43¼
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39¼
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'67	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1836	....
Alabama Central:						
1st Mortgage	1,900,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	"	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Alleghenny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	93
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1809	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	98⅞
Loan of 1850-'80	579,500	6	" "	"	1880	98½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	98½
Loan of 1855-'90 (Balt.) sk'g fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquia:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96½
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1886	81
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1890	29½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. Loan (sec'r'd by $1,000,000 Bds.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1896	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	86
Burlington and Missouri River:						
Land and R. R. Mortgage	5,053,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	94
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	80
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95
Camden and Burlington County:						
Consolidated 1st Mortgage	383,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	75
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	75½
Cedar Rapids & Mo. Riv. (C. & N.W):						
1st Mortgage, 1st Div. $10,000 pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. C	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	89
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1888	100
State Aid B'ds (int. by State) gold	1,500,000	7*	" "	" "	1895	107
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1878	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P.W. & B.	165,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default).....	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage.....	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income.....	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872.....	6,983,225	7	Jan. & July.	Boston.	1896	93½
1st Mort. (Aun. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	94½
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.....	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m....	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.).....	755,000	7	May & Nov.	" "	1883	96½
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1886	100
Appleton Ext. (25 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)..	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")....	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")....	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,560,000	7	F. M. A. & N.	" "	1915	89½
Equipm't(Eng & Cars,$2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.)guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1898	101½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd,skg fd for$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad. & Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar.by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar.by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	80½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $5,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	700,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	87½
Consol. sinking fund guar.....	528,000	7	May & Nov.	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	89½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1,2,8,4.	67
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	700,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	6	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1937	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,981,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	106,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	185,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Matteon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds(Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,090,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	670,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	103½
3d Mortgage	4,582,000	7	" "	" "	1883	96
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	98
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol. Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY&London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (56,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,050,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York	'71-'77	90
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	82½
1st Mort. (Q. & Palm.R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,674,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	62
Illinois Central:						
Construction bonds, cur. skg f'd.	5,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1905	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,008,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,0 0,000a)	6,455,000	5*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1 500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.)	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	2.0,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1889	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	96
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	95½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1890	99
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1895	101½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 Buff. & Erie.	100.000	7	May & Nov.	" "	1813	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1866 "	3,000,000	7	April & Oct.	" "	1896	96
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1890	....
1st Mort. Oct 1, 1857(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.A.&Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	war	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000 000	4,712,000	7	March & Sept.	"	1910	102
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000.000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	94½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1899	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1869	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main Line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'75	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $5,000,00 (392 m.)	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	690,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000.00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746.300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	80½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101
2d Mortgage Dollar	2,500.000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	80½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Masaillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Mayaville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	113
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	99
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	100
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t.f.guar	640.000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar..	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div.-Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	81½
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	105½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20.000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, sk. fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,500	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	100
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1880	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3 000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N OtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C& H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754.000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250.000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	468,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	88½
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	90½
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(R.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	83½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	90½
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (.) C. R. R)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	92½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	66½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	89
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income B nds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	100½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	3 0,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	100
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.L.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered	3,414,000	7	" "	"	1911	102
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.							
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	96
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	75
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	92½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	100
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold.		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1901	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)		360,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1906	....
1st Mort. (T.,by. Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		167,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	75
Rich., Fredericksburg & Potomac							
Sterling Loan		97,77[illegible]	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond.	1876	....
1st Mortgage		176,000	8	April & Oct	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20 000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" " ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	70½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96½
St. Louis, Jacksonv. & Chic.(C&A):						
1st Mortgage Mar. 1st, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	87½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) skg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark (C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500.000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	"	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	82
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	78½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	70½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	57
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96
Sterling Loan £369,200	1,844,000	5*	March & Sept.	London.	1894	....
Sterling Loan £380,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage		7				....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	25
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,489	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	75½
4th Mortgage	846,000	8	March & Sept.	" "	1900	87½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren(D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000		7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....			....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$409,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	97
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1890	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	76½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1893	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	235,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	99
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	99
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1873	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	90
Boat and Car Loan	756,650	6	" "	"	1888	75
Boat and Car Loan	628,100	7	" "	"	1880	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	...	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	92½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	...	...	...	....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,168	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35·8	.....	(Phila. & R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	95,000	—	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	28.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	...	...	...	....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	(In prog	ress to N.	Mexico.)	.....	.....	.....	—	100	15½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	380,991	—	347.5	635,350	93,284	.....	983,966	339,539	—	100	....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	630,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	...	...	...	....	*Atlantic and Pacific* ¶.Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,089	.....	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	*	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	—	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	....
Nov. 30, 1872	87.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	28,152,269	454.6	9,172,997	.....	.....	10,654,472	4,582,072	8	100	168
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	...	...	...	....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	.....	—	100	5½
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600.000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	146½
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171.511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,566,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949.688	620,053	1,293.969	241,016	8	500	127½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	115
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	2,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	152
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,044	*	.....	.....	424,704	1,687,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869 500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie..N.Y. & Penn.	3,330,000	—	—	—	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	...	...	...	....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	...	...	...	....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	....	.....	(In progr	ess.)	.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	...	...	...	....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	—	—	—	—	Cairo and Vincennes.....Illinois.	7,500,000	—	—	—	4,000,000	3,520,000	—	—	160.0	—	(Recently	completed	.)	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	—	—	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	72
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	...	...	...	....	Canada Central.....Canada.	685,156	*	—	5,888	—	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	2?9.0	63.0	29.2	—	...	...	...	....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	.....	.....	(Recently	completed	.)	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245.594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	280,417	76,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	—	—	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	561,139	*	—	—	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	426,000	—	.....	—	24.0	.....	.....	.....	.....	.....	6	25	....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	—	—	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	39½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538.006	*	—	—	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	....
Dec 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)		128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,283,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R	.)	.....	—	100	....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	801	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424.935	7,882,236	7,649,492	4,310.442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	101½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499.9 9	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	40½
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485.693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.6	.....	588,533	746,153	11,963.641	6,952 362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	*	—	13,897	628,060	500,000	3,150	—	22.8	39 140	.....	.....	60.440	20.440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	28,542,490	3 *	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,878	115,472	777.622	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	...	...	....	Chester and Tamaroa.....Illinois.	1,000,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,768	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	—	(Phila. a	nd Readin	g R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,548,501	11,355,300	5,446,630	3,255,428	303,778	649.1	5,902,102	772,606	1,601,798	5,156,326	1,879,147	10	100	102½
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 month	hs on 825	miles.)	7,554,575	2,899,886	10	100	97
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	845,068	.....	78.0	(No inf	ormation	furnished.	.....	.....	—	100	....
Dec. 31, 1872	78.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	131.0	(No inf	ormation	furnished.	.....	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic. &	Northwes	tern R. R	Co.)	.....	8	100	....
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,692,135	—	100	53
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	.....	—	(Operat	ed by con	tractor—N	o report.)	.....	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	(No information.)				.....	.....	.....	.....	—	(Being co	nstructed.)		.....	.....	—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,869,906	2,109 406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	101½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	informati	on.)	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	289.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	.....	.....	7,000,000	5,000,000	1,658,551	.....	—	(Chic., R	ock Islan	d and Pac	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	36.	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105 453	—	—	—	673,000	314,000	118,453	.....	—	(Mariett	a and Cin	cinnati R.	R. Co.)	.....	—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	—	.....	(Sold	n	der forec	lose. for	$1,000,000	—	—	—	—	—	312,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	.....	.....	.....	.....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	.....	.....	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	—	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,350	.....	42.0	.....	.....	.....	229,635	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756 952	—	.....	.....	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,330	16,108	.....	215.5	741,280	254,436	283,393	850,755	339,244	—	100	11½
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	.....	.....	.....	25.0	20,360	4,032	.....	.....	7,047	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,991,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,626	7	100	85
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	.....	.....	2,059,200	1,164,000	.....	.....	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,619	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,884,344	396,663	440,411	225.0	2,316,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	85
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,589	23,555,174	130,974	.....	681.0	4,590,845	646,459	1,390,697	4,411,095	783,881	—	100	27
Dec. 31, 1872	76.0	4.0	.....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999.300	*	.....	.....	1,474,300	525,000	.....	.....	40.0	.....	.....	.....	90,216	14,967	—	100	....
Dec. 31, 1872	76.9	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578.037	1,672,739	268,658	59,094	1,208,810	2,148,000	291,199	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.6	802,162	613,842	692,768	1,040,115	150,759	10	50	162
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	*	261,151	128,946	2,127,273	1,357,100	39,767	246,371	143.7	458.581	167,112	171,923	812,768	308,902	6	100	85½
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729 311	215,481	10	100	137
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,468,589	246,175	.....	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....
Sept 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,028	2,436,500	96,323	.....	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	.....	.....	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,495	100,000	22,240	.....	17.0	.....	.....	.....	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,148	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,917	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....	.....	—	(Leased	to Penns	lvania R.	R. Co.)	—	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	80,050	25,681	33.5	101,553	159,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90.0	32.0	....	20.0	.....	.....	.....	.....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....	.....	90.0	(Recentl	y opened	—No repo	rt.)	.....	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,088,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,623	34	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	.....	.....	31.5	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	.....	.....	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware [¶]	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	.....	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	14	259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	116.0	—	119.0	—	128	20	9	1,389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,378	3,347,671	4,746,678	2,867,965	10	100	98
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	48,862	371,903	196,997	—	100	....
Dec. 31, 1872	118 0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1	873.)	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,808,285	*	.....	.....	6,523,600	5,070,000	930,000	.....	250.0	447,679	108,599	198,360	776,264	127,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)	.....	—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	ecently op	ened—no	returns.)	.....	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,290,388	.....	19,259	189.0	775,746	438,074	330,559	1,381,663	442,155	—	100	....
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	610,000	.....	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	.....	.....	—	(Leased	to Maine	Central.)	.....	18,000	6	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12,338	7,781	22,792	7,175	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	.....	.....	.....	—	(Boston	and Maine	R. R. Co.)	.....	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,993,200	—	—	—	5,000,000	880,000	.....	.....	—	(Leased	by Illinois	Central.)	.....	.....	6	100	62
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,800,000	554,407	.....	58.0	.....	.....	.....	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	—	—	9,870	350,000	—	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	.....	.....	—	(Penney	lvania R. R	Co.)	.....	.....	—	50	....
Oct. 31, 1872	86.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	.....	.....	—	(Phila. &	Reading	Co.)	.....	.....	6	50	....
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	34.750	661.293	1,970.024	3,889,900	168,593	3,735,377	270.0	.....	172,395	1,201,492	366,692	—	100	....
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,382,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,320	1,973,623	574,201	—	100	98½
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	—	—	—	—	—	—	—	—	23.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore [¶]	Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0	(No state	ment furni	shed.)	.....	.....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	....	....	....	....	Elizabeth and Paducah	Kentucky.	6,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	185.0	(R	ecently o	pened—no	returns.)	.....	—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	.....	.....	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,479	568,131	1,183,257	86,536,910	26,398,800	2,517,301	.....	954.0	13,318,504	3,598,488	5,564,274	18,371,885	4,720,285	14	100	55½
Sept. 30, 1872	12.5	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,392	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328.686	*	96,500	47,046	1,045,450	890,000	586,502	.....	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	.....	.....	2,000,000	3,297,000	.....	.....	114.0	749,260	265,956	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	16	15	5	302	European and North American	Maine.	8,725,907	*	.....	.....	4,753,773	3,230,360	.....	.....	114.0	154,290	298,082	.....	367,574	165,289	—	100	....
Aug. 31, 1872	100.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,452	132.0	359,515	146,036	.....	566,979	218,645	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	234,633	271,986	213,351	5.8	11,988	106,787	.....	42,378	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Pbg. &	Connells	v. R. R. Co.)	.....	.....	7½	50	....
Sept. 30, 1872	50.3	43.2	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	.....	4,000,000	(	.....	511,300	93.8	716,246	1,869,427	740,123	1,350,289	323,935	8	100	130
Dec. 31, 1872	12.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. Delaware R.		R. Co.)	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	....
Sept. 30, 1872	11.8	6.3	16.2	5	19	5	8		Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109.0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,816	28,574	—	100	....
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	....
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio. .Texas.	2,251,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,658	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,006	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	67,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1					Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	....
Dec. 31, 1872	263.7	26.0	13.2	55.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,996	2,800,000	3,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	166,900,746	*	5,197,216	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,877.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—					Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin.....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....			(Not r	egularly o	perated.)				100	....
Sept. 30, 1872	14.0	—	0.8	—					Greenwich and Johnsonville.....New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific ¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)				100	....
Dec. 31, 1872	28.0	—	1.4	—					Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	70.0	—	4.0	—					Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—					Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,434,670	670,529	—	100	30
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	80	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,500	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—					Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,661	6,500,000	550,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill ¶..R.I., Ct & N.Y.	4,201 486	598,875	.....	.....	2,037,910	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	387,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)		75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—					Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept. 30, 1872	10.3	—	0.8	—					Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New B	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	781,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	280,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	28	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	....
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.6	5,988,226	1,352,156	2,039,321	8,026,784	2,103,107	10	100	103½
Dec. 31, 1872	62 8	—	3.2	—					Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	...	....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)	—	—	—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	66	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	•	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,389	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	267	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec. 31, 1872	183.7	—	6.2	—					*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R. R. Co.)	337,462	118,112	—	100	....
Dec. 31, 1871	73.9	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103.302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.5	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 22, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.6	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—					Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,050,864	162,891	2,000,000	4,888,000	1,214,013	7,858	224.0	1,061,102	658,633	468,286	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—					Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	....
May 31, 1872	44.5	—	3.7	—					Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—					Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1872	58.0	—	3.1	—					Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—					Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R. Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.8	—					Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,208	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	....	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727,553	792,000	96,027	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	541.3	595.2	633.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	13,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,334	(Not yet t	n operatio	n.)			—	100	....
Jun. 30, 1872	37.0	—	.....	—	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—	(Opened t	hrough in	July, 1873.)			—	100	90¼

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p c
Sept. 30, 1872	74 0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74 0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	185,500	156,475	.....	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124 0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,466,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	135½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	6	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72 0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	72.0	.....	(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,350	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,936,938	592,322	5s	50	100
Dec. 31, 1872	95 0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	4,284	Northern Central ¶.....Md. and Penn.	11,636,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	68½
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,356	217,103	8	100	107
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,462	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0	.....	(No sta	tement pu	blished.)	.....	.....	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	129½
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171 894	417,373	1,005.979	263,867	6	100	60½
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,944	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	36½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,564,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	45
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	110½
Dec. 31, 1872	9.9	2.0	3.1	—	—	—	—	33	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,855	.....	11.9	.....	2,984,817	.....	203.094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9 6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertow	n & Osd.	RR.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	o R. R. C	o.)	5	100	....
Dec. 31, 1872	68.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	on: no ret	urns.)	.....	—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	113½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No	statement	furnished.)	.....	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	—	35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67 3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	byTol.Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer.	Sth'nR.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	166.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	106½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,640	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,600	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	———	20	50	....
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	82.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,966	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	48
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	18	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	176
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	63	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	108½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,926	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	50	122
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	455,321	660,478	197.1	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	108
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., L. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	(In opera	ion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.&Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,396	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.	.)	.....	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3 5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	87,856	115,484	40,361	—	100	....
Dec. 31, 1872	66.0	—	2.1	98.0	5	4	3	86	Portland and Ogdensburg.....Vermont.	1,662,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings	used in co	nstructio n.)	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	—	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased by Eastern		R.R. Co.)	.....	.....	10	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	(Operated for benefit of contractors.)					—	100	....
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Leased by Eastern		R.R. Co.)	.....	.....	6	100	91
Sept.30, 1872	41.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	624,464	508,200	506,079	.....	41.8	53,514	70,015	10,400	53,079	14,038	—	100	....

| | | |

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	51 —	@ 52 —
Gartsherrie		50 —	@ — —
Glengarnock		47 —	@ 48 —
Eglinton		— —	@ 46 —
Pig, American, No. 1		43 —	@ 44 —
Pig, American, No. 2		35 —	@ 38 —
Pig, American, Forge		31 —	@ 33 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@137 50

—STORE PRICES.—

Bar, Swedes, 1¼ x¼ & ⅜ 1¼ x ¾ to ¼ & ½ sq. 1¼ to 5x¾ to ¼ & ½ to 2sq. 6 to 12 x ¾ & ¼		175 —	@ — —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		82 50	@ 85 —
Bar Refined, 1¼ to 6 by ¼ & 5-16 in		87 50	@ — —
Bar Refined, 1 & 1¼ by ¼ & 5-16		90 —	@ — —
Large Rounds, 2¼@2½ to 3¾ @4 in		92 50	@107 50
Scroll		102 50	@135 —
Ovals and Half-round		110 —	@130 —
Band, 1 to 6 in. by 3-16 to No. 12		102 50	@105 —
Horse Shoe		117 50	@ — —
Rods, ¼@1-16 inch		92 50	@135 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		120 —	@160 —
Nail Rod	per lb.	— 9	@ — —
Sheet Russia, as to assortment	(gold)	— 18	@ — 18½
Sheet, Single, D. and T. Common		— 5¾	@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7	@ — 8½
Sheet Galvanized	List 10 per ct. disc.		
Rails, English	(gold) per ton.	65 —	@ 68 —
Rails, American, at Works in Penna. c'y.		— —	@ 75 —
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 50	@ 4 75
8d. and 9d.	"	— —	@ 5 —
6d. and 7d.	"	— —	@ 5 25
4d. and 5d.	"	— —	@ 5 50
3d.	"	— —	@ 6 25
2d. and 3d. Fine		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold) per lb.	— 34	@ — 34½
Straits	(gold).	— 31½	@ — —
English	(gold).	— —	@ — 28

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 10 62½	@11 — 12 50 @ 13 —
I. C. Coke	8 50	@ 9 — 9 75 @ 10 25
Coke Terne	7 50	@ 8 50 8 50 @ 9 75
Charcoal Terne	9 75	@10 25 11 75 @ 12 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 6¼	@ — 6½
Crude 40@47 gravity (in shipping order)		— 11½	@ — —
Refined, Standard White (in ship'g order)		— 17½	@ — 17½
Refined, S. W. (in jobbing lots)		— 18	@ — —
Refined, S. W. (in tin)		— 21	@ — 25
Naptha, Refined (65@73 gravity)		— 10	@ — 10½
Residuum....(in shipping order)	per gall.	— 10	@ — 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	—	@— 38
Copper, Bolts		—	@— 40
Copper, Braziers' (over 16 oz.)		—	@— 40
Copper, Nails		—	@— 45
Copper, Old Sheathing, &c., mixed lots		— 24	@— —
Copper, American Ingot		— 26½	@— —
Copper, English Pig		—	@— —
Yellow Metal, New Sheathing & Bronze		—	@— 27
Yellow Metal, Bolts		—	@— 32
Yellow Metal, Nails, Sheathing & Slating		— 27	@— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— 6½	@ 7 —
German Ordinary	(gold)	— 6½	@ 7 —
English	(gold)	— 6½	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 —	@18 —
Liverpool House Cannel		— —	@22 —
Anthracite (by cargo)	per ton of 2,000 lb.	$ 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston, Hart. & Erie	2½	2½	2	....	....	2
Canton Co	85	87	....	85	85	80½
Central Pacific 6s	99½	99½	99½	99½	99½	99½
Central of N. Jersey	101	101½	101½	..	....	101½
Chicago & Alton	101	....	....	....	102½	....
.. pref	....	....	....	....	....	....
.. 1 M	....	....	....	....	....	....
.. S. F	....	....	....	....	....	....
.. Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	98	....	....
.. 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	59½	60½	59	59½	57½	53
.. pref	78½	78½	78	76½	75½	75½
.. 1st M	....	....	....	....	....	....
.. S. F	....	....	....	....	....	....
.. Consol	....	....	89½	....	89½	....
Chic., Rock Isl. & Pac.	106½	107½	105½	105½	103½	101½
Chi., R. I. & Pa. 7s, 1896	....	....	101½	101½	101½	....
Clev., Col., C. and Ind.	84½	....	....	83½	....	86
Clev. & Pittsburg guar.	86½	86½	85½	85½	85½	85
.. 2 M	....	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
.. 4 M	87½	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	29½	29½	28½	28½	28	27
.. 1 M	89	....	....	89½	89½	89½
.. 2 M	....	68	....	....	....	....
Del. & Hudson Canal	113	112½	....	....	....	....
Del. Lack. & Western	98½	99	98½	98½	98½	98
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M 7s	....	....	....	....	....	....
Erie Railway	59	59½	59½	58	57	55½
.. pref	....	70	73	72½	71½	....
.. 1 M. 7s, 1897	....	....	....	....	....	....
.. 2 M. 7s, 1879	....	....	....	....	....	....
.. 3 M. 7s, 1883	....	....	....	97	....	96
.. 4 M. 7s, 1880	....	....	....	98	....	98
.. 5 M. 7s, 1888	....	....	....	....	....	97
.. 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	84	....	....
Hannibal & St. Joseph.	34	33½	33	33	33	30
.. pref	....	48	....	....	47½	....
.. 8s, conv	....	82½	82½	....	....	....
Hudson River	....	....	....	....	....	....
.. 2 M. S. F	....	....	....	....	....	....
.. 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	103½	....	....
.. 7s	....	....	....	102	102	....
Lake Shore & Mich. S'th.	91½	90½	91½	91	90½	....
Lake Shore Div. bonds	....	....	....	....	....	95½
Marietta & Cin. 1st pref	....	....	22	....	....	....
.. 2d pref	....	....	....	....	....	....
Michigan Central	89	86	85½	86½	86½	....
.. S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	....	....	....
.. 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
Milw. and St. Paul	46½	47½	46½	46½	45½	43½
.. pref	68½	70	....	68½	68½	67½
.. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 8s	....	....	....	....	....	....
.. 7 3-10s con	95	....	....	....	....	....
.. 7s, gold	88	....	....	....	....	....
Missouri 6s	91½	91½	92	92	92½	91½
.. H. & St. J. 8s	88½	....	....	90	....	....
Morris and Essex	91½	91½	91½	91½	91	....
.. 1st mort	100	....	....	....	....	....
.. 2d mort	....	....	....	....	99	97½
N. Y. Cen. & Hud. Riv.	103½	104½	103½	103½	104	99½
.. 7s, S.F. 1876	....	....	....	....	....	....
.. 6s. S.F. 1883	92½	....	92½	....	....	....
.. 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	129	129	128½	128½	129½	127½
.. pref	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	136½	....	....	....	135½	....
N. Carolina 6s, old	....	....	....	....	....	27
.. new	....	....	....	....	....	....
Ohio and Miss	37½	38½	37½	37½	37½	36½
.. pref	....	....	....	....	....	....
.. 2d M	....	83	....	83½	....	....
Pacific Mail S. S. Co	42½	44½	43½	43½	43½	42
Panama	115½	116½	115½	116½	115½	113½
Pitts., Ft. W. & Chi. gtd	94½	....	....	....	94	....
.. 1 M	....	....	....	....	....	....
.. 2 M	....	....	....	....	....	....
.. 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	30	29	30½	29	....
St. L., Alton & T. H	....	....	....	....	....	....
.. pref	39	....	....	....	....	....
.. 1 M	....	....	....	....	....	....
.. 2 M. pref	....	....	....	....	....	....
.. Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	81½	81
.. new	81	81½	81	80½	81	....
Tol., Wab. & Western	62½	63½	60½	60½	59½	55½
.. pref	....	....	....	....	....	....
.. 1 M	95½	95½	....	....	....	96
.. 2 M	....	....	....	92½	....	....
.. Equipment	....	....	....	....	....	....
.. St. Lou. Div	....	....	....	89	....	89
Union Pacific	24½	25	24½	24½	24½	23½
.. 1st mort	79½	79½	79½	79½	79½	78½
.. L. Gt. 7s	72½	72	....	71	70½	....
.. Inc. 10s	58½	58½	....	....	....	57
Virginia 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	....	....
.. consol	51	51	....	51½	....	....
.. def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	113	113	112½	
U. S. 5s, 10-40s, coup	112½	....	112½	....	....	112½
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	112½	112½	112½	....	112	
U. S. 6s, 1881, reg	116½	117	....	117½	116½	....
U. S. 6s, 1881, coup	117½	....	....	....	....	117½
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	113½	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	115½	....	....
U. S. 6s, 5-20s, c. 1864. 115	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	115	114½	....	115	....	....
U. S. 6s, 5-20s, c. 1865	....	115½	....	115½	115½	115½
U. S. 6s, 5-20s, r. n. '65	115½	....	....	....	....	114½
U. S. 6s, 5-20s, c. n '65	115½	....	115½	115½	115½	115½
U. S. 6s, 5-20s, reg. '67	115½	115½	....	115	116½	114½
U. S. 6s, 5-20s, c. 1867. 116½	116½	116½	116½	116½	116½	116
U. S. 6s, 5-20s, reg. '68	....	....	....	115½	....	....
U. S. 6s, 5-20s, c. '68	....	....	116½	116½	....	116
U. S. 6s, Pac. R.R. issue	113	....	112½	....	....	112½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	W.10.	Th.11.	F.12	Sat.13.	M.15	Tu.16
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	....	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	97½	97	96	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
.. pref	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Lehigh Navigation	35½	36½	36½	35½	35½	35½
.. 6s, 1884	....	....	....	....	90	....
.. Gold L	91½	....	....	91	....	....
.. R. R. L	....	....	....	....	....	....
.. Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	60½	60½	60½	60½	60½	60½
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	99½
Little Schuylkil R.R.	46	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	51½	....	....	....	....	51½
Morris Canal	....	....	....	....	....	....
.. pref	....	122	....	....	....	121
North Pennsylvania	....	....	....	....	....	....
.. 6s, 1880	....	....	....	99½	....	....
.. 7s	102	....	....	....	....	102
.. 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv	....	....	....	....	....	....
.. 7s	....	....	....	....	....	....
Pennsylvania R. R.	53½	53½	53½	53½	53½	53½
.. 1st M	100	....	....	....	....	....
.. 2d M	....	....	....	....	....	....
.. Gen. mort	....	....	....	....	....	....
.. .. reg	....	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
.. 6s, 2d series	103½	....	103½	....	....	103½
.. 6s, 3d series	108	....	....	....	....	....
Philadelphia City, 6s	98½	....	....	98½	99	
.. new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	54½	54½	55½	54½	54½	54½
Philadelphia and Erie	....	....	....	24	....	....
.. 6s	90	....	....	....	....	89
.. 7s	....	....	....	....	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkil Navigation	....	....	....	....	....	....
.. pref	....	....	....	....	12	12
.. 6s, 1882	....	71½	....	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	122	122	....	....	121½	121½
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. ..	....	....	61	....	....	....
Green & Coates ..	....	....	....	....	48	....
2d and 3d streets ..	....	....	....	....	....	....
Spruce and Pine ..	....	....	....	....	....	....
13th and 15th sts. ..	....	....	20	20	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 16.

	W.10.	Th.11.	F.12	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	98½	98½	....	....	98½	98½
.. 1886	....	....	....	....	....	....
.. 1890	98½	98½	97½	96½	96½	96½
.. 1884	....	....	....	....	....	....
.. 1900	....	....	....	....	96½	....
Balt and Ohio	....	....	....	....	168	168
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	98
.. .. 1885	....	....	....	....	....	91½
Marietta & Cin. 1st M.	102	....	101	....	101	101
.. 2d M	91½	....	....	....	....	....
.. 3d M. 8s	81	80½	....	....	80½	....
Northern Central	34½	....	....	....	....	....
.. bonds, 1885	92	....	....	....	....	....
.. .. 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	92	....	92½	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	52
Virginia 6s, Consol	....	51½	....	....	....	....
.. Defer. Certif.	11½	....	....	....	....	....
City Passenger R. R.	....	....	....	....	17	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 17.

	Th.11.	F 12.	Sat.13.	M.15.	T'u.16.	W.17
Boston and Albany ...	145	144½	...	....	145½	145½
Boston and Lowell	....	127½	....	....	....	....
Boston and Maine.....	116½	116½	....	115	....	...
Boston and Providence.	152	....	....	....	....	152
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s.....	30¾	30½	31	30¾	....	30½
Cheshire, pref.....	....	75	75	....	....	....
Chi., Burl. & Quincy.....	....	....	97	....	97½	97
Concord.....	....	....	....	....	....	....
Connecticut River.....	137	137½	....	....	....	137
Eastern.....	97	98	99	99	98½	98½
Fitchburg.....	....	....	130	....	130	....
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central.....	87	....	....	85½	86	86
Northern, N. H.....107	108	....	....	107	107	....
Ogdens. & Lake Champ	60½	60½	....	....	....	....
" pref.....	....	98½	....	....	....	....
Old Colony	....	....	111	....	111	110½
Ph., Wil. & Baltimore..	53	53¼	53½	....	54	....
Portl'd, Saco & Ports...	124½	124½	....	....	....	....
Union Pacific	....	....	....	....	....	24
" 6s.....	....	....	....	....	....	....
" Land Grant 7s....	....	....	....	....	....	....
" Income 10s.....	....	....	....	....	....	57½
Vermont & Canada.....	....	....	....	....	....	64½
Vermont & Mass.....	....	....	....	....	....	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	56½	55	55½	....
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	25½	....	....	25½	25½	25½
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy	41½	41½	....	41	40½	40½

London Stock Exchange.

	Closing Prices.— Aug. 29.	Sept. 5.
Atlantic & Gt. W. 1st mort., $1,000..	75 — 77	75 — 77
Do. 2d mort., $1,000.....	67 — 69	64 — 66
Do. Con. mort. B'nds Bisch's Cert.	42 — 44	42 — 44
Do. Reorg. Scrip.....	99 —101	96 — 98
Do. Leas. Lines, Rental Bonds....	90 — 92	90 — 92
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid.....	48½— 49¼	47½— 48
Do. 6 per cent Convertible Bonds..	98½— 99½	95½— 96½
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	96 — 97	93 — 94
Illinois Central $100 shares all paid..	84 — 86	84 — 86
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	102 —104	102 —104
Marietta and Cincinnati Rail. Bonds.	82 — 86	83 — 86
Michigan Central 8s 1882, conv.....	85 — 90	85 — 90
Panama 2d mort.....	84 — 86	84 — 86
Panama General mort.....	97 — 99	97 — 99
Pennsylvania, 2d mort.....	97½— 98½	97 — 99
Do. General mort.....	96 — 98	98 — 99
Do. $50 shares.....	43 — 44	43 — 44
Philadelphia and Erie 1st mort.....	99 — 100	99 —100
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, September 20, 1873.

Stock Exchange and Money Market.

Money has been more urgently sought after for speculative and mercantile purposes. Rates on call have been generally 6@7 per cent to the best class of Street borrowers with, toward the close, more stringency apparent, and the full legal rate as the current quotation, with, in many instances, a fractional commission paid by needy brokers for the use of funds from day to day. The discount market has been working much less satisfactory for the commercial public, and on strictly choice to prime grades of mercantile paper, the later quotations were as high as 9@12 per cent per annum, with a less free currency noted for commercial credits. The suspension of a prominent banking house tended to disturb confidence. It was generally believed, however, that the troubles of the firm would soon be ended, and its business activity speedily resumed. The city banks have shown a further material loss on their obligatory reserve, the last statement showing that they had $1,516,725 less than the 25 per cent reserve which the National banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, reduced its coin balance about $1,563,991 and its currency reserve $453,487. Its currency reserves at the close of the week were $30,856,961; and its coin board, $52,953,427. The clearances of the city banks averaged through the week about 91⅜ millions a day, and amounted in the aggregate, for the whole week, to $548,295,979, as against $553,727,902 the preceding week. The specie reserve of the city banks according to the latest return is $20,442,300, against $12,787,200 same time last year. The city bank deposits are now $207,317,500 against $209,546,000, week ending Sep. 14, 1872. The legal tender reserve amounts to $36,717,200, against $48,105,600 same time last year. The circulation now stands at $27,383,400 against $27,626,400 same time last year. The loans are now $284,536,200 against $284,650,300 at this date last year.

Gold has been moderately active, since our last. The speculative demand has been less confident. The customs inquiry has been up to a fair average. The export drain light. The range of the price during the week has been from 111@112, and the quotation on Wednesday was 111⅜ against 111¼ on Wednesday of the preceding week. The specie outflow last week, was only $510,963. The Gold Exchange Bank clearances have averaged a trifle over 153½ millions per day during the week.

The customs demand for Gold last week, averaged $519,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $93,798,049 against $111,149,649 during the same time in 1872. Government has disbursed through the U. S. Sub Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $54,526,529, against $58,709,532 during the same time in 1872. The export drain of specie was $510,963 last week, and the shipments since January 1, 1873, have been $40,989,302 against $58,045,452 during the same portion of 1872.

Foreign Exchange has shown more steadiness, with a rather better inquiry noted. Bankers' sixty day bills on London closed on Wednesday at 108½@108⅝; sight bills on London, at 109¼@109⅜. The week's exports of Domestic Produce have been to the currency value of $6,386,388.

Government securities, in sympathy with the variable course of Gold, have fluctuated slightly in price. The offerings at the current rates have been moderate. The demand has been equal to the available supply at the ruling figures. Ten Forties have been in exceptionally good request and, having been scarce, have been quoted higher.

U. S. sixes of 1881 closed on Wednesday of this week at 116⅞@117; U. S. Five-Twenties of 1862, 113½@114; U. S. Five-Twenties of 1864 at 113¾@114; U. S. Five-Twenties of 1865 115½@115¾; U. S. Five-Twenties of 1865 consolidated 115½@115¾; U. S. Five-Twenties of 1867, 116@116½; U. S. Five-Twenties of 1868, 116@116½; U. S. Ten-forties at 112½@113; U. S Fives of 1881 (Funding Loan) 111½@112; Six per cent. currency Sixes from 112¾@113.

Railway Mortgage Loans have been moderately sought after at firm rates for the more substantial loans. Central Pacific Sixes have been in fair demand closing firmly at from 99½@99¾. The Chesapeake and Ohio Seven per cent gold bonds have been in request at 90, and interest. Chesapeake and Ohio Sixes at 88½ and interest Western Pacific Sixes at 92@92½. The Northern Pacific 7-30 Loan has been selling to a fair extent, for investment purposes at par and interest.

The Railway and Miscellaneous share speculation has been moderately active, with prices quoted quite variable, and at the close, weak.

The directors of the Central Pacific Railroad Company of California have declared a dividend of 3 per cent on its capital stock of $54,275,500 all paid, up being its first dividend. It is payable on the 20th inst. on presentation of dividend warrant No. 1. Eastern stockholders can receive their dividend at the office of the company, No. 9 Nassau st., New York.

State bonds have been comparatively quiet, with prices quoted about steady.

General business has shown a moderate degree of animation. Foreign goods have been in fair request, as a rule, and held with firmness. There has been a fairly active movement noted in Copper, mainly for forward delivery, but at a shade easier prices; sales, 150,000 lbs, Lake, early delivery, at 26½c.,; 1,000,000 lbs., for forward delivery, at 27c. per lb. Scotch Pig-iron has been in good demand and very firm; sales, 890 tons Glengarnock, ex the City of Richmond on private terms, quoted at $47; also, 50 tons Summerlee at $48. No. 1 American Pig strong, as to price, but quiet. No. 2 do. dull and irregular. Sales, 500 tons Gray Forge on private terms. We quote: Eglinton Pig at $45@$46; Glengarnock, $47; No. 1 American Pig at $44@$46; No. 2 do. at $36@$38; English Rails at $64@$67, gold; American Rails at works, $75@$77; old Rails, $46@$47; Wrought Scrap, $40@$45, from dock and yard. Pig-lead has been very quiet, with foreign quoted at 7c., gold, for ordinary, and domestic at 6½c.@6¾c., gold. Spelter dull and quoted at $7 37½@$7 60, gold. Pig-tin has been quiet, with Straits quoted at 31¼c.; English at 28½c. Tin Plates have been moderately sought after at about previous figures. Sales, 750 boxes Charcoal at $10 62½@$10 75; 250 boxes Charcoal Terne at $10 12½@$10 25, and 240 boxes do., S. T. P., at $10, gold. Charcoal Plates quoted at $10 62½@$11; Charcoal terne, $9 50@$10; Coke, $8 37@$8 75; Coke Terne, $7 37½@$8 25, gold, per box. Zinc neglected and unchanged. Most kinds of domestic produce have met with a readier sale, though at unsettled prices. Flour and Wheat closed lower; Corn, Oats, Pork, Lard, Bacon, Cheese, Naval Stores and Petroleum firmer; Cotton also steadier toward the close, and old stock offered less freely. Middling upland Cotton left off firmly at 20¼@20⅝c. per lb. Tobacco and Wool have been quoted firm. Hides and Leather, moderately dealt in at full rates. Ocean freights quite brisk, and rates well maintained; room on berth, and suitable tonnage on charter, scarce.

At the Live Stock Markets, Beeves have been more sought after at from 7@8¼ cts. Veals in fair demand at 6@10 cts. Sheep at from 4¼@6½ cts.; Spring Lambs 5¾@7¾ cts; Swine at 5¼@5⅝ cts. per lb., all live weight. The week's receipts were 10,048 Beeves, 3,176 Veal Calves, 31,151 Sheep and Lambs, and 38,341 Swine.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 20⅛; New Jersey Southern R. R., 22¼; Rensselaer and Saratoga R. R., 104; Warren R. R., 83; Illinois Central scrip, 100; Boston, Hartford and Erie 1st mort., 29¾; Canada Southern 1st mort., 75; Mil. and St. Paul 1st mort. Iowa div., 81⅛; Western Pacific bonds, 92; Central Pacific State-aid bonds, 107; Am. Dock and Imp. 7s, 96½; Albany and Susquehanna, R. R., 92½; do. 2d mort., 97½; Michigan Central 7s, 99; Burlington, Cedar Rapids and Minnesota 1st mort., 86; Ohio and Miss. consol., 90½; do. consol. S. F., 92; Cedar Falls and Minnesota 1st mort., 75½; North Missouri 1st mort., 87½; Chicago and Milwaukee 1st, mort., 93; St. Louis and Iron Mt. 1st mort., 96½; Gt. Western 1s mort., 1888, 94; Long Dock bonds, 94¾; Toledo, Wabash and Western 7s, consol., 84½; Delaware, Lackawanna and Western 7s, conv., 100; Central of New Jersey 1st mort., new 105; Pacific R. R. 7s, guar. by Mo., 96½; Western Union Telegraph, 88⅛; do. 7s, 98; Atlantic M. S. S. Co., 1; Maryland Coal, 22; Consol Coal of Md., 50¼; Am. Exp., 62; Adams Exp., 90; U. S. Exp., 67; Wells-Fargo Exp., 71¼; Quicksilver pref., 35; North Carolina 6s, special tax 14; South Carolina 6s, new, Jan. and July, 14; Louisiana 6s, Levee, bonds, 55; do. 8s, Levee bonds, 57; N. Y. State 7s, B. L, reg. 105¼; Ohio 6s, 1881, 103; Brooklyn 6s, W. L., 94.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 74⅝; Lehigh Valley 7s, 102; Wilmington and Reading 7s, 99; Philadelphia and Reading Gen'l mort. 7s, reg., 102; do. coupon, 101¾; do. 7s new, conv., 102½; Catawisa 7s, new 100; Reading C. & I. bonds, 89; Oil Creek 1st mort., 80; Chesapeake and Delaware Canal 6s, 35; Morris Canal scrip, 90; Camden and Atlantic R. R., 36; West Jersey R. R., 52; do. 7s, 103⅛; Huntingdon and Broad Top Mt. pref., 15½; Pennsylvania Canal, 12½; Philadelphia and Trenton R. R., 122; Nesquehoning R. R., 53½. The latest quotations are: City 6s, 98¾@99; do. free of tax, 101⅜@101½; Pennsylvania State 6s, 1st series, 100@100½; do. 2d series, 103½@104; do. 3d series, 108@108½; Philadelphia and Reading 54⅛@54½; do. Gen'l mort. 7s, coup., 101½@102; do. reg., 102@102; do. mort. 6s, 1880, 96@—; do. 7s, new, conv., 102@102½; United New Jersey R. R. and Canal Co., 121@122; Camden and Amboy mort. 6s, 1889, 96@96½; do. 1883, 90@90½; do. 1889, 88½@91; Pennsylvania R. R., 53⅛@53⅛; do. 1st mort., 100@101; do. 2d mort., 100@100½; do. General mort. coupon, 91@91¾; do. reg., 95½@97¼; Little Schuylkill R. R., 46@46½; Morris Canal, 47@49; do. pref., 121@121; do. 6s, 94@95; Susquehanna Canal, 6@8; do. 6s, 68@75; Schuylkill Nav., 6@7; do pref., 12@12; do. 6s, 1882, 71½@72; do. 1872, 78@79; Elmira and Williamsport pref., 38@38½; do. 7s, 1873, 94@95; 5s, do. 58@60; Lehigh Coal and Navigation 35⅛@35¼; do. 6s, 1884, 90@90¼; do. R. R. Loan, 90½@91; do. Gold Loan, 90½@91; North Pennsylvania, 49@51; do. 6s, 99@100; do., 7s, 102@102; do. Chattle 10s, 108@—; Philadelphia and Erie, 24@25; do. 6s, 90@91; Minehill, 51½@51¾; Catawissa, 18½@19½; do. pref., 42@43; do. new pref., 32@33; do. 7s, 1900, 99@100½; Lehigh Valley, 60½@60⅝; do. 6s, new coupon, 97@—; do. reg., 99@100; do. 7s, 101@102; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 57@58½; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 30@33; Green and Coates 48@48; Chestnut and Walnut, 60@70; Hestonville, 17@18½; Germantown, 34@—.

Boston.—Norwich and Worcester R. R., 129¼; Cincinnati, Sandusky and Cleveland R. R., 11⅝; Rutland pref., 51¾; do. scrip. No. 1 90; do. No. 2, 89; do. No. 3, 85; do. No. 4, 82; Connecticut and Passumpsic Rivers R. R. pref., 85½; Boston and Lowell R. R. new, 107½; Eastern (N. H.) R. R., 95½; Portsmouth, Gt. Falls and Conway R R., 91¼; Chicago, Burlington and Quincy 7s, 1896, 93½; Eastern R. R. 6s 1874, 98¾; do. 7s, 1882, 100; Boston and Maine 7s. 1892, 104; Boston and Albany 7s, 1892, 104⅝; Atchison, Topeka and Santa Fe 1st mort. 7s, 68¾; do. 7s, L. G., 67½; Michigan Central 8s, 1890, 100; Vermont Central 1st mort., 25; Ogdensburg and Lake Champlain 8s, 1879, 91½; Framingham and Lowell R. R. 7s, 1890, 89⅜; Vermont and Massachusetts 7s, 1879, 99⅜; Cary Imp., 8⅛; Waverly Land, 3¼; Boston Water Power Co., 25; Chicago 7s, 98¼; Cambridge 5s, 1882, 86¾; do. 6s, 94; Charlestown 6s, 1893. 95; Lowell 6s, 1890, 93¼; Rockland 6s. 1893, 89½; Boston 6s, 99⅜; Worcester 6s. 93½, Allouez Mining Co., 11¼; Calumet and Hecla, 150; Petherick, 3; Ridge, 8.

Baltimore.—Northern Central 6s, 1900, gold, 90¾; Western Maryland 6s, guar. by Washington Co., 84; Virginia Central R.R. 6s, 82⅛; Richmond and Danville 1st mort., 73; Virginia consols, coupons, 78¾; Virginia 6s, reg., 1866@1867, 50; Maryland Defense 6s, 104. The latest quotations are: Wilmington, Columbia and Augusta bonds, —@78; Wilmington and Weldon bonds, 93@94½; Pittsburg and Connellsville 7s, 1898, 90@91; Baltimore and Ohio, 166@170; do. 6s, 1875, 97¾@98¼; do., 1880, 97@—; do., 1885, 97½@98; Parkersburg Branch, 9@10; Northern Central, 32½@34½; do. 6s, 1885, 92@93; do., 1900, 88½@89; do., 6s, 1900 gold, 90½@90⅝; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, —@96½; Marietta and Cincinnati 1st mort. 7s, 1892, 99¾@100; do., 2d mort., 7s, 91@93; do., 3d mort., 8s, 80¾@81; Central Ohio, 40@40; do. pref., 40@41; do. 1st mort., 85@85½; Western Md. 1st mort. 6s, 1890, 84@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@97; do. 3d mort., guar., 96@96½, do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@85; Richmond and Danville 1st mort., 72@74; Orange and Alexandria 1st mort. 6s, 90@96; do., 2d mort. 6s, 85½@86½; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 78½@80; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@77; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 98¼@98¾; do., 1884, 98⅛@98¼; do. 1886, 96@98; do. 1890, 96½@97; do., 1893, 100@100; do. 1893, exempt, —@97; do., 1900, exempt, 96¼@97; do. 1900, new, 98@98½; do. 1902, 97¾@98; Memphis City 6s, 51@53; Maryland Defense Loan, 1883, 103½@104; Virginia 6s, old, 37@—; do. coupon old, 35@36½; do. consol. 6s, 51⅞@52; do. coupons, 78¼@79¼; West Virginia, 11½@12; City Passenger R. R., 16½@18½; George's Creek Coal, 125@140.

☞ Track laying has been commenced on the Kingston and Pembroke (Ca.) Railway.

OFFICE OF FISK & HATCH,
No. 5 NASSAU ST., NEW YORK, Sept. 15, 1873.

THE CHESAPEAKE AND OHIO RAILROAD —A GREAT EAST AND WEST TRUNK ROAD—420 miles in length, connecting the Atlantic, by the shortest line, with the commerce of the Ohio and Mississippi Rivers, is completed and in regular operation. The through freight of products to and from the Western States is rapidly increasing, as is also the mineral traffic of the growing coal-mining and iron-mining industries along the route.

We are selling for the Company their **SEVEN PER CENT. GOLD BONDS,** secured by mortgage liens on the whole valuable property, at 90 and accrued interest; $1,000 each, either coupon or registered, payable in gold coin, in New York City, principal and interest; interest January and July.

Being the obligations of a very responsible corporation secured by a great productive property, worth over $40,000,000, now entering upon a prosperous career, they are very desirable for investors.

We also have a small amount of the **OLD SIX PER CENT. GOLD BONDS OF THE CHESAPEAKE AND OHIO;** price 88½ and accrued interest; denominations $100, $500, and $1,000, interest payable in New York May and November.

We recommend both classes of Bonds to our friends and customers.

We also continue to deal in **Government and Central Pacific, and Western Pacific Bonds,** execute orders at the Stock Exchange for investment Stocks and Bonds, receive Deposits, on which we allow interest at the rate of 4 per cent. per annum, and conduct a general Banking business.

FISK & HATCH.

Union Pacific Land Sales.

A correspondent of the Boston *Journal*, noticing the recent statement of the land sales of the Union Pacific Railroad Co., raises this question:

"The above information is good, so far as it goes; but I would also like to know what becomes of this money, whether any of it, and if any, how much is used to retire the Land Grant Bonds.

Respectfully,
A SUBSCRIBER AND BONDHOLDER."

In reply, Hon. E. H. Rollins, the Treasurer of the Co., furnishes to that paper the following information:

We have already canceled, from the proceeds of land sales of this Company, Land Grant Bonds to the amount of $1,741,000, and have land notes on hand to the amount of $1,795,456 73, which, when collected, will be used to redeem Bonds, all the proceeds of the sales of lands being used exclusively for that purpose the Company paying all the expenses of the Land Department.

Yours truly,
E. H. ROLLINS, Treasurer.

☞ The grading of the Chicago and Northern Pacific Air Line is nearly completed from the Wisconsin State line to Jefferson, Wis., and iron laid part way. The survey has been completed between Jefferson and Chicago, and right of way secured to within seven miles of the latter place.

☞ The name of the Green Bay and Lake Pepin Railway Company has been changed, by a vote of the directors, to that of the "Green Bay and Minnesota Railroad Company."

Baltimore and Ohio Railroad.

The regular monthly meeting of the board of directors of the Baltimore and Ohio Railroad Company was held in Baltimore on the 10th inst., John King, Jr., Esq., president pro tem., in the chair. After the transaction of the routine business of the board, Mr. King stated that advices had been received from President Garrett, announcing the negotiation of £1,000,000 of the company's six per cent sterling bonds, by Messrs. Baring, Brothers & Co., of London, being the remainder of the £2,000,000 authorized. The price obtained (96½) was regarded as very satisfactory, especially in view of the general want of success which had recently attended negotiations of American railway securities abroad. The loan was taken in a single day, the offers being for more than £2,000,000 at the price named. Mr. King also made the following statement:

The revenue of the Baltimore and Ohio road and branches, including the Ohio divisions, for August, 1873, amounted to $1,414,596 60, being an increase of $132,748 32 as compared with August, 1872. The revenue for the quarter ended 31st August, 1873, for Baltimore and Ohio Railroad and branches, including the Ohio divisions, was $4,113,483 17, being an increase of $423,527. 94 as compared with the corresponding period of last year.

During the quarter 550,378 tons of coal were transported, being an increase of 96,180 tons as compared with the corresponding quarter of last year. Three hundred coal hoppers have been built this season, and the largely increased coal traffic has been regularly supplied with transportation as required. Fifty locomotives, 1,291 freight and 33 passenger and baggage cars have been added to the equipment since March 1, 1873.

In conformity with the resolution of the board adopted at the July meeting, the means and credit of the company have been advanced from time to time for the extension of the line from Lynchburg to Danville. Five thousand tons of rails were contracted for of the Abbott Iron Company, and it is expected that the road will be completed this autumn. A large increase of trade with Baltimore may be expected from this valuable connection.

On the first of September the Baltimore and Ohio Company took possession of the branch between Strasburg and Harrisonburg in accordance with the lease. The work upon the valley road has been pressed with great vigor, and it is expected that the line will be opened in December next as far as Staunton, where a connection with the Chesapeake and Ohio road will be formed.

The line of the Chicago extension as far as Deshler, sixty-two miles from the Lake Erie division, will be completed in November next, at which place a connection will be made with the Dayton and Michigan road, and an outlet from the great grain market of Toledo provided. It is expected that the opening of this line will attract to Baltimore a very large amount of cereals which have heretofore found a market in New York. The entire graduation and masonry of the Indiana division, it is believed, will be completed this year, and the road finished to Chicago in 1874.

The work upon the third track east of Piedmont, and the second track between Piedmont and Grafton, has progressed steadily and satisfactorily during the past summer, as has also that upon the additional elevator at Locust Point. The vast and increasing quantities of grain constantly coming forward from the West to the seaboard demand the earliest practicable construction of this improvement, and every effort is therefore being made to hasten its completion.

☞ The final work of construction on the Burlington, Cedar Rapids and Minnesota Railway was finished on the 8th inst., which now fully completes that enterprise.

Canada Southern Railway.

The opening of the Canada Southern Railway was delayed for some time by the non-completion of the International Bridge over the Niagara River, a work over which the Canada Southern had no control. This bridge will be completed by October. In the meantime arrangements have been made for the use of the Suspension Bridge, fifteen miles below the International, and reached by the Erie and Niagara Railway, which is owned by the Canada Southern. This route has been and will be used for freight business, but no through passenger trains will be put on until the International Bridge is done. The Canada Southern by October first will be running 465 miles of road, to wit: Canada Southern, 292 miles; the Chicago and Canada Southern, 70 miles; the Toledo, Canada Southern and Detroit, which makes the connection with the Toledo, Wabash and Western, the Dayton and Michigan, the Pennsylvania Railroad branch leading to Pittsburg, as well as with roads centering at Detroit, 58 miles; the Erie and Niagara, 31 miles; and the Michigan Midland and Canada, 14 miles.

☞ A magnificent new iron steamship will be launched in a few days from the shipyard of Harlan & Hollingsworth, at Wilmington Delaware, for the Baltimore and Boston Steamship Company. This vessel is of 2,000 tons capacity, being the largest by 300 or 400 tons of any steamer of the line. She is to be named the "Johns Hopkins," and will cost about $280,000. This splendid piece of marine architecture will be handsomely furnished in the same style as the steamship William Crane, built by the same firm, with such additional improvements as experience has since suggested.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending September 6, at 487,190 tons, and for the coal year 13,333,127 tons, against 12,909,331 tons to corresponding time last year, being an increase of 423,796 tons. The bituminous tonnage for the week is 67,717 tons, and for the year 2,136,831 tons, giving a total of all kinds for the week of 564,807 tons, and for the year of 15,459,958 tons, against 14,797,825 to same time last year, being an increase of 662,133 tons.

☞ Messrs. J. B. Dacey & Co. of Boston have contracted with the Wood River Railroad Company of Rhode Island to build their road, which runs from Richmond switch on the Providence and Stonington Railroad to Hope Valley. Messrs. Dacey & Co., are to build the road complete, including bridges, masonry, and the furnishing of iron and all materials for a lump sum, and have the road running by July next.

☞ A Washington despatch says that representation is made to the Treasury Department that the coinage act of 1873, by which the value of the pound sterling was altered from 4.84 to 4.86 65-100 will increase the duties upon imports from Great Britain to the United States by a little more than one-half of one per cent.

☞ The earnings of the Erie Railway Company for the week ending Sept. 7, 1873, were $428,303, and since July 1, $3,888,257—an increase over the corresponding period of the previous year fo $310,348.

Big Sandy Railroad.

The construction of the Big Sandy Railroad, from the month of the Big Sandy to Mount Sterling, Kentucky, is for the purpose of affecting a western outlet to the Chesapeake and Ohio Railroad. The Valley *Virginian* says:

"Arrangements are now being consummated for the contractors to go to work on the Big Sandy road projection, which will constitute one of the main western connections. Mr. Huntington, when in Staunton a few days ago, had a conference with Messrs. McMahon, Mason, Menifee and Johnston, with reference to the early inauguration of work on this improvement, and the probability is that it will be commenced early this fall. It embraces about eighty miles."

A New Car Spring.

A company has been formed in this city, as we learn, for the purpose of manufacturing a newly patented Car Spring. It is the invention of an experienced English engineer, living here, and the Spring is believed to be one that possesses decided merit.

It is composed of a peculiar kind of steel, and as far as we have been able to learn, is a sort of compound spiral, and so arranged, in suitable boxes or cases, as to present or bear a uniform pressure or compression, under all circumstances.

When ready for business, parties interested will doubtless avail themselves of such means of communicating with the public, as will bring their goods directly to the notice of the Railway people of the country.

☞ The stockholders of the Chicago and Alton Railroad Company have decided to authorize the creation of an indebtedness not exceeding $8,000,000, and securing the same by mortgage, in order to cancel the bonded indebtedness of the company, and furnish means for procuring steel rails, double track, rolling stock, &c., for increased traffic. It is proposed to set apart $3,470,000 for retiring a like amount of mortgage bonds falling due at different periods. Of the remainder, $4,530,000, it is proposed to sell $1,500,000 this year, the proceeds to be applied in the construction of a bridge over the Mississippi river at Louisiana, Mo., of which the company will be the sole owner.

☞ The Portsmouth and Dover Railroad bridge across the Cocheco is nearly completed. It is a fine structure, 320 feet long, containing 7,292 pieces, and is built of clear pine and iron. The American Bridge Company of Chicago are the builders.

☞ The track-layers of the Western Maryland Railroad, between Hagerstown and Williamsport, commenced operations the first of the present week, and they seem to be pushing the work forward as rapidly as could be desired.

☞ The gauge of the Grand Trunk Railway will be changed to 4 feet 8½ inches between Toronto and Montreal, on Saturday 4th of October next.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Sept. 8, are: freight, $38,390 06; passengers, $34,839 11—total, $73,229 17.

☞ H. S. McComb has been elected President; Samuel H. Edgar, Vice President; John M. Rodney, Treasurer, and William Calhoun, Secretary, of the Southern Railroad Association.

Journal of Railroad Law.

COMMON CARRIERS NOT INSURERS OF ANIMALS AGAINST INJURIES RESULTING FROM THEIR NATURE AND PROPENSITIES—LAW AS TO TRANSPORTATION OF CATTLE.

The facts in the recent case of Perin. *vs.* Buffalo and Erie R. R. Co., (94 N. Y., 204), are fully and clearly stated in the following opinion by—

ALLEN, J.—The liability of a common carrier of animals is essentially different from that of a carrier of merchandise or other inanimate property. While common carriers are insurers of inanimate property against all loss and damage except such as is inevitable or caused by public enemies, they are not insurers of animals against injuries arising from their nature and propensities, and which could not be prevented by foresight, vigilance and care. (Clark *vs.* Rochester and Syracuse R. R. Co., 14 N. Y., 750; Michigan S. and N. I. R. R. Co. *vs.* McDonough, 21 Mich., 165; Angell on carriers, § 214 *a*). But for the special agreement under which the plaintiff's cattle were transported, there would be but little doubt as to the defendant's liability for the damages caused by the want of proper care while detained at Dunkirk. Ordinary care and attention to the cattle during the delay would have prevented the injury. The liability of the defendant is, however, to be determined by the agreement of the parties. The railroad company, by reason of the written contract, occupied the position of a private carrier for hire, and is only liable for the performance of the duty undertaken according to its terms, or for some wrongful act, either willful or negligent. The agreement furnishes the extent of liability, unless a loss has occurred from the willfulness or negligence of the carrier. (Farmham *vs.* Camden and Amboy R. R. Co., 55 Penn. St. R., 53; Colten *vs.* Cleveland and Pittsburgh R. R. Co.)

The plaintiff assumed all risks of injuries which the animals might receive "from delays, or in consequence of heat, suffocation or the ill effects of being crowded on the cars," and also all risks of loss or damage in loading and unloading; and the agreement provided that the plaintiff should load and unload the stock at his own risk, the defendant furnishing assistance as required.

By another clause in the agreement, an agent of the owner was to ride free, and to be with the train to take the care and charge of the stock, and D. W. Barron is named as passed free in charge of the stock. The case states that it was proved on the trial "that the said cattle were in the charge of D. W. Barron as the agent of the plaintiff, and he accompanied them on the cars from Kentucky to Buffalo."

The provision in the contract for loading and unloading the cattle had respect to the terminus of the transportation, and not for loading and unloading at any intermediate station. There is no claim that the detention at Dunkirk was occasioned by the willful or negligent conduct of the defendant or its servants, or that the cattle were not carried to their destination as soon as they could have been, with reasonable diligence. The loss resulted from the delay, and in consequence of, "heat and suffocation, and being crowded on the cars." The loss was within the terms of the contract, and to be sustained and borne by the plaintiff, unless caused by the wilful act or neglect of the defendant.

The cattle were in charge and under the care of the plaintiff's servant and agent. No duty was devolved upon the defendant other than to transport them in proper cars, safely and with reasonable dispatch. The carrier did not undertake to look after the cattle or care for them, to water or feed them, or to guard against any of the necessary consequences resulting from delays or detention on the route. Whatever was required to be done to prevent injury and loss arising from such causes was to be done by the owner or his servant in charge of the cattle. The agent of the plaintiff testified that he could have arranged planks and taken the cattle from the cars, and thus prevented the injury, and did not because it was not his business. Had he undertaken to remove the cattle from the cars and been prevented by the defendant or its servants and agents, and loss had ensued, the defendant would have been liable. The recovery was had on the ground that it was the duty of the defendent's agents, upon request of the plaintiff's agent, to have unloaded the cattle at Dunkirk, if it could have been done by the exercise of reasonable care and diligence, and the jury were instructed to this effect. This was placing the responsibility of the care of the cattle upon the carriers instead of the owner. If, as the case shows, the cattle were in charge of and under the care of the servant and agent of the owner, the defendant was not chargeable for neglect of duty in not unloading them or taking any other care of them necessary for the prevention of injury or loss. The duty of the defendant had respect to the transportation of the cattle, and not the care of them while *in transitu*.

Again, this case falls within the general principle that he who seeks to recover damages which have resulted from the negligence of another, must himself be free from negligence contributing to the injury. The plaintiff's agent in charge of the cattle could have prevented all loss by himself removing the cattle, and his omission to do so, under the circumstances, was a negligent omission of duty directly contributing to the injury. If the agent of the owner had not been with the cattle to take care of them, the duty would have been upon the defendant to do what was necessary to guard against loss and damage during the detention; that is, to use proper diligence and care in looking after the cattle. (Clark *vs.* Rochester and Syracuse R. R. Co., *supra*; Hamilton *vs.* McPherson, 28 N. Y., 72).

The direct cause of the injury was the want of proper care of the cattle at Dunkirk, and is upon the evidence attributable to the plantiff's agent. If there was any obstacle interposed by the defendant to the unloading of the cattle, it should have been shown.

The judgment must be reversed and a new trial granted.

☞ The one hundred millions mortgage of the Pennsylvania Railroad Company has been placed on record in Recorder of Deed's office in Philadelphia. This mortgage is to secure the bonds that may from time to time be issued for the purpose of consummating the great improvement contemplated by the company in that State and elsewhere. It is probably the largest mortgage ever put on record in this country, but, large as it is, the works contemplated by the company, if carried out, will in all probability absorb bonds to full amount.

☞ The construction bonds of the Illinois Central Railroad Company, due April 1, 1875, are divided, the larger part being 7 per cent bonds, issued in 1851, payable in currency, and the smaller part 6 per cents, issued in 1867 and payable in coin.

The Cotton Crop.

The annual statement of the cotton crop of the United States for the year ending Sept. 1, 1873, as published by the *Financial Chronicle*, shows a total crop for the year of 3,930,508 bales, being an increase of 956,157, as compared with last year. The exports are 2,679,986 bales, and the home consumption 1,201,127 bales, leaving a stock on hand at the close of the year of 90,989 bales.

The following is a comparative statement of movements for the last two years:

	—Yr. end'g Sept. 1— 1871-2.	1872 3.
Receipts at the shipping ports	2,732,286	3,651,346
Add shipment from Tennessee &c., direct to manufacturers	122,065	141,500
Total	2,854,351	3,792,846
Manufactured South, not included in above	120,000	137,662
Total cotton crop for the year	2,974,351	3,930,508

The following will show the comparative yield in different sections as nearly as these can be divided:

	1871-2.	1872 3.
Louisiana	957,538	1,240,784
Alabama	288,012	332,457
Texas	197,956	343,450
Florida	19,359	14,068
Georgia	450,539	614,039
S. Carolina	271,241	374,476
N. Carolina	52 528	61,576
Virginia	276,098	433,583
Tennessee, &c	341,080	237,313
Manufactured at South	120 000	279,162
Total bales	2,974,351	3,930,508

The exports to foreign ports show a considerable increase, but not relatively as great as the gain in the crop. They may be summed up briefly as follows:

	1871 2.	1872 3.
To Gt. Britain	1,454,532	1,905,566
To France	189,634	252,903
To other ports	313,148	521,517
Total bales	1,957,314	2,679,986

The total consumed in the United States can never be given with perfect accuracy, but the annexed estimate is probably near enough for all practical purposes:

	North of Virginia.	Elsewhere.	Total.
1856-7, bales	665,718	154,218	819,936
1857-8 "	452,185	143,376	595,562
1858 9 "	760,218	167,433	927,651
1859 60 "	886,521	185,522	972,043
1860-1 "	650,357	193,383	843,740
1865-6 "	594,000	72,000	666,000
1866-7 "	690,000	80,000	770,000
1867 8 "	884,281	81,385	965,666
1868-9 "	846,756	79,498	926,254
1869-70 "	777,341	85,265	862 606
1870-1 "	1,072,426	94,542	1,166,968
1871-2 "	1,007,540	130,000	1,137,540
1872-3 "	1,063,465	137,662	1,201,127

The following is a comparison of the crop of each year since 1820. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened; the period of the war has been filled up with accepted estimates:

	Bales.		Bales.
1820-1.	430,000	1847 8	2,347,634
1821 2.	455,000	1848 9	2,728,596
1822-3.	495,000	1849-50	2,096,706
1823-4.	509,158	1850-1	2,355,257
1824-5.	569,249	1851 2	3,015,029
1825 6.	720,027	1852-3	3,262,882
1826 7.	957,281	1853 4	2,980,027
1827 8.	727,593	1854-5	2 847,339
1828-9.	870,415	1855 6	3.527,845
1829-30.	976 845	1856 7	3,939,519
1830 1.	1,038,848	1857 8	3,113 962
1831-2.	987,477	1858-9	3,851 481
1832-3.	1,070,438	1859 60	4,669.770
1833-4.	1.205,324	1860-1	3,656 086
1834-5.	1,254,328	1861 2. (est.)	4,800 000
1835-6.	1,360,725	1862-3. (est.)	1,500.000
1836-7.	1,422,930	1863 4. (est.).	500 000
1837-8.	1,801 497	1864 5. (est.).	500,000
1838 9.	1,360,592	1865-6	2,154,476
1839 40.	2,177,835	1866-7	1,951,988
1840 1.	1,634,945	1867-8	2,430 893
1841-2.	1,688,574	1868-9	2,260,557
1842-3.	2,378,875	1869-70	3,114.592
1843-4.	2 030,409	1870-1	4,347,006
1844-5.	2,394,503	1871 2	2,974,851
1845-6.	2,100,537	1872-3	3,930,508
1846-7.	1,778,651		

The crop of Sea Island last year was 26,289 bales, against 16,845 in 1871-2.

The takings of the mills North and South have been as follows:

	Bales.	Bales.
Total crop of the United States as above stated		3,930,508
Stock on hand commencement of year, Sept. 1, 1872:		
At Northern ports	37,987	
At Southern ports	16,534	
At Providence, &c., Northern interior markets	4,766	
		59,287
Total supply during year ending Sept. 1, 1873		3,989,795
Of this supply there has been:		
Exported to foreign ports during the year	2,679,986	
Sent to Canada by railroad direct from the West	2 900	
Burnt North and South	1,000	
Stock on hand end of year,(Sept. 1, 1873:		
At Northern ports	65,883	
At Southern ports	25,106	
At Providence, &c., Northern interior markets	13,793	
	2,788,668	
Total taken by spinners in United States year ending Sept. 1 1873		1,201,127
Taken by spinners in Southern States included in above total		137 662
		1,063,465

The foregoing statement indicates that the mills North and South have taken from this crop 1,201,127 bales. If we now apply to the figures of the previous year, the statement of decrease of stock believed to be held by the mills, we shall have the following as the actual consumption of the mills for the years—

	1871-2.	1872-3.
Taken by Northern Mills	977,540	1,063,465
Taken by Southern Mills	120,000	137,662
Total taken from crop	1,097,540	1,201,127
Reduction of mill stock during year	40 000	.....
Total consumption of mills	1,137,540	1,201,127

These totals show an increase in actual consumption this year of 63,587 bales. If, however, the stocks held by Northern spinners are smaller than indicated above (as is generally believed in this market), their consumption has been somewhat larger.

The total gross weight of this year's crop reaches 1,824,920,023 pounds, and the average weight of the bales is 464 pounds.

Value of Foreign Coin.

The following is a copy of an act passed by Congress to establish the custom house value of the soverign or pound sterling of Great Britain, and to fix the par of exchange:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the value of foreign coin as expressed in the money of account of the United States shall be that of the pure metal of such coin of standard value; and the values of the standard coins in circulation of the various nations of the world shall be estimated annually by the Director of the Mint, and be proclaimed on the first day of January by the Secretary of the Treasury.

Section 2. That in all payments by or to the treasury, whether made here or in foreign countries, where it becomes necessary to compute the value of the sovereign or pound sterling, it shall be deemed equal to four dollars eighty six cents and six and one-half mills, and the same rule shall be applied in appraising merchandise imported, where the value is, by the invoice, in sovereigns or pounds sterling, and in the construction of contracts payable in sovereigns or pounds sterling; and this valuation shall be the par of exchange between Great Britain and the United States; and all contracts made after the first day of January, eighteen hundred and seventy four based on an assumed par of exchange with Great Britain of fifty-four pence to the dollar, or four dollars forty-four and four ninth cents to the sovereign or pound sterling, shall be null and void.

Section 3. That all acts and parts of acts inconsistent with these provisions be, and the same are hereby, repealed.

Approved, March 3, 1873.

☞ The Pennsylvania Railroad Company has received a Cable dispatch from London that the application for a loan of two million of pounds sterling (£2,000,000) under the new consolidated mortgage fo the company, dated July 1, 1873, were very largely in excess of the amount offered. The bonds are issued in sums of £200 each, and were brought out on the market by the London, Asiatic and American Company, the financial agents of the Pennsylvania Railroad Company, at 90 per centum, or £180 per bond, equivalent at the present rate of exchange to 90 per centum currency here.

☞ Contracts have been made for a truss bridge 190 feet in length, which will complete the Portsmouth and Dover Railroad bridge across the Piscataqua river at Dover Point. The cost of this truss will be $24,000.

☞ The grading of the Pennsylvania Railroad between Mifflin and Harrisburg, with the view of laying a third track, has been commenced.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger-price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

Apply to

A. W. LADD

35tf 5 and 7 DEY STREET NEW YORK.

WELLAND CANAL
ENLARGEMENT.

Notice to Contractors.

SEALED TENDERS, Addressed to the undersigned, and endorsed "Tender for Welland Canal," will be received at this office until noon of

Saturday, the Eighteenth Day of October Next,

For the construction of fourteen Locks and fourteen regulating Weirs, a number of Bridge Abutments and Piers—the excavation of the Lock and Weir Pits—the intervening Reaches, Face ways, &c., on the new portion of the WELLAND CANAL, between Thorold and Port Dalhousie.

The work will be let in sections, six of which, numbered respectively 2, 3, 4, 5, 6, and 7, are situated between Port Dalhousie and St. Catherines Cemetery, and three (numbered 12, 13 and 14) extend from the northern side of the Great Western Railway to near Brown's Cement Kilns.

Tenders will also be received for the enlargement and deepening of the prism of the present Canal between Port Robinson and the Aqueduct at Welland; work to be let in sections, each about a mile in length.

Tenders are also invited for the completion of the deepening and enlargement of the Harbor at Port Colborne.

Maps of the several localities, together with Plans and Specifications of the work, can be seen at this office, on and after THURSDAY, the TWENTY-FIFTH day of SEPTEMBER instant, where printed forms of Tender will be furnished. A like class of information relative to the works north of Thorold, may be obtained at the Resident Engineer's Office, Thorold; and for works at and above Port Robinson, Plans, &c., may be seen at the Resident Engineer's Office, Welland.

All Tenders must be made on the printed forms supplied, and to each must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By order,

F. BRAUN.
Secretary.

Department of Public Works, Ottawa, 4th Sept., 1872.

FOR SALE.
One New Four-Ton
LOCOMOTIVE,
NARROW GAUGE,

WILL BE SOLD $500
UNDER VALUE.

WASHINGTON IRON WORKS,
60 Vesey St., New York.

Second Hand Locomotive For Sale.

ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa. 3m26

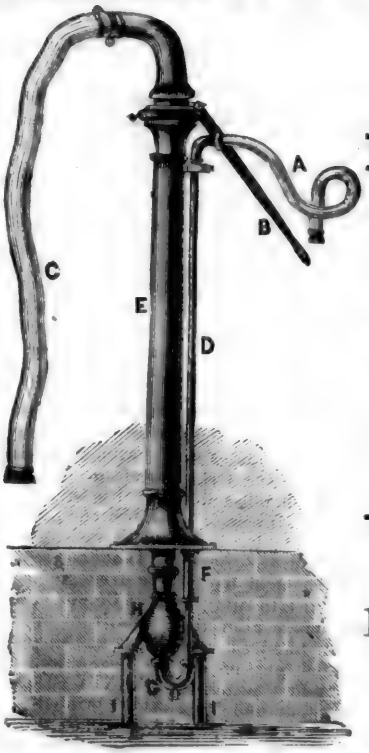
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COSTS LESS Than One Half the Price of a FROST PROOF TANK.

The Engineer in charge of the Locomotive attaches the Hose A to a steam valve in the boiler. Steam passed through the pipe D and slip joint F into the globe H, producing a vacuum; the water is then lifted through the pipes I I and forced through the column E and hose C into the tender, filling any ordinary tender in about three minutes. When steam is shut off all the water in the pipes returns into the well, and any condensed steam passes off through the drip valve G, leaving nothing to freeze. The handle B serves to turn the discharge pipe and hose in any direction. The water delivered into the tender is warm, thus utilizing the steam used. The discharge tubes, represented above made of hose, can be made of iron if preferred.

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ASPINWALL, PANAMA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILI.

Sept. 20, 1873—Steamer RISING STAR, Capt. J. B. HILDRETH, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with the steamer ARIRONA, Capt. Austin, leaving Panama for San Francisco, and calling at Acapulco, Mazatlan, Manzanillo and San Diego; also connecting for all Central American and South Pacific Ports. Freight for these ports received until 5 P. M. of 18th September only. Departures of 20th each month from New York connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel. The steamship COSTA RICA will leave San Francisco on Sept. 24, for Honolulu, Sandwich Islands

One of the company's splendid steamers will leave San Francisco, Sept. 16, 1873 for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street. GEO. H. BRADBURY, Pres't.
H. J. BULLAY, Sup't.

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William J. Young & Sons,
SUCCESSORS TO
WM. J. YOUNG, WM. J. YOUNG & CO., WM. J. YOUNG & SON,
MATHEMATICAL & ENGINEERING
Instrument Manufacturers,
AT THEIR OLD LOCATION
43 NORTH SEVENTH STREET,
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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

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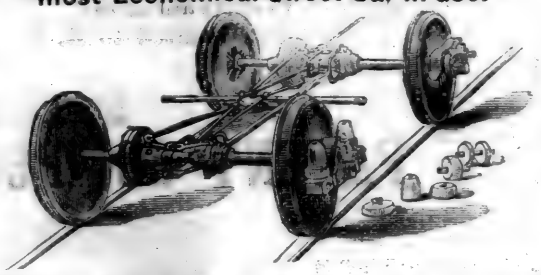
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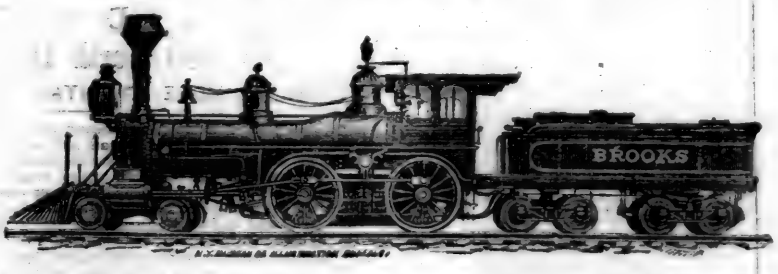
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1,000 " Extra quality 56 lbs.
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THE undersigned, agents for the manufacturers are prepared to make CONTRACTS FOR RAILS delivered free on board at ports in England, or exship at ports in the United States.
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PROPRIETORS,
BUILDERS OF
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OF IRON AND WOOD.
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SIMEON SHELDON, Engineer.



The Lightest Running, Easiest Riding, and most Economical Street Car in use.

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HAVING large facilities, and having had a long experience in the business, are prepared to furnish
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Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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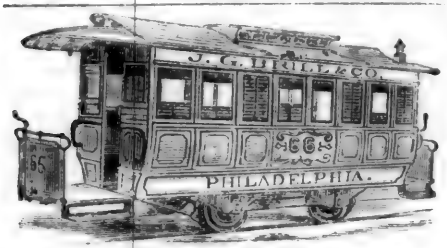
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having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

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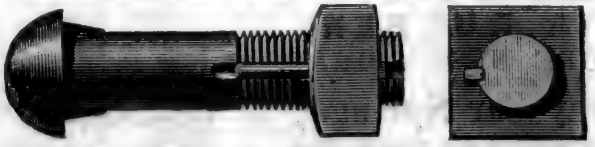
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THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

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Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

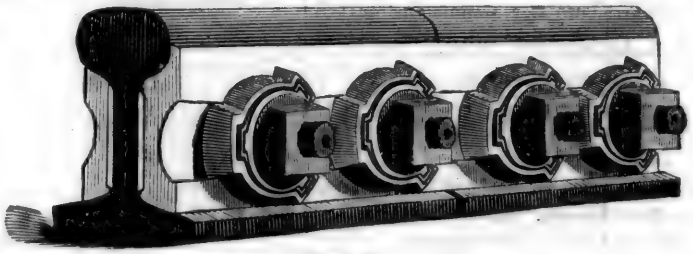
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

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PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

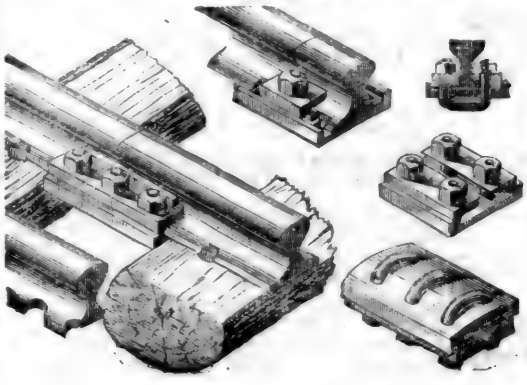
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



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Wrought Iron

RAIL JOINTS,

MADE BY

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TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

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STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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SECOND QUARTO SERIES, VOL. XXIX., No. 39.] SATURDAY, SEPTEMBER 27, 1873. [WHOLE No. 1,963 VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 27, 1873.

That New Snow Plow.

In accordance with an oft-repeated determination to make note of all new and valuable improvements appertaining to railroad matters, it becomes our agreeable duty this week to make mention of Signor ABBIATTI'S great invention for clearing off snow and all other impediments from railroad tracks.

We had heard a good deal said about it by railroad people, and the great benefit they expected it to be in the long winter season on all our Northern roads, and especially the Prairie and Pacific lines. So we devoted Tuesday afternoon of this week to an investigation of its merits, and truth compels the admission that our trouble and curiosity were amply rewarded. Our columns will not permit us giving the readers of the JOURNAL anything more than a birds-eye notion of this useful machine.

We found an ordinary, though small, railroad track laid on a raised platform, and on this was a pretty good sized six wheeled working model, operated, of course, by hand. The plow proper somewhat resembled an irregular, upright cylinder revolving on its axis, or the lower section of a colossal Augur, with sharp, vertical and also horizontal flanges or blades. The diameter of this curious machine is fully equal to the width of any track, while its height will be from 6 to 8 feet. Just imagine this monster being shoved forward on the track, and worked at the rate of 500 revolutions a minute, by a 40 horse power engine! What must become of the snow, or indeed of any other obstruction short of a mountain on the track?

The upright blades are set at such an angle that the snow or other matter is whirled laterally quite clear of the track, and on whichever side may be desired.

In the event of a narrow cut, or gorge, the plow may be so adjusted as to throw the snow, &c., upon platform cars attached, and thus may be backed out and dumped; so on until any length of obstructed defile is cleared out.

The plow may have its engine of any required power, or may be affixed as head-piece to an ordinary locomotive, and will also serve admirably in lieu of the common "cow-catcher." In either case it will be attached and worked by the ordinary gearing and appliances. The Signor has also devised, and will operate in conjunction, a set of revolving brushes, which keep both tracks as clean as a parlor floor.

With some modifications, the machine is equally well adapted for use on our city lines. New Yorkers, in particular, we think, could appreciate its value. It may be worked either by steam or horse power.

While we were present, on the occasion stated, there was placed on the track a great quantity of sawdust, in imitation of snow; the little machine rushed along the track, and through these little hillocks, scattering and throwing the entire mass a long distance aside the track. Indeed the dust danced around in a manner most interesting to behold.

We candidly think this invention of Signor Abbiatti is by all odds the best thing in its line yet brought out; and we hear of several parties who are ready to give orders for machines as soon as a full sized one can be built and set to work.

We suggest to officers of railroads, city and otherwise, that they should lose no time in making themselves acquainted with the merits of this improvement. It may be interviewed any day at rooms 122 and 124 Trinity Building, 111 Broadway, New York.

How Railroads should be Financed and Built.

We have seen it stated recently in several daily papers, which assume to be more or less authority in such matters, that the business of railroad building in the United States was being overdone. This is a naked assertion without proof, and one which we cannot subscribe to. Our opinion on these subjects is, not that the business is overdone, but as now conducted is both wrongly and badly done. It is not our purpose to inquire at this time to what extent the present financial disturbance was caused by reckless railroading; nor shall we attempt to lay down any rules for the guidance of banks and banking houses in their dealings with, or support of, such enterprises. Our object is quite a different one, as will presently appear.

The construction of a line of railroad, whether long or short, is simply a question of finance and engineering. The whole subject is now so well understood, and so much reduced to a system, that cost and ultimate results can be almost as accurately predicted by competent engineers and experts before breaking ground, as can the expense of building a bridge or a barn.

Then why all this bother every now and then about bonds, suspension of work upon roads, &c? Simply because the matter has been conceived in dishonesty, or badly financiered. And this brings us to the main point intended to be made in this article.

A longer experience in these and like affairs than is possessed by any other similar paper in existence—having been established before a mile of railroad was constructed in the United States—gives this JOURNAL the right, perhaps, to have pretty decided views as to what is, and what is not, sound railroad policy.

How then is this oft recurring trouble respecting their bonds and finances to be obviated?

We answer, first; let no road be built at all unless the region of country which it is proposed to traverse already offers sufficient business, active or dormant, to pay, from the day of opening, its entire running expenses, and the interest, as it accrues, on all its bonds. Second; no railroad should be manipulated or officered except by men

of character and standing, and in whose fitness and ability the public can and do repose confidence. Third; the company's bonds should never be offered or seen on the market until at least one-half the entire line has been constructed and operated from six to twelve months, and its actual business and earnings practically ascertained.

In many cases large contributions in the shape of "local aid," are proffered. This is all very well, and not only harmonizes with and strengthens the general plan, but is especially valuable as indicating the necessity for a road, as well as a practical belief in its feasibility and success, by those best qualified to judge.

Just here we are of course met by the very pertinent inquiry: "How are we to build and equip our road at all unless we are allowed to use our bonds and credit?" We *will* use your credit, but in a far different, more effective and safer manner than is usually done.

We think it may safely be assumed that any new company which can place itself squarely on the foregoing platform, and honestly subscribe to its thrice simple propositions, will have but little difficulty in obtaining all needful capital.

Let all the company's bonds be securely locked up, subject to the control of no one or two individuals; then let a syndicate or association be formed of a sufficient number of capitalists who shall put up in cash the requisite amount for building and equipping the whole, if possible, or at least, one-half the line; the contracts to be made, the work to be done and the monies disbursed, subject to the closest supervision and scrutiny of the trusted officers and agents of the syndicate and the company, acting conjointly.

Thus the road will be economically and rapidly constructed, and when completed, whether wholly or in part, and its business and profits known and established, its securities will at once assume their proper value, and may then either be divided among those entitled to them as previously stipulated, or they may be put on the market with the certainty of obtaining their real value.

During the whole period of its existence, this country never required so many miles of new railroad for the development of its resources and business as at the present time; but henceforth these roads must be built upon some such system or basis as we have here briefly outlined. The events of the last few days clearly portend that the day of wildcat railroading and railroad stock and land jobbery is past, and we rejoice at it.

The money centres of our own country and of Europe, will not soon again be flooded with worthless bonds on roads running nowhere and having no existence or status except in the hopeful brain of the promoters, *al a* Trans-continental; and those only who have something tangible to sell will be able to realize, and only those having security to offer be enabled to borrow.

We have the assurance that in all such cases there is ample capital, both in our own country and in Europe, seeking just such investment; and the writer of this article takes this occasion to announce to all newly organized, sound companies, that he is prepared to receive proposals at the office of this paper for the formation of such Syndicates, and thus provide the capital necessary to carry through their enterprises to completion on the plan which is herein but imperfectly explained.

The Value of the Pound Sterling.

The Secretary of the Treasury has prepared a circular soon to be issued, inviting the attention of importers, exchange dealers, and the public generally, to the act, published in our last issue, establishing the custom-house value of the sovereign, or pound sterling, of Great Britain, and to fix the par of exchange, approved March 3, 1873.

By an usage, it says, dating back to an early period in our colonial history, the dollar has been rated as equivalent to fifty-four pence sterling; the pound, therefore, at $4.44 4-9, or £9 equal to $40. The dollar, which was the original subject of comparison, was the old Spanish silver dollar, or piece of eight, and the computation at the time was approximately true, as compared with the British silver money. In all transactions of exchange, involving the dollar and British money, the par was therefore assumed at fifty-four pence to the dollar, any differences from this par being attributable to premium or discount. The practice thus begun has been continued through all the changes, and they are considerable, which have affected the coins current in this country and Great Britain, during nearly two centuries, for the British standard is now gold, and the Spanish dollar no longer circulates with us; but our unitary dollar is a gold coin, worth nearly 9 per cent less than a dollar of fifty-four pence.

By a pure fiction, retained by usage only, and not by any law, exchange with Great Britain appears permanently against the United States, while our bonds are quoted at a fixed discount of nearly 8¾ per cent below their real value. The remedy for such anomalies is in the abandonment of the false par or valuation of the moneys of the United States in British money. The law, while prescribing the close of the present year as the term for the discontinuance of the old rating of exchange, does not prohibit, but rather invites an earlier change in the practice.

The Secretary recommends that the change be entered upon at once, and, with a view to facilitate this, he has caused to be prepared a series of tables (to be appended to the circular), which he trusts will be found to embody useful information, and aid in passing from an erroneous to a correct system.

Terre Haute and Indianapolis Railroad.

The earnings of this road for the year ending November 30, 1872, were:

From passengers		$264,058 54
" freights		780,231 75
" express matter		9,132 31
" U. S. mails		16,495 90
" miscellaneous sources		436 90
		$1,070,354 40
Expenses:		
Conducting transp	$203,741 22	
Motive power	224,360 45	
Maintenance of way	227,430 87	
Maintenance of cars	71,554 05	
		727,086 59
Leaving net transportation earnings		$343,267 81
The earnings in 1871 were		$1,002,720 74
And in 1872		1,070,254 40
Showing an increase for 1872 of		$67,633 66
The expenses for 1871 were		$591,787 63
And for 1872		727,086 59
Showing an increase of		$135,298 96

The increase in the expenses is principally in the maintenance of way: 1,104 tons of steel rails being charged in the operating expenses, amounting to $126,591 81. But for the substitution of steel rails for iron, the per centage of operating expenses would not have exceeded that of last year. A contract was made early in the year for 1,000 tons of Brown's steel rails, for 1873, on favorable terms. Our experience of the advantage in using steel rails is confirmed, and we recommend that about the same quantity be replaced yearly.

The earnings of the St. Louis, Vandalia and Terre Railroad, of which your company is lessee, were:

From passengers		$349,927 66
" freight		775,050 38
" express matter		22,117 62
" U. S. Mails		43,244 51
" miscellaneous sources		864 10
		$1,191,204 27
Expenses:		
Conducting transp	$273,011 01	
Motive power	200,872 07	
Maintenance of way	192,278 65	
Maintenance of cars	57,336 71	
		723,498 44
Leaving net transportation earnings		$467,705 83
The transp. earnings in 1871 were		$1,053,129 33
And for 1872		1,191,204 27
Showing an increase in 1872 of		$138,074 94
The expenses for 1871 were		$716,503 09
And for 1872		723,498 44
Showing an increase in 1872 of		$6,995 35

The First and Second Mortgage bonds of the St. Louis, Vandalia and Terre Haute Railroad Co., amounting to $4,500 000, ($3,500,000 of which are guaranteed by the lessee,) and $1,000,000 Income bonds, making a total of $5,500,000, bear seven per cent interest, and require $385,000 per annum to discharge the interest thereon. Thus it will be seen that the net earnings exceed the amount required to pay interest on the bonds by $82,705 83. The business of the road has increased equal to our anticipations and any doubt as to the wisdom of the construction of this short line, and the propriety of guaranteeing the pay ment of the principal and interest by your company is now removed.

During the past year $207,087 30 was expended in the extension of branches in the coal fields of Clay county, and purchasing equipment and providing other facilities, the necessity of which was referred to in our last report. It will be seen that earnings from the transportation of coal has increased from $209,046 07 in 1871 to $281,044 39 in 1872. For the purpose of further developing these fields and making as large an area as possible tributary to our road, further large expenditures should be made in the construction of branches and such permanent improvements in the way of elevated tracks as will facilitate and cheapen the handling of coal at the termini of the road. The rolling stock added in 1872 was thought to be ample to meet the necessities of the company; but the demands of the public for increased transportation facilities have proved to be inadequate. A further increase of rolling stock, extension of sidings, and other facilities required by a railroad to meet the increased traffic, and the means necessary for that object, should be provided. It is gratifying to be able to say that the line extending from St. Louis to Indianapolis, and known as the "Vandalia Line" has grown steadily in public favor, and now holds a conspicuous place among the great lines extending East from the Mississippi.

On the Terre Haute and Indianapolis Railroad November 30, 1872, there were 36 locomotives, 21 passenger, 9 baggage and express, and 960 freight, etc., cars; and on the St. Louis, Vandalia and Terre Haute Railroad, 28 locomotives, 14 passen-

ger, 8 baggage and express, and 924 freight, etc., cars. The mileage of engines on the former road was 816,350; and on the latter, 899,848—a total of 1,716,198. Number of through passenger carried on the former road, 81,192; way do., 118,805—total, 199,997. And on the latter road: through, 53,827; way, 123,706—total, 177,533.

GENERAL ACCOUNT.

Receipts:

From transportation	$1,070,354 40
Interest on bonds	25,095 00
Interest on stock	42,057 00
Interest and exchange	5,934 47
Material sold	6,671 71
	$1,150,112 58

Expenditures:

Operating expenses	$727,086 59
General expenses	41,977 02
Construction and equipment	24,038 26
Interest on bonds	56,000 00
Dividends, June and December, 6 and 6 per cent	238,578 00
Profit and loss	12,198 58
Balance, income for the year	50,234 13
	$1,150,112 58

BALANCE SHEET.

Capital stock	$1,988,150 00
Bond account	800,000 00
Bills payable	242,428 68
Accounts payable	34,343 99
St. L., V. and T. H. R. R. Co., rent account	85,780 64
St. L., V. and T. H. R. R. Co., income account	78,090 17
Amount due foreign roads	31,324 34
Open accounts	6,466 19
Unpaid accounts	1,655 51
Unclaimed dividends	3,966 00
December dividend, 6 per cent	119 289 00
Surplus	1,186,143 12
	$4,577,637 64
Cost of road and equipment	$2,807,313 19
St. L., V. and T. H. R. R. Co. stock	265,000 00
Evansville and Crawfordsville R. R. Co. Stock	42,404 48
Evansville, Terre Haute and Chicago R. R. Co. Stock	50,000 00
Terre Haute and Indianapolis R. R. Stock (Chauncy Rose Trustee)	522,900 00
St. Louis, Vandalia and Terre Haute R. R. Bonds	364,500 00
Evansville and Crawfordsville R. R. Extension bonds	79,125 00
Evansville City Bonds	42,500 00
St. Louis, Vandalia and Terre Haute R. R. Co. construction account	188,941 55
Real estate	2,555 00
Bills receivable	14,375 85
Farmers Loan and Trust Co.	4,736 51
U. S. Mail service	7,257 49
Amount due from agents	67,777 00
Open accounts	41,080 28
Materials on hand	43,113 40
Amount in hands of Treasurer	64,057 89
	$4,577,637 64

President.—W. R. MCKEEN.

Directors.—A. McGregor, W. R. McKeen, W. K. Edwards, J. H. Hager, Josephus Collett, D. W. Minshall, F. C. Crawford.

Secretary.—W. H. BUCKINGHAM.

Auditor.—M. S. DURHAM.

Treasurer.—J. H. HAGER.

☞ The stockholders in the Johnstown and Somerset Railroad Company have voted, 1789 to 836, instructing the board of directors to secure the right of way and extend the road from Johnstown to Sprucetown.

Railroad Signals—Want of Uniformity.

All travelers have of course observed the almost total lack of similarity in the signals used for the various purposes on all our different lines of railroad. On through lines, in the course of a single day, one may pass over three or four totally independent roads, and yet, to all intents and purposes, they form but one continuous route. Now, as the system stands, there is most likely an entirely new and distinct set of signals in use on each of these different roads, and it not unfrequently occurs that they are in diametric opposition to each other. The conductor and brakemen who accompany the train through, must need have their wits at hand, and their heads clear of cobwebs, in order to bethink themselves in time, and be ready at an instant's notice, a single whistle, it may be, to take action that is to save perhaps the lives of hundreds intrusted to their charge. When signals are reversed, or are given conflicting interpretations, all within an hour, it requires lively action of the brain on the part of those in charge—rather more so, we think, than is consistent with safety to the passengers. The same signs, as we have observed, often denote quite different and even wholly diverse meanings. The same style of flag may require stoppage at some insignificant way-station; then, again, it will be used to warn of a broken rail, a washed out culvert, or a weak and fatal bridge.

But why trouble our readers or ourselves to go further into details and proofs which are already too familiar. It is quite too apparent that the meanings given the various signals are entirely too diverse, uncertain and irregular.

Again, employees are constantly being changed from one road to another; then, as the signals in use on each are so different, the poor operative is required instantly to unlearn the meaning of those he has been familiar with, for years perhaps, and all at once commence operations under an entirely new and strange code. If, under these circumstances, he makes a mistake, or an accident occurs, he loses his position, and perhaps gets indicted by a grand jury, while the company, the only culpable party, goes scot free. Here, then, is glaring injustice added to all the rest.

Engineers, too, as well as other employees of railroad companies, are continually shifting. Imagine one who has been for years on the same road, running the same engine, and using all the time, the same signals. Now, it will, at the best, be some time before he can possibly accustom himself to an entirely different set of signals. It is well understood by all that the force of long habit is superior to any power of the reasoning facilities, more especially in the presence of great danger. How easy, indeed, at such a time for him, in the confusion or indecision of the moment, to mistake the signal to slow up, for what is intended as the warning of an open draw-bridge, and thus rush his whole train on to destruction. All this from a mere mistake, a little want of uniformity of signals. This same thing, too, is the unreported cause of numberless accidents—accidents followed up by the consoling sequel of a coroner's jury, "nobody to blame."

We have seen it proposed as a remedy for this state of things that the Congress of the United States pass an act establishing one definite code of signals which shall be obligatory on all the railroad companies, formed and to be formed, in the United States.

It is claimed that the General Government can lawfully do this by virtue of that clause in the Constitution which gives Congress the right to regulate commerce and navigation. This is, however, a question for the lawyers and law-makers. Certain, it is, State legislation cannot reach the evil complained of. For our part, we care not how or from what source the remedy comes, only let it be applied at once and effectually.

But our plan of obviating the difficulty is as follows: let due notice be given, and all the Railroad Presidents or Superintendents, we care not which, of each State, meet at the Capital, or other convenient point in such State, discuss the matter, and proceed to appoint a committee of from one to three to act in behalf of all the companies in that State. Then, on a given time, let these committees or delegates from every State and Territory of the Union meet at some central point, say Cincinnati or St. Louis, and after mature discussion and interchange of sentiments, proceed to arrange a national railroad signal code. There would be little or no diversity of opinion, and a session of two or three days would settle the whole thing. The code thus formed and promulgated would readily be accepted by every one, as being the best that the combined wisdom and experience of the railroad men of the country could devise, and would surely result in a great saving annually, of life, limb and property.

Though without legal sanction, such a convention would practically have the force of law; and, indeed, if deemed necessary this code might thereafter be enacted into a law, by Congress.

And while the question of railroad signals is being settled, that in regard to right of way, and right or left side, in case of double tracks, ought also to be considered. In the latter case, perhaps, there is no better rule than that which obtains on the turnpike and common road, where every one keeps to the right.

Though we have expended considerable thought upon these and kindred subjects relative to greater safety in railroad traveling, yet the foregoing ideas are thrown out in the hope that they may ere long be productive of more system in our railroad signal service, and of a greater degree of personal security to the great traveling public.

☞ The St. Paul *Press* says that the branch line of the St. Paul and Pacific, from St. Anthony to Brainerd, has been purchased by F. R. Delano, of St. Paul. By the terms of the purchase Mr. Delano agrees to complete the gap of unfinished road between Watab and Brainerd, about forty miles in length, before the first of December. Nearly all of this forty miles has been graded, and the ties and bridge material are on the ground.

☞ At a meeting the directors of the Grafton Center (Mass.) Railroad, held on the 16th inst., Hon. J. D. Wheeler was elected president, A. A. Ballou clerk, and Henry F. Wing Treasurer. Engineers are already engaged and the work of locating the road will begin at once.

☞ The New Castle and Franklin Railroad is completed to within five miles of Mercer, and is being lengthened at the rate of half a mile per day.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	July '73 3½
Allegheny Valley 50	2 2 6 350	— & —	---- ----
Atlanta and West Point.100	1.232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	---- ----
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	----------
Avon, Geneseo & Mt M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May '73 5
Washington Br.....100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	---- ----
Berkshire*.....100	600,000	J. A J & O	July '73 1½
Blossburg & Corning*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	----------
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence..100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*.100	960,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Sept. '73 5
" " pref.100	1,485,900	M & S.	Sept. '73 5
Camden and Amboy* ..100	5,847,800	J A J.O.	Oct. '73 2½
Camden and Atlantic....50	379,020	— & —	---- ----
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,149,600	— & —	----------
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850 400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J & J	July '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*.....50	2,425,000	J. & D.	June '73 3
" pref. 50	400,000	J. & D.	June '73 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....100	880,000	J.A.J&O	July '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy.100	18 652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton.....100	3.500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	May '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	----------
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	June '73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug '73 5
Concord.....50	1,500,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River 100	$1,850,000	J. & J.	July '73 5
Cumberland Valley..... 7	$1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk... 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	----------
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '73 3
East Mahanoy *.....50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,800	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef & Canand*..100	600,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg 100	4,000 000	J. & J.	July '73 4
Georgia 100	4,166,000	J. & J.	July '73 4
Grand River Val.* guar 100	1.000,000	— & —	----------
Grand Trunk, (Ca.) 100	14,367,946	— & —	----------
Great Western, (Ca.) ...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	----------
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	----------
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*.100	4,625,000	— & —	----------
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '73 1½
Joliet & North. Indiana*.100	300.000	J & J	Jan. '73 4
Lake Shore & Mich. So..100	49 486,600	F. & A.	Aug. '73 4
" " (guar.).100	833,500	F. & A.	Aug. '73 5
Lawrence*.....50	280,200	— & —	----------
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21.468.900	J.A. J.O.	July '73 2½
Little Miami.*.....50	5,871,450	J.A. J.O.	Apl. '73 3
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 5½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O	Apl. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	----------
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	----------
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738.204	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323.375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*.....50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R..100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '73 5s
Northern Central 50	5.842,000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Apl. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	----------
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*...100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	----------
Paterson and Ramapo*..100	245,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	----------
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '73 2½
Phila., Wil. & Balt.....50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Apl. '73 1½
" Special Imp.100	2,000,000	J.A. J.O.	Apl. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*..110	557,500	— & —	----------
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	----------
" preferred. 100	4,300,000	F. & A.	Aug. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	----------
" " pref.100	2.040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	----------
" " pref. 100	12,000,000	.....	Nov. '72 4½
Saratoga and Schenec.*..100	300,000	A. & O.	Apl. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	996,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	443,700	J. & J.	Jan. '72 5½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch*.....50	2,502,260	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00.	J. & J.	July '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	---------- 2½
Baltimore City.....100	800.000	F. & A.	Aug. '73 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	----------
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan. '70
Brooklyn City.....100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	----------
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	800,000	— & —	----------
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	----------3
42nd St. & G St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.) 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.) ... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	----------
Malden and Melrose.....100	200,000	— & —	----------
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)...100	797,320	— & —	----------
Orange and Newark 100	282,555	— & —	----------
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	July '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.).....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	July '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 5
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	----------
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	----------
Lehigh Coal & Navigat.. 50	3,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 3
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	----------
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30s
" " (pref.) 50	2,838,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	----------
Union.....50	2,907,850	— & —	----------
" preferred 50		— & —	----------
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '68 —
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	----------
Butler Coal.....25	500,000	J. & D.	Dec '69 85c
Canton.....164	731,250	— & —	----------
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,800	— & —	----------
" pref.....100	8,693,400	— & —	----------
" certif.....100	3,324,000	J. & J.	----------
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	----------2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ...100	6,700,000	— & —	----------
" preferred ...100	4,300,000	— & —	----------
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	----------
United States Express...100	6,000,000	F.M.A.N	Aug '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	2,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 60

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Sept. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112½
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,759,000	6	Jan. & July.	1880	116½
.. ..coupon	4,656,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,565,150	6	Jan. & July	1881	116½
.. ..coupon	63,755,200	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s).....registered	23,201,000	6	May & Nov.	1882	113½
.. .. .. (5-20s).....coupon	187,367,050	6	" "	1882	113½
Loan of March 3, 1863.....registered	53,553,500	6	Jan. & July.	1881	116½
.. ..coupon	21,446,500	6	" "	1881	115½
Loan of March 3, 1864 (5-20s).....registered	946,500	6	May & Nov.	1884	115½
Loan of June 30, 1864 (5-20s).....registered	26,474,650	6	May & Nov.	1884	115½
.. .. .. (5-20s).....coupon	33,886,550	6	" "	1884	115
Loan of March 3, 1865 (5-20s).....registered	34,946,700	6	May & Nov.	1885	114½
.. .. .. (5-20s).....coupon	119,141,750	6	" "	1885	116
.. .. 2d series (5-20s).....registered	58,471,650	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	148,388,400	6	" "	1885	115½
.. .. 3d series (5-20s).....registered	90,536,150	6	Jan. & July.	1887	115½
.. .. .. (5-20s).....coupon	224,477,550	6	" "	1887	115½
.. .. 4th series (5-20s).....registered	14,059,000	6	Jan. & July.	1888	115½
.. .. .. (5-20s).....coupon	24,276,250	6	" "	1888	116
Loan of March 3, 1864, (10-40s)....registered	140,387,600	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s).....coupon	54,179,700	5	" "	1904	112½
Consols of July 14, '70 & Jan. 20, '71.registered	143,570,100	5	F. M. A. & N.	1881	114½
.. .. coupon	106,429,000	5	" "	1881	111½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. .. coupon	.....	4	" "	1901	....
Dom. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	110
U S. Notes and Fractional Currency.....	400,969,529	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	467
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	6	" "	'90-'91	....
Arkansas—($ 0,400,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,7 8,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R. R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "		....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	'72-'74	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1886	84
Illinois—($2,133,63):				1890	
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	'90-'92	....
.. Refunded Stock Bonds, 1859	348,000	6	" "		....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1878	....
.. War Loan Bonds, 1861.....	417,000	6	" "	'77-'78	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1880	
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	1881	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"		....
Kentucky—($2,750,510):				'83-'84	
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	55
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R. R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1896	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	99½
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	90
.. Bounty War Bonds, 1866.....	511,365	6	J. A. J. & O.	1888	103½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	100
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	98
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1876	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	88
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	96½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	105½
.. Bounty Loan Bonds, 1867, coupon	1,872,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'90-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd.....	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,309	6	" "	1881	103
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'87	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	17-'87	103½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,060	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1883	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1892	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	29
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	14
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	600,000	6	April & Oct.	1890	....
Tennessee—($30,962,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	61
.. State Bonds (direct)	4,619,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	61
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'75	100
.. .. .. registered	201,000	6	" "	'71-'75	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	45½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67.....	6,892,423	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(265 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97
Loan of 1860–'80	579,500	6	" "	"	1880	97
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	98
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	94
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	96½
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	28½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	50
Mass. I. (see'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	86
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	105
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	92
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	80
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	73
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	95
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	5	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	75½
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	84½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1909	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95–'99	80
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100½
State Aid B'ds(1st.by State)gold	1,500,000	7*	" "	" "	1885	107
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,163,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1890	90½
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage guar. by P.W.& B.	135,000	8	Jan. & July.	Philadelphia	1908	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	91½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,200,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	980,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1855	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1863	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	185,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,580,000	7	F. M. A. & N.	" "	1915	89½
Equipm't (Eng & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1899	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. R. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund (C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1886	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	530,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'72-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067.421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	488,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	87½
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	96
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	88½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1873	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1883	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931.000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	428,000	6	" "	" "	1903	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	179,000	6	" "	"	1870	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	800,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,736	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	99
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	670,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	103½
3d Mortgage	4,582,000	7	" "	" "	1883	96
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	98
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1894	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1909	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	M Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	..	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	82½
1st Mort. (Q. & Palm.R.R. 15 m.	160,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R.R 55m.	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,500	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	300,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	83
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(i. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	105½
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	104
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
1st Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1898	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	...
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068.000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,0. 0,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N.Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(D L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	85½
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,188,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	95
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	95½
Sunbury July 1, 1864	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1858 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	97½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,600	7	" "	" "	1877	99
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96
1st Mort. Aug. 1, 1856 (D. M. & Tol.)	924,000	7	Feb. & Aug.	" "	1896	97
1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch & Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.& L. & Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1868 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad. lphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	255,000	7	Feb. & Aug.	New York.	1900	....
Leaven., Lawrence & Galverston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1900	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	96
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	102
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1868	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	8	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	94½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol. M. for $6,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1880	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	89½
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1890	79½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,298,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	113
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	94¼
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	98
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	81
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1884	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1880	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	100
3d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	3,000,000	7	Feb. & Aug.	" "	1889	98

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1890	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd (N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. St.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R. stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	91
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	1'0,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,725,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	88
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	90½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (R. Div.)	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.)	534,000	7	" "	" "	1874	83½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.	2,761,000	7	Jan. & July.	" "	1898	99
Consolidated Mort. (sterling)	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (J. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	79½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	77
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1880	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	98
3d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	100½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.B.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	99
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Loan of 1870, convertible	28,000	7	" "	"	1893	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1896	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon... 7,696,000	7	June & Dec.	Philadelphia.	1911	101½
	Dollar registered 3,414,000	7	" "	"	1911	102
	Gold or stg coup. 7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.. 624,000	6*	" "	"	1911	97½
	Dollar coupon... 376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,630	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv'k	3,000,000	6	monthly.	New York.	1884	75
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	82½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	100
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1899	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	800,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1878	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1888	....
1st Mort. (T...y, Salem & Rutl.)	500,000	7	May & N'v.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	74
Rich., Fredericksb'g & Potomac						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	150,500	7	June & Dec	Rich'mond.	1876	....
1st Mortgage	175,000	8	April & Oct	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk*g* Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk*g* Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equ pment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk*g* f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) sk*g* f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	76½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 1st, 1st guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 18 8 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	87½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold sk*g* fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold sk*g* f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&L):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk*g* f d endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,02 ,000	7	Jan. & July.	" "	....	....
General Mort. (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500.000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	8	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferr d bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk*g* fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	"	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'88	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'78	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, sk*g* fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, sk*g* fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk*g* fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,000,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	...
Troy & Bennington (T. &):						
1st Mortgage sk*g* fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds.....	648,000	7	"	" "	1669	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M.(Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	94
1st Mort. (Quincy & Tol 34 m).	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	82
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84½
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	72
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	70½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	50
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	95
Sterling Loan £569,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	...
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	23
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,00	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	76½
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& Allf.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	...	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	96½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt.	575,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m.)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 25 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1890	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	75½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis.	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,600,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg.	2,0 0,000	6	F. M. A. & N.	"	1897	92½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,579	6	June & Dec.	"	1897	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71
Plain Bonds	85,222	6	" "	"	1878	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1888	75
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1888	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	2	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2				100,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.0	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	...	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Canal Co.)		1,341,228	423,821	7	100	92½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	...	...	...	....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,168	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8		(Phila.&Reading R. R.)		.....	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000 pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23 3	200.0	...	...	...	....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—		(In progress to N. Mexico.)		.....	.....	—	100	15½
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	18	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,284	.....	983,966	389,589	—	100	.....
Sept. 30, 1872	406.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Missis-ippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No returns furnished.)		.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	...	...	...	....	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	—	—	3,994,900	3,483,848	201,089	—	—	—	—	—	—	—	4	100	.....
Nov. 30, 1872	55.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	—	—	732,700	129,000	—	—	—	—	—	—	—	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	—	—	550,000	471,200	.....	—	53.2		(Leased to Pennsylvania.)		.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,878	26,152,269	484.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	168
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	—	—	—	—	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened to Washington, May 1, 1872.)			.....	.....	—	100	12
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operated by Maine Central.)			36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	567	Belvidere Delaware.....New Jersey.	3,876,842	*	—	—	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	—	—	—	—	—	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,428	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	143½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763.114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	99,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	472	Boston, Concord and Montreal.....N. H	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	121,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,741,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	127½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	115½
Sept. 30, 1872	44.0	14.5	65.0	—	35	67	11	452	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	792,246	765,733	1,716,399	465,347	10	100	152
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Company in bankruptcy.)			.....	.....	—	100	.....
Sept. 30, 1872	23.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	—	—	—	950,000	2,380,000	—	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	...	...	...	....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Emporium, Pa.)		139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	...	...	...	....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	....		(In progress.)		.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	...	...	...	....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Completed to Mo. Line May, 1873.)			.....	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	...	...	...	....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0		(Recently completed.)		.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsylvania R. R. Co.)			1,341,228	423,821	10	100	92½
Dec. 31, 1872	69.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790.623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,198	69,224	407,036	212,119	3½p	50	72
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715.382	—	—	—	332,925	338,000	44,437	—	—	(Pennsylvania R. R. Co.)			.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	...	...	...	....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	...	...	...	....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently completed.)			.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	—	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1871.)		.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	—	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	29.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	—	.....	426,000	—	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.0	—	21	9	5	602	Catawissa.....Penn.	6,093,850	*	—	.....	4,359,500	1,739,350	.....	—	—	(Leased Nov.'72 to Ph.&Rdg.)			572,104	183,169	7 p.	50	39½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	—	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois Central.)			128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic. & North Western R. R.)					—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	181	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	101.0	(No returns furnished.)			.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushing & N. Side R. R.)			.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,092	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	101½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	40½
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific* ¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,533	746,153	11,963,641	6,952 362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,080	*	256,090	.....	2,578.000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,000	500,000	3,150	—	22.8	39.140	.....	.....	60,440	20.440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,573	115,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	...	...	....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened March 187 2.)			.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	460	Chester Valley	New Hampshire.	2,357,707	551,000	100,000	260,554	2,153,300	509,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	6	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Phila. a	nd Reading	R. R. Co	mpany.)	—	—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	101
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,848,400	*	4,555,781	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,554,575	2,639,866	10	100	93
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	.....	110.0	.....	.....	.....	627,980	277,853	—	100	....
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	150,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.	)	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	419	Chic., Dubuque and Minnesota	Io. & Minn	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	ormation	furnished.	)	.....	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	(Chic. &	Northwes	tern R. R.	Co.)	—	8	100	....
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	—	—	170.0	482,640	240,169	128,662	500,985	218,500	—	100	40
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,343,919	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	....
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	.....	—	(Operat	ed by con	tractor—N	o report.)	.....	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No info	rmation.)	—	.....	.....	.....	.....	—	(Being co	nstructed.	)	.....	.....	—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,900	2,109 406	25,000,000	8,972,000	164,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	86
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern	Illinois.	Ill. & Ind.	(Under	construct	ion—no	informati	on)	—	—	—	—	—	—	—	—	—	—	—	—
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	.....	.....	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Pac	fic R. R.	Co.)	—	100	....
Dec. 31, 1872	86..	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	—	—	—	(St. Lou	is K. City	and North	ern R. R.	Co.)	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	—	—	(M r.ett	a and Cin	cinnati R.	R. Co.)	—	—	100	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	.....	.....	(Sold un	der forec	lose. for	$1,000,000	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	.....	.....	.....	.....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	—	109,315	3,996,810	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,360	—	42.0	.....	.....	.....	229,635	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	.....	.....	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,962,936	*	.....	.....	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	283,593	850,755	339,244	—	100	102
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construct	ion—no	report.)	—	—	—	25.0	20,360	4,032	.....	7,047	.....	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,026	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,991,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	85
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,154	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	80
Dec. 31, 1872	681.0	—	68.0	—	158	56	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	—	.....	.....	13,328,569	23,555,174	130,974	—	681.0	4,590,845	646,459	1,399,597	4,411,095	783,881	—	100	21
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	.....	.....	1,474,300	525,000	.....	.....	40.0	.....	.....	.....	90,216	14,967	—	100	....
Dec. 31, 1872	76.2	13.0	12.6	—	26	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,672,739	268,058	59,094	1,208,810	2,148,000	291,199	330,219	89.0	499,522	134,999	681,819	854,892	442,603	25	50	....
Dec. 31, 1872	45.0	—	8.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	162
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,486	*	261,151	123,946	2,127,273	1,357,190	39,767	246,371	143.7	458,681	167,112	171,923	812,768	308,902	6	100	85
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	935,504	383,770	729,311	215,481	10	100	137
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	—	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	..
Sept. 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,028	2,436,500	96,323	—	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,000	.....	.....	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	.....	17.0	.....	.....	.....	89,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....	.....	—	(Leased	to Pennsy	lvania R.	R. Co.)	—	—	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90.0	32.0	....	20 0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....	.....	90.0	(Recently	y opened	—No repo	rt.)	.....	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,023	3½	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	—	—	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware ¶	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	1,389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,289,545	.....	115.0	8,254,260	249,578	3,347,671	4,746,678	2,867,965	10	100	89
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,863	371,903	198,997	—	100	....
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1	873.)	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	—	—	—	—	Des Moines Valley	Iowa.	13,803,285	*	.....	.....	6,523,000	5,070,000	93,000	—	250.0	447,679	108,599	198,360	776,264	127,223	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	—	—	—	—	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(R	ecently op	ened—no	returns.)	.....	—	100	..
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(R	ecently op	ened—no	returns.)	.....	—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	.....	19,259	189.0	775,740	438,074	330,559	1,381,663	442,155	—	100	....
Dec. 31, 1872	189.0	—	28.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	618,000	.....	—	100	....
Aug. 31, 1872	194.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	—	—	.....	.....	122,000	175,000	.....	.....	—	(Leased	to Maine	Central.)	.....	18,000	6	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	—	—	—	—	—	.....	12,338	7,781	22,792	7,175	—	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	.....	.....	.....	24,000	6	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	—	—	—	—
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	.....	5,000,000	820,000	.....	.....	—	(Leased	by Illinois	Central.)	.....	.....	6	100	62
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	—	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,800,000	554,407	.....	58.0	.....	.....	.....	210,545	L. 26,990	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	—	—	9,870	350,000	—	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	.....	.....	—	50	....
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Phila. &	Reading	Co.)	.....	.....	6	50	....
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,651	*	34,750	661,293	1,970,624	3,889,900	168,593	6,735,377	270.0	.....	.....	172,895	1,201,492	366,692	—	100	....
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts	7,436,949	1,767,261	1,332,235	1,579,678	4,262,000	6,746,100	701,841	405,582	234.6	1,403,179	5,000,399	424,320	1,972,923	574,201	—	100	95
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	80	Eastern Kentucky	Kentucky.	.....	—	—	.....	.....	.....	.....	.....	28.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore ¶	Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0	(No state	ment furni	shed.)	.....	.....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	....	....	....	....	Elizabeth and Paducah	Kentucky.	6,000,000	—	—	.....	3,000,000	3,000,000	—	.....	185.0	(R	ecently o	pened—no	returns.)	.....	—	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northern	Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	—	(Northern	Central	R. R. Co.)	165,000	162,000	5	50	....
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,472	568,131	1,133,257	86,536,910	26,398,800	2,517,301	—	954.0	12,318,504	3,598,988	5,564,274	18,371,885	4,720,285	1½	100	53½
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	81.5	8.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	.....	.....	2,000,000	3,297,000	—	—	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American	Maine.	8,725,907	*	.....	.....	1,272,560	4,753,773	3,220,360	—	114.0	154,290	298,082	.....	367,574	165,289	—	100	....
Aug. 31, 1872	159.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,253	1,127,000	20,630	704,462	132.0	359,515	146,036	.....	566,879	218,645	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,604	469,159	150,000	234,683	271,986	213,351	5.8	11,988	106,757	—	42,378	15,608	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	120,000	—	—	—	107,400	—	—	—	—	(Pbg. &	Connells	y. R. R. Co.)	.....	.....	7½	50	....
Sept. 30, 1872	50.0	43.3	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	.....	4,000,000	—	.....	511,300	93.3	716,246	1,869,427	740,123	1,350,289	323,935	8	100	130
Dec. 31, 1872	12.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. Delaware R.		R. Co.)	16,217	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	6	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side.....New York.	952,168	264,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ind.& Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston,	Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	288,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,060	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson..Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,806	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie.)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	6	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,867,993	1,114,214	128,797	4,748,995	2,800,000	3,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,686	Grand Trunk ¶.....Canada.	105,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,635,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)			—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	23
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	...
Sept. 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	790,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶.R.I.,Ct &N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)		75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept. 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1,925.915	45,966	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	16.5	—	28	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	5	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	108½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central.....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	*	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R.R. Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	24,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	116,876	48,865	15,941	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,360,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	...
Dec. 31, 1872	108.0	110.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,558	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	...
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	700,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	h. & M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R. Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.5	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R. Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	23.0	—	25	10	4	1 515	Lackawanna and Bloomsburg .....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,800,000	*	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	.....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,641,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet	in operatio	n.)			—	100	...
Dec. 31, 1872	541.3	595.2	633.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,947,176	12,381,187	7,315,307	1,515,579	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	12,477,534	2,112,853	4,382,243	17,691,629	5,118,598	8	100	88
Jun. 30, 1872	37.0	—	.....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,639,669	87,519	138,142	72,922	744,908	2.000 000	93,314	—	—	(Opened t	hrough in	July, 1873.)			—	100	...

Dec. 31, 1872 166.0 — | 28.0 — | 24 | 14 | 7 | 797 Lake Superior and Mississippi ... Mine 1 5,593,700

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	—	74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	—	—	(Leased	by Housatonic R. R.	Co.)	3,010	—	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	—	.....	.....	265,000	—	—	—	—	(Leased	by New York & Harlem R. R.	Co.)	—	—	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	135½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston...C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	.....	.....	1,000,000	—	—	—	—	(Leased	by New York Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rhm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	(No accounts obtainable.)								72.0	(No accounts.)			.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	909	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	—	67.7	617,092	889,571	880,119	1,336,938	592,522	5a	50	98
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	—	78,964	610,683	—	5,819,963	261,561	3,633	140.3	748,838	212,080	313,664	804,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	2,284	Northern Central †.....Md. and Penn.	11,6 6 880	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,404,215	222,099	317.0	3,288,463	1,110,110	4,760,895	4,598,820	1,161,789	6	50	62
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102.000	266,800	154,576	82.6	506,848	195,40C	411,888	706,355	217,103	8	100	105
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	—	872,548	.....	1,000,000	400,000	.....	—	—	(Leased	to Erie Railway Co.)		273,054	37,604	8	100	....
May 31, 1873	153.0	106.0	.....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,149	1,908,838	601,394	.....	.....	50,000 p.m	.....	—	559.0		(No statement published.)				—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	129½
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,97 ,268	*	110,464	.....	.....	6,976,268	110,464	—	145.0	.....	194.167	242,210	328.841	Loss.	—	—	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	—	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	60½
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	—	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	55.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	—	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	27½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	—	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	44
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441 553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	109
Dec. 31, 1872	9.9	2.0	3.1	—	...	38	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,800	73,852	—	11.9	—	2,984 317	—	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	—	292.6	713,252	196.394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	209,000	25,000	—	—	(Leased	by Pacific	(of Mo) R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	.....	.....	300,000	612,190	27	—	—	(Leased	by Rome,	Watertown & Ogd.	RR.Co.)	—	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....	—	35.0	232,089	171,932	232,801	354,880	73,878	2	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	—	.....	.....	1,500,000	1,500,000	.....	—	35.0	(In course of construction:			no returns.)			100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific of Missouri* †.....Missouri	—	—	—	—	7,000,000	(Assumed by Lessees.)		—	—	(Leased	by Atlantic & Pacific	R. R. Co.)	5	100	....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	59,430	2,924,150	1,000,000	403,812	—	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	264,698	21,389	.....	.....	255,997	—	—	—	11.5	(Under	construction:	no returns.)	—	—	—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	—	47.6	—	—	—	1,718,680	1,232,602	10½	100	0
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	—	109.0	—	(No statement	furnished.)	—	—	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	660,000	—	.....	.....	630,000	—	—	—	—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	.....	.....	250,000	500,000	—	—	—	(Leased	by Erie Rail'y Co.)		35 p. c.		—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	.....	.....	248,000	100,000	—	—	—	(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	—	.....	.....	1,500,000	1,076,000	.....	—	—	(Leased	by Tol. Wab. & Wtn.	Co.)	—	—	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	.....	.....	342,150	160,000	36,542	—	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	.....	.....	500,000	375,000	.....	—	—	(Leased	by N. Jer. Sth'n R.R.	Co.)	.....	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	—	165.0	—	83,491	46,333	169,913	Loss.	—	—	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787.7	13,380,952	5,250,398	7,844,779	22,012,625	8,247,852	10	50	95½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000	—	47.0	.....	3,486	1,376,772	23,033	—	20	50	....
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	—	.....	.....	483,297	700,000	.....	—	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,428	628,814	.....	.....	3,061,700	3,000,000	.....	—	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	—	—	(Leased	by Chic. R. I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,769	2,000,000	.. ....	—	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	—	(Oper. by	Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	43,386	1,324,200	500,000	361,083	—	82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	—	58.1	176,312	315,515	134,307	295.594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †.....Pennsylvania.	21,822,990	—	2,248,693	.....	8,448,000	14,750,000	892,983	—	287.6	2,912,351	839,753	2,028,568	3,980,753	838,219	—	50	48
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	168
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,990	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,039	4,823,300	19	50	100
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	—	329,626	.....	1,259,100	—	—	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	122
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,900,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	105
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	—	225,000	100,000	17,132	—	7.0	.....	9,800	12,854	20,485	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,249	3,740,438	1,950,109	1,812,268	8,433,550	10,611,740	5,461,173	—	201.0	3,160,500	806,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	—	503.6	7,313,148	2,106,152	2,408,162	9,780,319	4,507,465	10	100	91
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	—	—	—	14.0	—	—	—	(In operation only t	hree months.)		50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	—	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	.....	.....	450,000	—	—	—	—	(Leased	by Boston & Albany	R.R. Co.)	27,090	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	—	.....	.....	719,290	450,000	.....	—	—	(Leased	by Pennsylvania Co.)				—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To completion.)		1,200,000	1,800,000	.....	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	60.0	5	13	3	92	Portland and Ogdensburg.....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	—	—	(Earnings used in construction.)				—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Dec. 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	656,097	1,120,000	200,053	—	52.5	141,640	120,009	60,790	131,561	38,078	—	100	124½
May 31, 1872	51.3	—	7.4	—	19	—	7	161	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	—	—	—	—	(Leased by Eastern	R.R. Co.)			10	100	
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	—	(Operated for benefit	of contractors.)			—	25	....
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	—	—	(Leased by Eastern	R.R. Co.)			6	100	91
Sept. 30, 1872	41.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,494	508,200	506,079	—	41.8	53,514	70,015	10,400	83,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,997	239,926	10	100	....
Nov. 30, 1872	18 6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,928	.....	.....	437,917	50,000	68,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	38.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	389,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	104
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	124,486	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	209,899	.....	.....	851,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,218	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	32.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	(No returns obtained.)					—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley...N. York.	671,303	*	.....	.....	557,560	.....	.....	.....	—	(Leased by Erie Railway Co.)				34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,579	*	.....	.....	6,490,579	2,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)				16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	*	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased to Central Verm't.)			434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	8,203	4,000,000	7,000,000	734,425	157,067	225.6	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	98	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	34,592	161,771	45,953	—	100	....
Dec. 31, 1872	159.0	15.0	29.0	—	13	9	7	583	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,019	220,062	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,639	687,639	8	100	....
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	*	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased by Chicago & Alton R.R.Co.)				240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	36	19	1,551	St. L., Kansas City & Northern..Mo & Ia.	28,184,445	*	2,369,765	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	295,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	364,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	682,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,000,000	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	369	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	389,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No statement furnished: very small.)					—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,532	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.2	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,406	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	*	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by contractors: no returns.)					—	100	....
Sept. 30, 1872	183.0	—	9.2	—	.....	.....	.....	.....	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89 881	.....	116.0	302,744	161,521	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.5	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,399	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.2	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,480,000	140,000	.....	—	(Not in operation at date.)					—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	26	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.0	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	388,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	10,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	46
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	19
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	22,450,328	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,426	2,261,060	10	100	116
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,368	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	126	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,686	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.8	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	—	(Leased by Vermont Central R. R. Co. at 8 p.c.)					8	100	64
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	775.0	.....	.....	[2 yrs.	8,497,442	495,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts...Mass. & Vt.	2,703,966	*	90,785	191,899	2,800,000	900,000	68,899	157,751	88.1	249,299	275,181	131,458	557,196	169,523	2	100	....
Feb. 29, 1872	140 0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	*	*	—	50	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,005	750,000	78,187	.....	—	(Leased to N. Jer. Southern R. R Co.)					—	100	....
Dec. 31, 1872	18.3	—	0.0	—	—	—	—	—	Warren.....New Jersey.	3,001,400	*	.....	.....	1,800,000	1,281,400	.....	.....	—	(Leased to D. L. & W. R. R.)			525,749	215,383	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	66	Washington and Ohio .....Virginia.	1,435,176	128,577	128,778	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,536	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,00 a year.)								138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	8.9	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,893	1,800,000	109,069	.....	60.0	217,760	184,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	*	.....	.....	1,022,450	1,800,000	1,023,556	.....	—	(Leased by Pennsylvania R. R. Co.)					—	55	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	152,583	.....	128.9	330,555	642,728	28,443	664,777	291,368	8	100	104
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,063	2,332,300	108,610	.....	63.6	230,554	132.365	264,678	228,773	21,687	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	22	31	—	342	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	280,833	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,591,500	.....	.....	—	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	*	85,701	48,143	1,425,400	310,200	36,515	573,774	45.7	359,641	381,954	368,042	587,389	195,458	12	100	130
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,360	*	.....	.....	1,633,350	800,000	.....	.....	—	(Leased to Lehigh Coal and Nav. Company.)					3	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	16,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	111
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	.....	.....	8,784,550	15,767,686	.....	.....	108.0	.....	.....	1,041,891	566,060	32,570	—	50	494
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	*	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,934	196,149	139,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	96
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,558,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	25
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,385,798	8,576,332	267,198	.....	108.3	(Lease to Ph. & R'g.)		1,200,181	649,362	684,169	1	50	14
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,887,105	*	.....	.....	2,092,700	2,757,316	166,811	.....	45.0	(Lease to Ph. & R'g.)		426,398	99,161	61,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased to Pennsylvania.)			.....	.....	—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	51 —	@ 51 50
Gartsherrie		50 —	@ — —
Glengarnock		47 —	@ — —
Eglinton		— —	@ 46 —
Pig, American, No. 1		43 —	@ 44 —
Pig, American, No. 2		34 —	@ 37 —
Pig, American, Forge		31 —	@ 33 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold).	— —	@137 50
	—STORE PRICES.—		
Bar, Swedes, 1½ x¾ & 1½ x⅜ to ⅝ & ¾ sq. 1½ to 5x⅜ to ¾ & ⅞ to 2 sq. 6 to 12 x ¾ & ⅛		175 —	@ — —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in		82 50	@ 85 —
Bar Refined, 1¼ to 6 by ¼ & 5-16 in		87 50	@ — —
Bar Refined, 1 & 1¼ by ¼ & 5-16		90 —	@ — —
Large Rounds, 2¼@2½ to 3¼ @4 in		90 —	@107 50
Scroll		102 50	@135 —
Ovals and Half-round		110 —	@130 —
Band, 1 to 6 in. by 3-16 to No. 12		102 50	@105 —
Horse Shoe		117 50	@ — —
Rods, ⅜@1-16 inch		92 50	@135 —
Hoop, ⅜ by No. 22 to 1 & 1¼ by 13 & 14		120 —	@160 —
Nail Rod	per lb.	— 9	@ — —
Sheet Russia, as to assortment	(gold)	— 18	@ — 18½
Sheet, Single, D. and T. Common		— 5½	@ — 7
Sheet, Doubles and Trebles, Charcoal		— 7	@ — 8½
Sheet Galvanized	List 10 per ct. disc,		
Rails, English	(gold) per ton.	64 —	@ 67 —
Rails, American, at Works in Penna. c'y.		73 —	@ 75 —
Anvils (Eagle)	per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½	@ — 23
English Spring (2d and 1st quality)		— 9½	@ — 10½
English Blister (2d and 1st quality)		— 14	@ — 18½
English Machinery		— —	@ — 14½
English German (2d and 1st quality)		— 12½	@ — 14½
American Blister		— —	@ — 11½
American, Cast, Tool		— —	@ — 17
American, Cast Spring		— —	@ — 11
American Machinery		— 11½	@ — 12
American German Spring		— 9	@ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 50	@ — —
8d. and 9d.	"	4 75	@ — —
6d. and 7d.	"	5 25	@ — —
4d. and 5d.	"	5 50	@ — —
3d.	"	6 —	@ — —
2d. and 3d. Fine		— —	@ 7 —
Cut Spikes, all sizes		— —	@ 5 —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— —	@ — 34
Straits	(gold).	— 39½	@ — 31
English	(gold).	— 28	@ — 28½

Plates—Fair to good brands.	—Gold.	—Currency.
I. C. Charcoal	per box. 10 50 @10 75	12 25 @ 12 75
I. C. Coke	8 50 @ 9 —	9 75 @ 10 25
Coke Terne	7 50 @ 8 50	8 75 @ 9 75
Charcoal Terne	9 87½@10 25	11 75 @ 12 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5½	@ — 6
Crude 40@47 gravity (in shipping order)		— 11½	@ — 11
Refined, Standard White (in ship'g order)		— 17½	@ — 18
Refined, S. W. (in jobbing lots)		— 18½	@ — 18½
Refined, S. W. (in tin)		— 21	@ — 25
Naptha, Refined (65@73 gravity)		— 10	@ — 10½
Residuum....(in shipping order)	per gall.	— 10	@ — 10½

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.		— —	@— 38
Copper, Bolts		— —	@— 40
Copper, Braziers' (over 16 oz.)		— —	@— 40
Copper, Nails		— —	@— 45
Copper, Old Sheathing, &c., mixed lots		— 24	@— —
Copper, American Ingot		— —	@— 25½
Copper, English Pig		— —	@— —
Yellow Metal, New Sheathing & Bronze		— —	@— 27
Yellow Metal, Bolts		— —	@— 32
Yellow Metal, Nails, Sheathing & Slating		— 27	@— 30

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— —	@ 7 —
German Ordinary	(gold)	— —	@ 7 —
English	(gold)	— —	@ 7 —
Bar		— —	@ 9 25
Pipe		— —	@10 50
Sheet		— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.
Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		— —	@18 —
Liverpool House Cannel		— —	@22 —
Anthracite (by cargo)	per ton of 2,000 lb.	5 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24
Boston, Hart. & Erie	2	....	....	....	....	
Canton Co	70	....	....	....	....	
Central Pacific 6s	80	....	....	....	....	
Central of N. Jersey	....	....	..	....	....	
Chicago & Alton	101	....	....	....	....	
.. pref	....	....	....	....	....	
.. 1 M	....	....	....	....	....	
.. S. F	....	....	....	....	....	
.. Inc. bds	....	....	....	....	....	
Chicago, Burl. & Q	....	....	....	....	....	
.. 8s, 1883	....	....	....	....	....	
Chic. & Northwestern	50¼	44¾	40	....	....	
.. pref	73	....	70	....	....	
.. 1st M	....	....	....	....	....	
.. S. F	....	....	....	....	....	
.. Consol	....	....	....	....	....	
Chic., Rock Isl. & Pac	98¼	91	86	....	....	
Chi, R. I. & Pa. 7s, 1896	....	....	....	....	....	
Clev., Col., C. and Ind	....	....	....	....	....	
Clev. & Pittsburg guar	80	80	....	....	....	
.. 2 M	....	....	....	....	....	
.. 3 M	....	....	....	....	....	
.. 4 M	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
.. S. F. 7s	....	....	....	....	....	
Col., Chi., & Ind, C	22	23	21	....	....	
.. 1 M	88¾	....	....	....	....	
.. 2 M	....	....	....	....	....	
Del. & Hudson Canal	....	111	....	....	....	
Del. Lack. & Western	94	90¼	89	....	....	
.. 1 M. 7s	....	....	....	....	....	
.. 2 M 7s	....	....	....	....	....	
Erie Railway	54¼	54¾	53¼	....	....	
.. pref	66¼	....	....	....	....	
.. 1 M. 7s, 1897	....	....	....	....	....	
.. 2 M. 7s, 1879	....	....	....	....	....	
.. 3 M. 7s, 1883	....	....	....	....	....	
.. 4 M. 7s, 1880	....	....	....	....	....	
.. 5 M. 7s, 1888	....	....	....	....	....	
.. 7s, con. gold	....	....	....	....	....	
Great Western 2d mort	....	....	....	....	....	
Hannibal & St. Joseph	28	26	23	....	....	
.. pref	42	38	....	....	....	
.. 8s, conv	....	....	....	....	....	
Hudson River	....	....	....	....	....	
.. 2 M. 8. F	....	....	....	....	....	
.. 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	....	....	....	....	....	
.. 7s	....	....	....	....	....	
Lake Shore & Mich. S'th	87¾	86¼	83	....	....	
Lake Shore Div. bonds	....	....	....	....	....	
Marietta & Cin. 1st pref	....	....	....	....	....	
.. 2d pref	....	....	....	....	....	
Michigan Central	85	....	83	....	....	
.. S. F 8s, 1882	....	....	....	....	....	
M. S. and N. I. 1 M. S. F	....	....	....	....	....	
.. 2 M	....	....	....	....	....	
Mariposa Mining Co	....	....	....	....	....	
.. pref	....	....	....	....	....	
Milw. and St. Paul	40	35½	30	....	....	
.. pref	66	58	....	....	....	
.. 1st mort	....	....	....	....	....	
.. 2d mort	....	....	....	....	....	
.. 8s	....	....	....	....	....	
.. 7 3-10s con	....	....	....	....	....	
.. 7s, gold	....	....	....	....	....	
Missouri 6s	91¼	83	88	....	....	
.. H. & St. J. 8s	....	....	....	....	....	
Morris and Essex	....	....	....	....	....	
.. 1st mort	....	....	....	....	....	
.. 2d mort	....	....	....	....	....	
N. Y. Cen. & Hud. Riv.	96¼	94	90½	....	....	
.. 7s, S.F. 1876	....	....	....	....	....	
.. 6s. S.F. 1883	....	....	....	....	....	
.. 6s, S.F. 1887	....	....	....	....	....	
N. York and Harlem	125	106	102	....	....	
.. pref	....	....	....	....	....	
.. 1 M. 7s, 1873	....	....	....	....	....	
N. York, N. Hav. & Hart	....	....	....	....	....	
N. Carolina 6s, old	....	....	....	....	....	
.. new	....	....	....	....	....	
Ohio and Miss	32¾	28¼	27¼	....	....	
.. pref	....	....	....	....	....	
.. 2d M	....	....	....	....	....	
Pacific Mail S. S. Co	38¾	37	32	....	....	
Panama	108	102	90	....	....	
Pitts., Ft. W. & Chi. gtd.	94	....	....	....	....	
.. 1 M	....	....	....	....	....	
.. 2 M	....	....	....	....	....	
.. 3 M	....	....	....	....	....	
Quicksilver Mining Co	25	....	....	....	....	
St. L., Alton & T. H	....	....	....	....	....	
.. pref	....	....	....	....	....	
.. 1 M	....	....	....	....	....	
.. 2 M. pref	....	....	....	....	....	
.. Income bds	....	....	....	....	....	
Tennessee 6s, old	81	....	....	....	....	
.. new	....	....	....	....	....	
Tol., Wab. & Western	50¼	45¼	46	....	....	
.. pref	....	....	....	....	....	
.. 1 M	....	....	....	....	....	
.. 2 M	....	....	....	....	....	
.. Equipment	....	....	....	....	....	
.. St. Lou. Div	....	....	....	....	....	
Union Pacific	21¼	20	18¼	....	....	
.. 1st mort	76½	78	....	....	....	
.. L. Gt. 7s	....	....	....	....	....	
.. Inc. 10s	50	....	....	....	....	
Virginia 6s, old	....	....	....	....	....	
.. new	....	....	....	....	....	
.. consol	....	....	....	....	....	
.. def. certs	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	
U. S. 5s, 1874, coup	....	....	....	....	....	
U. S. 5s, 10-40s, reg	....	....	....	....	....	
U. S. 5s, 10-40s, coup	....	....	....	....	....	
U. S. 5s, 1881, reg	....	....	....	....	....	
U. S. 5s, 1881, coup	....	111¼	....	....	....	
U. S. 6s, 1881, reg	....	....	....	....	....	
U. S. 6s, 1881, coup	115½	115½	....	....	....	
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1862	113¾	....	....	....	....	
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1864	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '65	114¼	....	....	....	....	
U. S. 6s, 5-20s, c. 1865	116	....	....	....	....	
U. S. 6s, 5-20s, r. n. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. n '65	....	....	....	....	....	
U. S. 6s, 5-20s, reg. '67	115¾	....	....	....	....	
U. S. 6s, 5-20s, c. 1867	115½	....	....	....	....	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68	....	....	....	....	....	
U. S. 6s, Pac. RR. issue	112¾	110¾	....	....	....	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	W. 17.	Th. 18.	F. 19.	Sat. 20.	M. 22	Tu. 23
Catawissa preferred	....	....	....	....	....	
Camden and Amboy	....	....	....	....	....	
.. 6s, 1875	....	....	....	....	....	
.. 6s, 1883	....	....	....	....	....	
.. 6s, 1889	....	....	....	....	....	
.. mort. 6s, '89	95	....	....	....	....	95
Elmira & Williamsport	....	....	....	....	....	
.. pref	....	....	....	....	....	
.. 7s	....	....	....	....	....	
Lehigh Navigation	34¾	30	23	25¼	24¾	24¾
.. 6s, 1884	....	....	....	....	....	
.. Gold L	91	....	....	....	....	
.. R. R. L	....	....	....	....	....	
.. Conv. L. '77	....	....	....	....	....	
Lehigh Valley R. R	60¾	60	57	57	58	
.. 6s new coup	....	....	....	....	....	
.. 6s new reg	....	....	98	....	....	
Little Schuylkill R.R	....	....	....	....	....	
.. 7s	....	....	....	....	....	
Minehill	....	....	....	....	....	
Morris Canal	....	....	....	....	....	
.. pref	....	....	....	....	....	
North Pennsylvania	....	....	....	49	....	
.. 6s, 1880	....	....	....	....	....	
.. 7s	....	....	....	....	102	
.. 10s, 1887	....	....	....	....	....	
Northern Central	....	....	....	....	....	
Oil Creek & Allcg. Riv	....	....	....	....	....	
.. 7s	....	....	....	....	....	
Pennsylvania R. R	53	49¼	47	48¾	49	47¾
.. 1st M	....	....	....	....	101	100¼
.. 2d M	100	....	....	....	....	98
.. Gen. mort	....	....	....	....	....	
.. .. reg.	96¼	....	....	....	....	
Penn. State 6s. 1st series	....	....	....	....	....	
.. 6s, 2d series	....	....	....	....	....	
.. 6s, 3d series	108	....	....	....	....	
Philadelphia City, 6s	98¾	....	....	....	....	
.. new	101¾	101	101½	101	101	101½
Philad., Germ. & Nor	....	....	84	....	....	
Phila. & Reading	54	52	50	49	50	50
Philadelphia and Erie	24	24	....	....	....	
.. 6s	....	....	....	....	....	
.. 7s	....	....	....	....	....	
Phila., Wilm. & Balt	....	....	....	....	....	
Schuylkill Navigation	....	....	....	....	....	
.. pref	....	....	....	....	....	
.. 6s, 1882	71	....	....	....	....	
.. 6s, 1876	....	....	....	....	....	
.. 6s, 1872	....	....	....	....	....	
United Co. of N. Jersey	121¼	121¾	....	117	....	116
Hestonville, (Horse)	....	....	....	17¾	16¾	
Chestnut & Wal.	61	....	....	....	....	
Green & Coates	....	....	....	....	....	
2d and 3d streets	58	....	....	....	....	
Spruce and Pine	....	....	....	....	....	
13th and 15th sts.	....	....	....	....	....	

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 23.

	W. 17.	Th. 18.	F. 19.	Sat. 20.	M. 22	Tu. 23
Baltimore City 6s, 1875	98¼	98¾	98¼	....	....	
.. 1886	97¼	....	....	....	....	
.. 1890	96¼	....	....	....	99	
.. 1884	....	....	....	....	....	
.. 1900	....	....	....	....	....	
Balt and Ohio	....	....	....	....	....	
.. bonds, 1875	....	....	....	....	....	
.. .. 1880	....	....	....	....	....	
.. .. 1885	....	....	....	....	....	
Marietta & Cin. 1st M	103¼	....	....	....	....	
.. 2d M	91¼	....	....	90¾	89¾	
.. 3d M. 8s	80¾	80	79¾	....	79¾	
Northern Central	32¾	....	31	....	....	
.. bonds, 1885	....	....	....	....	....	
.. .. 1900	....	....	88¼	....	89¼	
Pittsb. & Connellsv. 7s	....	....	....	....	....	
N. W. Va. 1st mort	....	....	....	....	....	
.. 2d mort	....	....	....	....	....	
.. 3d mort	....	....	....	....	55	
Virginia 6s, Consol	52	....	51	....	....	
.. Defer. Cert	....	....	....	....	....	
City Passenger R. R	....	....	....	....	....	

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

	Th.18.	F 10.	Sat.20.	M.22	Tu.23.	W.24
Boston and Albany ...	145	143½	144½	....	143½	143½
Boston and Lowell	....	....	....	....	....	....
Boston and Maine.....115½		115½	115½	....	115½	....
Boston and Providence.....	....	....	....	....	....	....
Boston, Hartford & Erie....	....	....	....	....	....	....
" 7s..... 29½		....	27½	....	28	....
Cheshire, pref.....	....	....	....	....	....	....
Chi., Burl. & Quincy.....	....	....	....	....	....	93
Concord.....	....	....	....	....	....	....
Connecticut River.....	....	....	....	....	....	....
Eastern..... 98¼		....	96	....	....	95
Fitchburg.....	....	....	....	....	....	....
Manchester & Lawr'ce.....	....	....	....	....	....	....
Michigan Central..... 85		....	84½	84	85½	80
Northern, N. H.....106		....	....	....	....	105
Ogdens. & Lake Champ 60		....	....	....	....	....
" pref.....	....	....	....	....	....	....
Old Colony	110	....	....	....	109	....
Ph., Wil. & Baltimore.....	53	....	52¼	....	....	52
Portl'd, Saco & Ports...125		....	....	....	125	....
Union Pacific	....	....	....	20	....	19
" 6s.....	....	....	....	....	....	72
" Land Grant 7s....	....	....	....	....	....	....
" Income 10s.....	....	....	....	....	....	....
Vermont & Canada.....	....	....	....	....	....	....
Vermont & Mass.....	....	....	....	....	....	....
South Boston (Horse).....	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	55¾		55	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.....	....	....	....	....	....	....
Copper Falls	23		22¾	....	....	23¼
Franklin	....		5	....	....	....
National	....	....	....	....	....	....
Pewabic	....	....	....	....	....	....
Quincy 41¼		38¼	....	....	....	36¼

London Stock Exchange.

	Closing Prices. Aug. 29.	Sept. 5.
Atlantic & Gt. W. 1st mort., $1,000..	75 — 77	75 — 77
Do. 2d mort., $1,000.....	67 — 69	64 — 66
Do. Con. mort. B'nds Bisch's Cert.	42 — 44	42 — 44
Do. Reorg. Scrip.....	99 —101	96 — 98
Do. Leas. Lines, Rental Bonds....	90 — 92	90 — 92
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid.....	48½ — 49¼	47¼ — 48
Do. 6 per cent Convertible Bonds..	98¼ — 99½	95¼ — 96¼
Cons. Mort. amount autho. to be issued for conv. of existing bonds..	96 — 97	93 — 94
Illinois Central $100 shares all paid..	84 — 86	84 — 86
Do. Redemption mort. bonds 6 p.c.	101 —103	101 —103
Illinois & St. Louis Bridge 1st mort.	102 —104	102 —104
Marietta and Cincinnati Rail. Bonds.	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.....	84 — 86	84 — 86
Panama General mort.....	97 — 99	97 — 99
Pennsylvania, 2d mort.....	97¼— 98¼	97 — 99
Do. General mort.....	96 — 98	98 — 99
Do. $50 shares.....	43 — 44	43 — 44
Philadelphia and Erie 1st mort.....	99 — 100	99 —100
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, September 27, 1873.

Stock Exchange and Money Market.

The week, which has elapsed since our last review was prepared, has been, as far as Wall street affairs were concerned, one of unparalleled excitement, confusion, panic, and sensation. Uneasiness and distresses have been the predominating features in all business circles. The banks have been endeavoring to maintain their own position, while rendering all practicable assistance to their customers. The failure of the banking house, referred to in our last, was followered on Thursday by the suspension of Messrs Jay Cooke & Co, on Friday of Messrs Fisk & Hatch, and on both of those days, as well as on Saturday, by several other failures of less magnitude, but yet of an important and serious nature. The suspension of the Union Trust Co., of the National Trust Co., with that of the National Bank of the Common wealth, served to aggravate the trouble. Monday was a comparatively calm day. Tuesday opening hopefully, but closed feverishly, because of the announcement of the suspension of Messrs. Henry Clews & Co., and rumors of other failures and suspensions, and on Wednesday, the want of confidence was also quite notable. The Government action, in ordering the continuous purchase of Five Twenties, at equal to par in Gold, helped to relieve the unprecedented pressure materially. The action of the banks, in relation to the use of loan certificates, for clearing house purposes, also aided towards the same end. The closing of the Stock Exchange for several days tended to calm down the excitement and allow time to settle accounts, resulting from the extraordinary events of the closing half of last week. Up to the close, the panic and revulsion were substantially confined to the financial classes. The merchants, having had their business on an unusually solid foundation, were far less adversely affected than might have been anticipated. The blocking of the foreign exchange market, partly by the closing of the Gold Exchange, and the total derangement of Money affairs, were the chief sources of mercantile embarrassment, impeding very seriously the progress of commercial negotiations. Altogether the week was one of the most unfortunate in the history of financial affairs. There has been for several days, practically no Money market, and no quotations for accommodation. Loans and discounts have been almost impossible to obtain, on any conditions, and prices of Money have been utterly nominal. The very latest indications were more hopeful and encouraging. It was believed that the City had seen the worst effects of the financial storm, whatever might be the developments in the country. The city banks have shown a further material loss on their obligatory reserve, the last statement showing that they had $3,211,075 less than the 25 per cent reserve which the National banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, increased its coin balance about $80,738, and reduced its currency reserve $6,297,925. Its currency reserves at the close of the week were $24,559,036; and its coin hoard, $53,034,165. The clearances of the city banks averaged through the week about 109½ millions a day. The specie reserve of the city banks according to the latest return is $18,844,600, against $12,399,500 same time last year. The city bank deposits are now $198,040,100 against $201,127,800 week ending Sep. 21, 1872. The legal tender reserve amounts to $34,307,900 against $44,467,000 same time last year. The circulation now stands at $27,414,200 against $27,668,100 same time last year. The loans are now $278,421,700 against $280,845,300 at this date last year.

There has been less doing in the Gold line. Speculation has been limited through the week. The customs drain has been moderate. The range of the price during the week as far as reported has been from 111@113⅛, and the quotation on Wednesday was 111⅜ against 111⅜ on Wednesday of the preceding week. The specie outflow last week, was only $500,478.

The customs demand for Gold last week, averaged $436,650 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $96,418,049 against $114,205,649 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $54,826,529, against $58,635,228 during the same time in 1872. The export drain of specie since January 1, 1873, has been $41,757,057 against $57,975,499 during the same portion of 1872.

Foreign Exchange was unsettled early in the week, and almost nominal through the closing days. The financial derangement prevented negotiations. Bankers' sixty day bills on London closed on Wednesday nominally at 106@106½; sight bills on London, at 106¾@107¼. The week's exports of Domestic Produce have been to the currency value of over 6½ millions.

Government securities, have been almost nominal in price, in the absence of other than Government dealings.

Railway Mortgage Loans have been wholly neglected, and utterly nominal as to values.

The Railway and Miscellaneous share speculation was very feverish and excited through the early part of the week, with values literally tumbling down, from day to day. The closing of the Stock Exchange put an end temporarily to all regular transactions, and during the later half of the week, business was unsettled, and values very difficult to ascertain.

General business has been seriously impeded by the financial disturbances; and values on most kinds of produce have been quoted much lower, especially for cash. Breadstuffs were particularly depressed, and all descriptions closed heavily. Provisions, and Naval Stores, declined and left off dull and weak. Cotton was much cheaper. Middling upland Cotton closing at 18 cts. per lb. Groceries favored buyers. Dry Goods were less sought after and closed less buoyantly. Ingot Copper is depressed and lower on a very slow movement; quoted at 25½c@26c., cash, and 27c. for forward delivery. Iron has been very quiet, with Scotch Pig held firmly and American Pig quoted weak, particularly No. 1; other kinds essentially unchanged. We quote nominally: Eglinton Pig at $45@$46; Glengarnock, $47; Coltness, $51@$52; No. 1 American Pig at $44@$46; No. 2 do. at $36@$38; English Rails at $64@$67, gold; American Rails at works, $75@$77; Old Rails, $46@$47; Wrought Scrap, $40@$45, from dock and yard. Pig-lead has been inactive but steady, with foreign quoted at 7c., gold, for ordinary, and domestic at 6¼c.@6¾c., gold. Spelter quiet, at $7 37½@$7 87½, gold. Pig-tin has been in limited demand, with Straits quoted at 30¼c.; English at 28¼c. Tin Plates have been dull, but steady. Charcoal Plates quoted at $10 62½@$11; Charcoal terne, $9 50@$10; Coke, $8 37@$8 75; Coke Terne, $7 37½@$8 25, gold, per box. Zinc wholly nominal. Tobacco and Wool steady, but inactive. Ocean freights lower and irregular, on a lighter movement. At the auction sale of Scranton Coal on Wednesday, 90,000 tons were disposed of at a shade easier prices, varying from $4 75@$5 35 per ton.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio and Miss. consol., 90; do. consol. S. F., 90½; Boston, Hartford and Erie 1st mort., 28½; Burlington, Cedar Rapids and Minnesota 1st mort., 86; Canada Southern 1st mort., 73; Mil. and St. Paul 1st mort. Iowa div., 81; do. LaC. div., 85; Chicago and Northwestern Interest bonds, 96; Central Pacific State-aid bonds,

107; Clev, Paines. and Ash. 7s, old, 97⅞; Western Union Telegraph, 59½; Atlantic M. S. S. Co., 1; Adams Exp., 86; Am. Exp., 59½; U. S. Exp., 51; Wells-Fargo Exp., 70; Consolidated Coal of Md., 40; Maryland Coal, 22; Quicksilver pref., 30; South Carolina 6s, new, Jan. and July, 14.

Philadelphia.—Allegheny Valley 7 3 10s, 90; Pittsburg, Cincinnati and St. Louis 7s, 74⅝; Philadelphia and Reading Gen'l mort. 7s, coupon, 101¾; Camden and Atlantic R. R., 36. The latest quotations are: City 6s, 98@—; do. free of tax, 101¼@101⅜; Pennsylvania State 6s, 1st series, 100@100½; do. 2d series, 103@104; do. 3d series, 105@—; Philadelphia and Reading 50 @50¼; do. Gen'l mort. 7s, coup., 99@100½; do. reg., 100@101; do. mort. 6s, 1880, 95@—; do. 7s, new, conv., 102¼@102½; United New Jersey R. R. and Canal Co., 115@117; Camden and Amboy mort. 6s, 1889, 95@95¼; do. 1883, 89@—; do. 1889, 89@91; Pennsylvania R. R., 48@48¼; do. 1st mort., 100@101; do. 2d mort., 100@ 100½; do. General mort. coupon, 90@—; do. reg., 96@96½; Little Schuylkill R. R., 46@ 46½; Morris Canal, 48@49; do. pref., 120@121; do. 6s, 93@—; Susquehanna Canal, 6@9; do. 6s, 68@75; Schuylkill Nav., 6@7; do. pref., 10@ 12½; do. 6s, 1882, 65@72; do. 1872, 78@79; Elmira and Williamsport pref., 36@—; do. 7s, 1873, 94@95; 5s, do. 55@60; Lehigh Coal and Navigation 25@25¼; do. 6s, 1884, 86@90; do. R. R. Loan, —@93; do. Gold Loan, 90¼@90¾; North Pennsylvania, 48@50; do. 6s, 99@100; do., 7s, 101@102; do. Chattle 10s, 108@—; Philadelphia and Erie, 18@24; do. 6s, 88@90; Minehill, 50@52; Catawissa, 18½@19½; do. pref., 40@43; do. 7s, 1900, 98½@—; Lehigh Valley, 57½@59; do. 6s, new coupon, 96½@—; do. reg., 98@—; do. 7s, 102@102; Fifth and Sixth streets, (horse,) 50@ 54; Second and Third, 56@58½; Thirteenth and Fifteenth, 17@22; Spruce and Pine, 30@33; Green and Coates 48@48; Chestnut and Walnut, 59@61; Hestonville, 15½@16; Germantown, 34@—.

Boston.—Vermont Central 1st mort., 23; Burlington and Missouri R. R. 8s, in Nebraska, 92; Western R R. 6s, 1875, 97⅝; Framingham and Lowell 7s, 1890, 89; Boston and Maine 7s, 1892, 103⅜; Chicago, Burlington and Quincy 7s, 1896, 91½; Michigan Air-Line 8s, 1890, guar., 98; Eastern R. R. 7s, 1882, 99; Michigan Central 7s, 1902, 94¼; Ottawa, Oswego and Fox River Valley 8s, 92; Boston and Albany 7s, 104½; Boston and Providence 7s, 105¼; Cincinnati, Sandusky and Cleveland R. R., 10⅜; Portsmouth, Gt. Falls and Conway R. R., 91; Rutland R. R., 8; Worcester and Nashua R.R., 130½; Taunton Branch, 134¾; Eastern (N. H.) R.R. 96; Cary Imp., 7⅞; Boston Water Power Co., 20; Waverly Land, 4; Brookline Land, 4⅞; New Hampshire 6s, 1894, 96¼; do. 1898, 96⅞; Bath 6s, 1891, 88¼; St. Louis 6s, 1888, 87¾; do. 1887, 95; Rock Island, Ills., 8s, 1887, 101¾; Chicago 7s, 1881, 98; Ottawa, Ills., 10s, 1879, 90; Cambridge 6s, 1903, 92; Lowell 6s, 1890, 93¼; Rockland 6s, 1893, 88; Cook Co., Ills., 7s, 97; Allouez Mining Co., 10½; Calumet and Hecla, 145; Dana, 60c.; Petherick, 2⅝; Ridge, 8¼.

Baltimore.—Maryland Defense Loan, 103½; Virginia consols, coupons, 78; Orange, Alex. and Manassas 7s, 77; Central Ohio 1st mort., 85. The latest quotations are: Wilmington, Columbia and Augusta bonds, —@77; Wilmington and Weldon bonds, 90@—; Pittsburg and Connellsville 7s, 1898, 82@90; Baltimore and Ohio, 160@170; do. 6s, 1875, 96@97; do., 1880, 97@—; do., 1885, 97½@98; Parkersburg Branch, 9@10; Northern Central, 30@31; do. 6s, 1885, 92@92; do., 1900, 87@88; do., 6s, 1900 gold, 90½@90½; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, —@94; Marietta and Cincinnati 1st mort. 7s, 1892, 96@98; do., 2d mort., 7s, 89@90½; do., 3d mort., 8s, 79¼@80; Central Ohio, 40@40; do. pref., 40@40½; do. 1st mort., 82@85; Western Md. 1st mort. 6s, 1890, 84@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@97; do. 3d mort., guar., 96@96½; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@84; Richmond and Danville 1st mort., 72@74; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 85½@86¼; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 79@ 79½; Orange, Alex. and Manassas 7s, 78@78; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@77; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 97¾@98¾; do., 1884, 98½ @98¼; do. 1886, 96@98; do. 1890, 96@97; do., 1893, 100@100; do. 1893, exempt, —@97; do., 1900, exempt, 96¼@97; do. 1900, new, 97@98; do. 1902, 97¾@98; Memphis City 6s, 51@53; Maryland Defense Loan, 1883, 103@103½; Virginia 6s, old, 87@—; do. coupon old, 35@36; do. consol. 6s, 42@50; do. coupons, 70@79; West Virginia, 11½@12; City Passenger R. R., 16½ @18½; George's Creek Coal, 112½@125.

Inventors and Manufacturers of Railroad Improvements or Specialties,

Of whatever kinds, whether pertaining to the road proper, or to any branch or part of its rolling stock, should not fail to bear in mind that in the columns of this JOURNAL, they will have a direct and legitimate avenue through which to reach all the Railroad Companies and principal Railroad men of the United States and Canada. Besides, we have a wide circulation among the solid people of that class both in Great Britain and on the Continent of Europe.

All such parties, therefore, as desire to spread out the merits of their several articles before ready purchasers, in the columns of this paper, should not fail to call or address this office, giving some idea of their goods, or inventions, whereupon they will be duly advised as to the best method of accomplishing their purposes.

We must not omit to mention in this connection, that it is our intention to hereafter keep the public, and especially the Railroad portion of it, well advised of all new and useful Safety devices, particularly; hence if accidents occur through a niggardly policy, or other neglect to employ the latest and best improvements and preventives, all such companies will be held doubly accountable morally, as well as in damages before the courts.

Railroad Car Brakes.

We are every now and then inquired of to know which is the best and most effective car brake. Several very good ones have been patented—two or three, we believe, on the pneumatic principle—but as at present posted, we are in some doubt which to recommend. We wish the party having the best thing in this line, would let us and our Railroad Patrons know all about it.

Jay Cooke & Co's Suspension.

Probably no private banking institution ever existed in this country which carried on a heavier business, or was more favorably known, and whose suspension created more real alarm, regret and suprise, than that of the financial Colossus whose name stands at the head of this article. The fall of such a house, be it of ever so short duration, is indeed a national calamity. Certain it is that the heartiest sympathy and good will is expressed toward all the members of this firm, throughout this country and Europe, if we may judge from the tenor of the editoral columns of all our exchanges. The great and invaluable services performed by this house for our government during and since the late war gave it the well-earned prominence it subsequently enjoyed—that of second to none in this country. We are happy to state that we have good reasons for believing the present embarrassment to be temporary only. Money to the amount of many millions of dollars has been loaned by this firm to aid some of the greatest and most extensive railroad projects ever conceived by the mind of man; and though every dollar thus loaned is well secured, they were unable to at once realize sufficiently upon their securities to meet the enormous demands suddenly made upon them during a time of great financial stringency, and the house has therefore deemed it advisable to close its doors for a time. Those who have had the privilege of becoming well-acquainted with the character and ability displayed by Messrs. COOKE & Co. are loud in their assertions (and we think justly so), that no more far-seeing and honorable men ever existed, and that they will soon again resume their position in the very front rank of financiers. Not the least spot or stain rests upon their names, not a whisper even of defalcation or dishonesty is heard; and that is saying much now-a-days. The immense private fortunes of the five members of the firm will be turned over, if need be, to cover all liabilities as soon as the amount required shall be ascertained. Public confidence in each individual member remains unshaken, and we are pleased to state that the London branch house of Jay Cooke, McCulloch & Co. is not seriously injured by the embarrassment of the great American firm, but continues transacting its business with the Bank of England and other great monied institutions in Europe, enjoying meanwhile the unabated respect and confidence of all classes in the British Metropolis. Probably before the issue of our next number events will have transpired which will more than prove the truth of our assertions. Let us wait then, and wait in confidence. Such a house, whose very name is a tower of strength, whose resources are enormous, and still unimpaired, and the financial and social characters of whose individual members are so entirely above reproach, surely cannot fail.

☞ The earnings of the Erie Railway Company for the week ending Sept. 15, 1873, were $526,778, and since July 1, $4,415,035—an increase over the corresponding period of the previous year fo $368,802.

☞ William K. Kirkland, of New York, has been elected president of the New York, Housatonic and Northern Railroad Company.

Messrs. Fisk & Hatch.

Among the suspensions of prominent banking houses, none occasioned more surprise, and none elicted more general or more kindly and honorable expressions of sympathy than that of Messrs. Fisk & Hatch. This firm, of whose solvency there has been no question, were forced to succumb, temporarily, to the extraordinary Monetary stringency, which rendered it impossible for them to realize on their securities, with a view to meet the sudden and heavy calls upon them for loans and deposits, without involving sacrifices which some of their largest creditors deemed imprudent and unnecessary. With a view to the protection of the interests of all their customers, the firm deemed it but just that they should save the property, in the form of securities, which they had in abundance, while ready Money was unobtainable on any terms, by bankers or merchants. The firm promptly acted in this spirit, and appealed to their creditors for forbearance, until they could ascertain the actual condition of their affairs. This work has been about completed, and the house, having submitted the very satisfactory result to several of their friends and customers, have received assurances not only of indulgence, but of substantial aid. With this, and with the good wishes of all who have had dealings with them, through their eminently honorable business career, there is every likelihood that they will resume their old position very speedily.

☞ Contracts for building a railroad from Paola to Garnett, Kansas, have been let, and the road will be completed by April 1st, 1874. It will be known as the Holden, Paola and Fall River Railroad. The east end of the road is completed from Holden to Paola, and the western terminus will be the Arkansas river, thus intercepting the Abilene cattle trail, and making a direct route via the Missouri Pacific Railroad to St. Louis without change. The directors of the road are Messrs. Wm. Springs, E. S. Niccolls, E. S. Hunt and G. W. Iler, of Garnett; Col. Goss, of Neosho Falls; Major Williams and Mr. Smith, of Ossawatomie; Mr. Crowell, of Paola, and Judge Hanway, of Lane.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending September 13, at 506,312 tons, and for the coal year 13,858,657 tons, against 13,371,876 tons to corresponding time last year, being an increase of 486,881 tons. The bituminous tonnage for the week is 78,612 tons, and for the year 2,215,378 tons, giving a total of all kinds for the week of 584,924 tons, and for the year of 16,074,035 tons, against 15,328,795 to same time last year, being an increase of 745,240 tons.

☞ Surveys for the Chicago, Millington and Western Railroad have been completed to the Mississippi river, and the engineers are now engaged in mapping out the route. A convention is to be held in Chicago on the 9th of October to devise means for forwarding the construction of this projected line.

☞ The Lafayette, Muncie and Bloomington Railroad Co. have elected an entire new board of directors, with O. W. Pierce, President, John Green, Vice President, and John W. Heath, Treasurer.

Incombustible Roofing Material.

No structures in the world require so thorough protection against fire as the Sheds and Depots, and other buildings along the immediate line of our Railroads—exposed, as their roofs constantly are, to showers of sparks and ignited cinders from passing Locomotives. Our railroad friends in all parts of the country are continually complaining, and writing us to inquire if there is any known material wherewith the roofs especially of such buildings can be protected from this ever-present danger. If any body in the world has got a really good invention or article that will accomplish the purpose, and cure the crying evil named, such persons ought forthwith to make its merits known through the columns of this Journal to all the railroad companies of this country and Canada. Surely publicity of this sort would be of immense and direct benefit to both parties. Really, the inventive genius of the country ought to be equal to the exigencies.

Lumber Preserving Processes.

In reply to several letters received from the various persons in the lumber districts of Michigan, inquiring as to the quickest and best method of curing or seasoning lumber, we can only say, on that subject our stock of information is very limited, and as at present advised should not feel warranted in recommending either this or that method.

There is a steam-seasoning process we have heard favorably spoken of; then there is the French method, quite extensively used in that country, where boiling water and a solution of borax are employed to remove the albumen and other destructive properties existing in the wood. But, as intimated, we have not as yet sufficiently investigated any one to be able to give it the preference over another.

In denial of the rumor that the Pennsylvania Railroad Company had some financial difficulty, the Philadelphia *Ledger*, after making inquiry in the proper quarter for reliable information, says that the finances of the company were never in better condition, the whole business of its treasury moving easily and smoothly. It is demonstrated beyond peradventure that the gross receipts of the company for the current year will exceed twenty-five millions of dollars, and to meet the current expenditures for contemplated improvements the company has a credit abroad for ten millions of dollars, against which but little over one hundred thousand has been drawn. The officers of the company express themselves sanguine as to the payment in cash of the usual semi-annual dividend of five per cent in November—have no more doubt of it than they have had at this same length of time before the period of payment at any time in the past. With nearly ten millions in London subject to call, and the importance to the company of maintaining dividends, there would seem little reason for doubt on the subject.

☞ The Newport Street Railway Co., with $25,000 capital, has been organized to build a street railroad from the Suspension bridge in Cincinnati to the corner of Fourth and Vine streets. The corporators are: John A. Williamson, Henry Morton, John G. Isham, Lawrence Williamson and David S. Carrick.

[From the "New York World," September 17.]

A NEW SNOW PLOW.

A private view was afforded yesterday of a Liliputian model of Signor Abbiati's Track and Snow Cleaner which seems fitted to do away with the blockades that are the wintry scourge of Northern railroads. The machine, which will be of different calibre proportionate to the various degrees of climate in which it will be used, is an oblong structure, weighing about as much as an average locomotive, and propelled by a powerful engine, at the head of which a sort of circular saw of immense size and power is suspended. This saw or fan, which in a machine of average size will be from 4½ to 6 feet in height, and will weigh from four to five tons, is worked by a separate engine set in the body of the machine, entirely disconnected with the propelling power. The advantages of this separation of forces are obvious. While the propelling power keeps the machine in position, the fan impelled by the other engine will have time to dig at the snow at its leisure. No amount of snow and ice, of whatever hardness, apparently, will be able to resist the inroads of this weighty saw revolving with great rapidity. The fan, too, is so contrived that it flings the snow at such a distance that it cannot be clogged by its flying back. In forcing a passage through a snow-bank that extended high on each side of the track, so that the accumulations upon it of the snow forced out of the way would be only a choice of evils, the fan can throw the snow entirely over and behind the machine onto platform cars ready to receive it. In the machine intended for use on street railroads, to be drawn by horses, the fan is placed in the middle, but the principle is the same. Experiments were made with the model yesterday, in which sawdust was used in place of snow, and the little engine, with the utmost ease, scattered to the four winds piles of that material.

A working model of the machine is now on exhibition at Rooms 122 and 124 Trinity Building, 111 Broadway, from 9 A. M. to 4 P. M.

☞ The Providence and Worcester Railroad Corporation has decided to build the long contemplated branch from Valley Falls, through Cumberland, Attleboro' and Pawtucket, to Bold Point in East Providence, for the transportation of coal and other freight, which now has to be transported by horse power directly across the city of Providence. The track will be laid with steel rails, and the road bed made with reference to four tracks ultimately.

☞ The two centre sections of the arch between the western abutment and pier of the new bridge at St. Louis, have been completed. Each consists of an upper and lower arch, and their completion is regarded at St. Louis as "one of the greatest triumphs of engineering skill in the world." It is expected that three grand arches of the bridge will be finished by December.

☞ The development of the Virginia coal and iron fields promised by the opening of the Chesapeake and Ohio Railroad, is going forward rapidly. Already seventeen coal miles have been opened along the road, and seven iron beds, while twelve iron furnaces are already or nearly in operation, with an annual capacity of 120,000 tons of pig iron.

Journal of Railroad Law.

RAILROAD COMPANIES—RESPECTIVE DUTIES OF COMMON CARRIERS AND OWNERS IN REFERENCE TO DELIVERY OF BULKY FREIGHT.

The late case of Goodwin *vs.* The Baltimore and Ohio R. R. Co., (50 N. Y., 154), was an action brought to recover damages alleged to have been sustained by the plaintiffs, through the negligence of the defendant, in not caring for and protecting from rain a lot of sheet iron consigned to plaintiffs, which had been brought from Baltimore in the Steamer Carrol, belonging to the defendant.

The Carrol arrived at her wharf, pier No. 13 East River, on the 4th or 5th of September, and immediately sent notice to the plaintiffs, whose store was less than eighty rods distant from the pier, and landed the iron on the pier in the usual way in which iron is landed. A part of the iron was piled on the side of the pier near the street (South Street) and the residue in two piles at the southeasterly end of the same pier. It was piled in a space by itself, and separate from all other cargo. That part which laid near the street was taken away by the plaintiffs.

The vessel began discharging freight on Monday and finished Wednesday. On Friday a heavy shower occurred, by which the iron was wet and rusted. The iron could have been removed in one day.

The following is the opinion of the court delivered by—

RAPALLO, J.—Where bulky articles of freight are landed from a vessel in the customary manner upon a public wharf with due notice to the consignee, and he thereupon pays the freight and takes steps toward removing them, and is afforded a reasonable opportunity to do so, but unnecessarily delays that operation, and in consequence of such delay on his part they are injured by inclement weather, the carrier cannot be held responsible for such injury. It is not his duty to store the goods after the consignee has paid the freight and signified his intention to remove them, and is apparently about to do so. If, after the consignment has been thus accepted and the goods have been separated from the rest of the cargo and the consignee has been afforded a reasonable time to remove them, he voluntarily or negligently allows them to remain upon the wharf, he does so at his own risk, and it is his duty and not the carriers to protect them from the weather.

Where, instead of being landed upon a public wharf, the goods are placed in a depot or storehouse or other premises of the carrier, they being in his actual custody, he his bound to take ordinary care of them notwithstanding unreasonable delay by the consignee in removing them. And where the consignee cannot be found, or after notice refuses to receive the goods, the carrier is bound to take care of them or put them in a place of safety for the benefit of the consignor or owner.

In all these cases, after his duty as carrier has been discharged, he becomes a species of involuntary bailee, and his only means of relieving himself of the custody of the goods is by placing them in the hands of some responsible warehouseman.

But the principle of these cases does not apply where the consignee is present, accepts the consignment and pays the freight, and the goods are landed on a public wharf, with notice to him, and he is afforded a reasonable time and opportunity to take charge of and remove them. Their legal custody is then transferred from the carrier to the consignee, at least where the latter is owner of the goods or bound to accept them. (Chickering *vs.* Fowler, 4 Pick., 371; Cope *vs.* Cordova, 1 Rawle, 203). Whether ina case where the consignee was not the owner the carrier would owe any further duty to the true owner in case of the neglect of the consignee to remove the goods, it is not now necessary to consider, this action being between the carrier and the consignees.

In the present case, the parcel of sheet iron in question lay separated from the rest of the cargo and piled up by itself at the end of the pier (which was a public wharf), for several days after notice to the consignees of its arrival. They had paid the freight upon it at the time of receiving the notice, and had sent their carman several times to remove it and had removed another parcel of the same consignment. The main contest at the trial was upon the point whether a reasonable opportunity had been afforded to the plaintiff to remove the parcel in question, before the storm by which it was injured, the claim upon the part of the plaintiffs being that the defendent had so obstructed the wharf with other portions of the cargo that the carman could not remove the parcel in question before the storm, and the defendant controverting this and claiming that the omission of the carman to remove it was owing to his own negligence and misconduct, and that with proper diligence he had ample time to remove it before the damage occurred. The evidence upon these points was conflicting, and they were submitted to the jury. The judge in the first instance complied with the request of the defendant's counsel to charge the jury that if the plaintiffs had a reasonable time to remove the iron or to put it under proper care and custody before the storm they could not recover, but afterward in delivering his charge, the judge departed from this view and charged in substance that even if the plaintiffs had a reasonable time, then from the time that the reasonable period for the removal of the goods expired the defendant became liable as warehousemen, and if proved to have neglected to take that degree of care of the property which is required of warehouseman, it was liable, though its duty as common carrier was ended. For the reasons above stated, we are of opinion that under the circumstances of this case, the latter instruction was erroneous, and that the judge should have adhered to the first position.

The judgment must therefore be reversed and a new trial ordered.

Judgment reversed.

☞ The latest estimates announce that the cost of the construction of the proposed line of railway from Buenos Ayres to the Andes, by way of San Juan, will reach $26,000,006, and that among the chief obstacles in the way are the necessity of a tunnel nearly two miles in length and a shed covering for nearly the entire road, as a protection against the heavy snows of the Andes.

☞ The Germantown, Pennsylvania, *Telegraph* thinks the iron product of that State can be easily doubled in a few years if the requisite capital and railway facilities can be obtained.

Pennsylvania Railroad.

It is estimated that upwards of $5,000,000 will be expended on the improvements in and near Jersey City by the Pennsylvania Railroad Company. To begin with one of the most conspicuous, but almost the least in importance, of their works, there is the new passenger depot, the foundations of which are just being laid close to the site of the present depot. The approaches to this new depot from the New York side will be through six ferry slips, which will extend out into the river 100 feet further than the old ones. Passengers will step from the ferry-boat into a waiting room 100x84, adjoining which are ticket offices, restaurant, retiring rooms, &c. Doors will also communicate from the waiting room to the depot, which is 580 feet long and 156 feet wide. The structure will rest on four rows of oak columns, making three spans, two 86 feet in width, and one intermediate one of 84 feet. The roof will be made of wooden rafters and iron truss-work, tastefully ornamented. Eight tracks will be laid in the depot, and there will be five platforms running down between them. The cost of this will be between $400,000 and $500,000, and the work is to be finished about the 1st of January next. Four acres of land will be comprised under the roofs of the depot buildings, all of which is made land, formed by driving down piles and then filling in with earth and stones.

Leaving the sound of the pile-driver behind and proceeding out over the road as far as Marion, a distance of about three miles, one comes upon new evidences of the industry and enterprise of this giant corporation. It is here that the company have decided to build their new shops to supply the needs of their Eastern branches. They have purchased a broad strip of land extending all the way from near the Marion watch manufactory west to the Hackensack river, and every square yard of this land is to be covered with side tracks and buildings. Whole regiments of men are here at work. In the first place the whole space has to be filled in and raised several feet, so as to bring it up to a level with the main track.

Seventeen tracks will be laid side by side, or as many as can be laid. Within a stretch of a few thousand feet there will be about fifteen miles of track. Among the buildings now in course of construction or finished at this place, is a shop built in the form of a circle, 400 feet in diameter, where freight cars are to be constructed. Next to this, toward New York, is a shop 400x135 feet for painting, upholstering and finishing cars.—Then come the transfer tables, covering a space 480x60 feet, for making sheet-iron and boilers and constructing locomotives. Then there is a blacksmithing shop 155x120; a planing mill 135x70, a boiler and engine house 80x50, a dryer 65x30, besides a lumber shed 100x60, an oil and waste house, and a round house 300 feet in diameter, capable of accommodating twenty-four engines. A little farther down the road towards the Hackensack river, is the coaling station, where a locomotive is to be supplied with coal in three minutes. The coal is all drawn up an incline plane and deposited on a staging. The locomotives will run in under the staging and the coal will be shot down into the tender. Close to the east bank of the Hackensack river is the new abattoir, 842 feet long. The cars loaded with cattle and hogs will be run in close to the slaughter house and their burdens deposited—hogs in one end and calves and bullocks in the other end. It is the intention to bring the slaughtered meat to New York in boats, running down the Hackensack and up New York Bay. The company will have side tracks enough between the Hackensack river and the village of Marion to accommodate 2,200 cars at a time. It is expected that all these structures will be completed within one year.

But all of this is not so much as one half of what remains to be seen. Turning back and going towards Jersey City by the same road, a distance of about a mile, Baldwin avenue is reached, where now the railroad takes a sharp turn to the right to get around the lower end of Bergen Hill,

after which it proceeds in an almost straight line down to the North river at the foot of Montgomery street. Now, however, a new line is being cut through the hill, coming out about a quarter of a mile further up the river than the old line, where the company have acquired new and vast possessions of land on the water front.

The old line is not to be abandoned, but it is to be retained for passenger trains, the new cut being intended for freight trains exclusively. The road will then have two termini, one at the foot of Montgomery street for passenger trains, where the new depot is building, and another for freight at the foot of Sixth street.

From the eastern end of the cut the trains will run down through the city over trestle-work a mile and a half long, which is already built. The trestle is forty feet high, where it connects with the cut through the hill and twenty feet high at the water-front. Freight trains through from St. Louis will be rolling in through this cut and over the trestle-work in less than one year from this time.

The present plan for laying out the immense depot for the reception and transhipment of the cereals and minerals of the West, besides the merchandise, is to construct three docks, extending from the mainland to the bulkhead line, each dock to be separated from the other by a water basin large enough to receive an ocean steamer and half a dozen small craft beside. Trains are to be run down each dock, not in the centre, but sufficiently on one side to give room for a warehouse one hundred feet wide and one thousand feet long. On the other side will be a simple platform, to facilitate the unloading and reloading of trains. From each of these long docks will be built one or two piers, varying from forty-two to eighty feet in width, and extending into the river five hundred feet. The outer end of these piers will be very high, so that vessels lying on the water around them will at all tides be far below. The trains loaded with grain for foreign markets will reach the pier by going up an inclined plane. When in position the doors will be opened and the contents of each car poured into the hold of the vessel below. The company already have one of these docks nearly completed on the southern side of their property, so that the plan is no longer a mere idea. There stands the warehouse, one thousand feet long by one hundred feet wide, and throughout its length and breadth ring the strokes of a hundred hammers and axes in the hands of carpenters who are finishing the inside work.

One of the piers is nearly finished, and already a steam locomotive has been up and looked over the end of the broad river. Three water basins have been laid out between the docks by the engineers, their dimensions being as follows; 1, 200x180 feet, 1,500x180 feet and 1,900x160 feet. At present the water in these basins is not deep enough to admit ocean steamers, and some difficulty is in the way in the shape of rocks. For the present the cars will deposit their contents into lighters, which will go out and tranship the cargoes to the large steamers. The company intend, at some future time, to build coffer dams around their basins, and take out the rocks by blasting. The company have also made excellent arrangements for conveying such of their cars as are loaded with freight and merchandise for New York and the Eastern States across the river on floats, and sending them on their destination by other lines.—*N. Y World.*

The Susquehanna River Bridge.

Several conflicting statements have recently been published relative to alleged contemplated renewals of the bridge over the Susquehanna at Havre de Grace, and which have led the public to believe that the entire present wooden structure is to be taken down and an iron one erected in its place, but such is not the case. A few weeks ago the management of the Philadelphia Wilmington and Baltimore Railroad contracted for a single span of the bridge, to replace one that was damaged by a tornado. Proposals were invited for the work, to be executed in iron, and the contract was awarded to the Baltimore Bridge Company, as heretofore stated. The iron work is now being prepared at Wilmington, Del.—*Baltimore Sun.*

Commerce of New York.

The foreign imports at New York for the month of August, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$23,353,773	$18 383,799
Do. for warehousing	12,239,624	8,961,397
Free goods	7,298,732	5,287,413
Specie and bullion	94,956	83,569
Total entered at port...	$42,987,085	$32,716,178
Withdrawn fr. wareh'use	22,874,347	12,321,225

The foreign imports at New York for eight months from January 1, were:

	1872.	1873.
Entered for consumpt'n.	$141,994,041	$172,800,842
Do. for warehousing...	138,845,932	91,817,219
Free goods	30,149,545	62,293,994
Specie and bullion.....	2,914,438	3,025,231
Total entered at port...	$313,903,956	$284,937,286
Withdrawn fr. wareh'se	112,706,798	86,197,069

Revenue from customs at New York:

	1872.	1873.
6 months	$73,822,709 76	$61,981,516 65
In July	7,251,160 35	16,008 929 55
In August	19,335,156 81	13,023,085 73
Eight months...	$100,409,026 92	$85,013,531 93

The exports from New York to foreign ports in the month of August, were:

	1872.	1873.
Domestic produce	$19,569,529	$23,435,700
Foreign free goods	325,153	99,313
Do. dutiable.....	569,061	808,496
Specie and bullion	2,586,148	2 198,549
Total exports	$23,049,891	$26,542,058
Do. exclusive of specie.	20,463,743	24,343,509

The exports from New York to foreign ports for eight months from January 1, were:

	1872.	1873.
Domestic produce	$139,152,085	$181,667,191
Foreign free goods	1,066,046	1,462,560
Do. dutiable	6,765 083	6,323,142
Specie and bullion	56,949,735	40,056,476
Total exports.....	$203,932,949	$229,509,369
Do. exclusive of specie..	146,983,214	189,452,893

Railroad Extensions in Massachusetts.

Of new road, about 50 miles have already been constructed, or opened this year, which is more than the average rate of increase for some years past. The Springfield, Athol and Northeastern Extension to Springfield—16 miles—will probably be finished in October, and work is actively proceeding on the extension of the Ware River road from Gilbertville to Winchenden—28 miles—of which seven miles is already completed. Work, we believe, is also going on on an extension of the Boston, Barre and Gardner. A branch of the Worchester and Nashua road is also being built from Manchester to Hudson, 7 miles. The Massachusetts Central has between 70 and 80 miles under contract, a part of which is to be done this year, while the remaining 20 miles of the line is being located. Last and most important of all, is the Hoosac Tunnel, which is to be completed this year. Most, if not all, of these lines, except the tunnel, are mainly of local importance, although it is reported that the Boston and Lowell Company intends to extend its new Middlesex Central line eventually to Fitchburg, there to connect with the line to the Hoosac Tunnel.

Of projected roads, on which work is not yet begun, the only line which seems to promise much is the Lowell and Andover, from Lowell to Ballardvale, on the Boston and Maine, eight miles. This, it is said, is intended not only to give a line from Lowell to Boston, but also to enable the Boston and Maine to forward eastern freight to or towards New York over the Boston, Clinton and Fitchburg's Lowell and Framingham Division and its New Bedford line. The Worcester County Central is yet only in the stage of talk, and the Springfield and Longmeadow seems to depend mainly, if not entirely, on the action of Springfield in voting aid. Nothing has been done about the proposed branch from the New Haven and Northampton to Springfield, and the Lee and New Haven Company has stopped work altogether since the failure to obtain an extension of the State grant of aid, though it is said the company intends to make another trial next year.—*Whitney's Railway Chronicle.*

New York and Norfolk Railroad.

The *Eastern Virginian*, published at Onancock, Accomac county, has the following:

At a meeting of the New York and Norfolk Railroad Company, held at Accomac Court House, Va., on the 9th day of September, Hon. Henry B. Wright, of Pennsylvania was elected president of the company, and Hendrick B. Wright, Isaac Carpenter, Amos Y. Smith and Solomon Stormer, of Pennsylvania, Custis W. Wright, of Delaware, and William H. B. Custis, John W. Gillet, Upshur B. Quinby, and William T. Fitchett of Virginia, were elected directors of the said company. And at a meeting of the board of directors, held at the same place on the same day, Custis W. Wright, Esq., was appointed treasurer, and Upshur B. Quinby, Esq., was appointed secretary of the said company. The company propose to commence the survey of the route for the road about the 20th of October next, and after a little piece of special legislation is put through work will immediately commence; so that we may confidently expect to have the road completed and cars running as far as Drummondtown by the 4th of July next.

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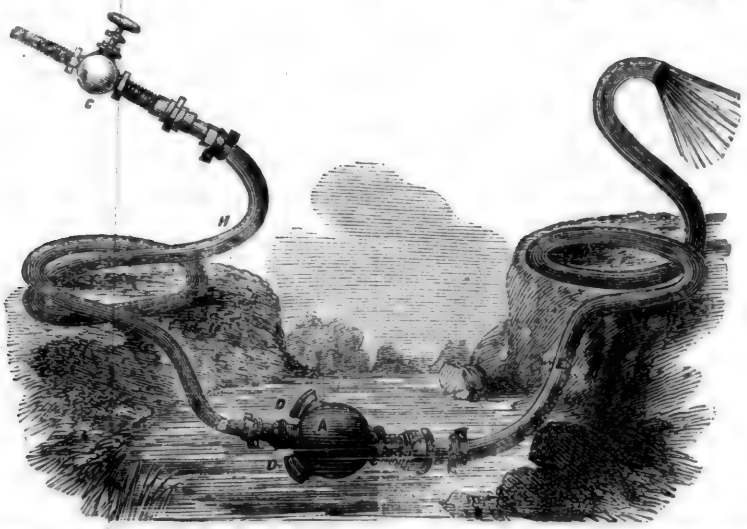
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All the leading Telegraph Companies in the United States.

WELLAND CANAL
ENLARGEMENT.

Notice to Contractors.

SEALED TENDERS, Addressed to the undersigned, and endorsed "Tender for Welland Canal," will be received at this office until noon of

Saturday, the Eighteenth Day of October Next,

For the construction of fourteen Locks and fourteen regulating Weirs, a number of Bridge Abutments and Piers—the excavation of the Lock and Weir Pits—the intervening Reaches, Face ways, &c., on the new portion of the WELLAND CANAL, between Thorold and Port Dalhousie.

The work will be let in sections, six of which, numbered respectively 2, 3 4, 5, 6 and 7, are situated between Port Dalhousie and St. Catherines Cemetery, and three (numbered 12, 13 and 14) extend from the northern side of the Great Western Railway to near Brown's Cement Kilns.

Tenders will also be received for the enlargement and deepening of the prism of the present Canal between Port Robinson and the Aqueduct at Welland; work to be let in sections, each about a mile in length.

Tenders are also invited for the completion of the deepening and enlargement of the Harbor at Port Colborne.

Maps of the several localities, together with Plans and Specifications of the work, can be seen at this office, on and after THURSDAY, the TWENTY FIFTH day of SEPTEMBER instant, where printed forms of Tender will be furnished. A like class of information relative to the works north of Thorold, may be obtained at the Resident Engineer's Office, Thorold; and for works at and above Port Robinson, Plans, &c., may be seen at the Resident Engineer's Office, Welland.

All Tenders must be made on the printed forms supplied, and to each must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By order,

F. BRAUN.
Secretary.

Department of Public Works
Ottawa, 4th Sept., 1872.

Established 1820.

William J. Young & Sons,

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & CO., WM. J. YOUNG & SON,

MATHEMATICAL & ENGINEERING

Instrument Manufacturers,

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Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

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2,000 tons best Welsh make 56 lbs.
2,000 " Extra quality 56 lbs.

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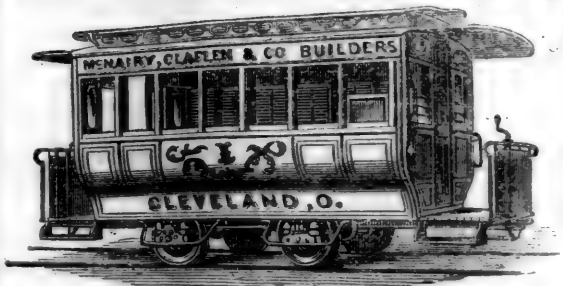
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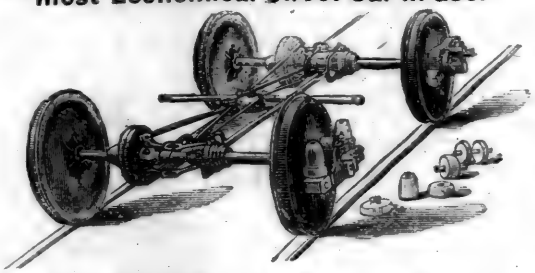
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Higley's Patent Street Car Running Gear and Brake, Made and Sold by the McNairy & Claflen Manufacturing Co., Cleveland, O.

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McNairy & Claflen Mfg. Co.,

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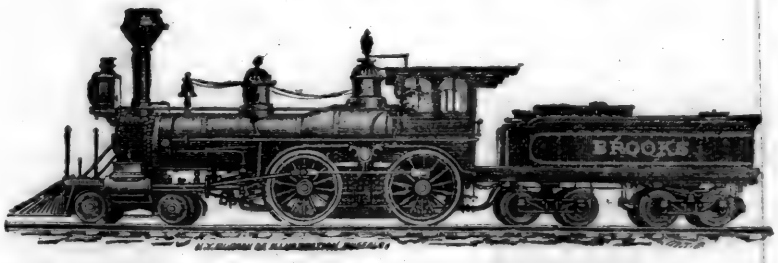
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Orders Solicited for Locomotives Adapted for Every Class of Railway Service.

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MINERAL SPERM OIL.

Williams, Page & Co.,

BOSTON,

Manufacturers of their well-known Car Lamps, and of superior Car Candle Lamps, are making

Mineral Sperm Oil Lamps,

now used by all the Roads in Massachusetts, and many other roads East and West, and by many of the Pullman Palace Cars, in place of Kerosene or Candles. Circulars, Lithograph and Price List sent when requested.

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$72 00 EACH WEEK.

Agents wanted everywhere. Business strictly legitimate. Particulars free. Address, J. WORTH & Co., St. Louis, Mo.

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TAUNTON, MASS.,

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LOCOMOTIVES,

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Safety Railroad Switch.

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This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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Of the Wharton R. R. Switch Co.,
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YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

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This old established firm continue to build all kinds of Freight Cars to order.

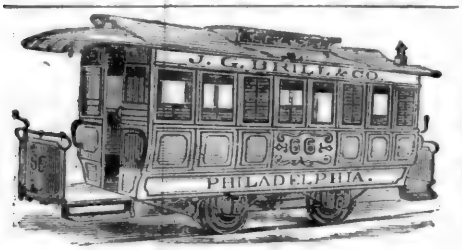
Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small.



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CARS BUILT IN SECTIONS FOR SHIPMENT.

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Of every Size, Weight and Pattern.

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Old Rails Re-Rolled & Exchanged for New.

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☞ Special attention paid to the Purchase and Sale of Old Railroad and Scrap Iron.

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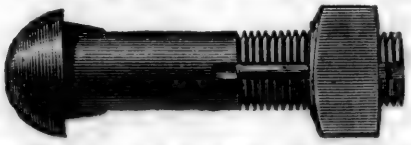
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THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

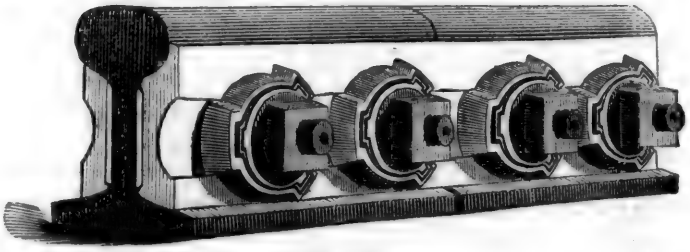
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

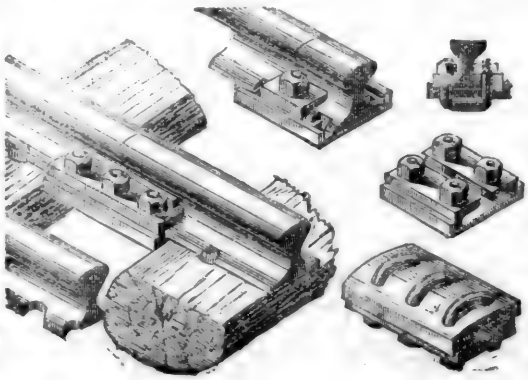
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 40.] SATURDAY, OCTOBER 4, 1873. [WHOLE No. 1,954. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 4, 1873.

Railroad Bonds—How Affected.

The question is frequently asked, "what will be the effect of the late monetary spasm on Railroad Bonds?" particularly those of new and incompleted roads. Inasmuch as there are several classes of railroad bonds, no one answer will meet every case. In railroad securities, as in every other species of property, there are distinctions as widely as those of any other class of property. It is well-known that the issue of bonds by railroad corporations grew out of the uncertainty and fluctuations of share property, and have been so popular as to almost supersede capital stock as means for building roads. Formerly roads were built mainly or wholly by subscriptions to stock; now they are largely built by bonds secured by a mortgage on the property. Capitalists prefer to hold the lien of a mortgage, to that of proprietary ownership.

So long as our laws are executed, therefore, there need be no apprehension of a loss of real value in good railroad mortgages. Those which were good before the panic are no worse now. The market price may be lower; but that depends on the scarcity of money. First mortgage bonds on roads which are completed, with scarcely an exception, will be found to suffer less in estimation than other species of income-bearing property. Roads that are but half built, or roads that are laid through the western unsettled country, may have to wait a few years before the business grows up to a point where expenses and interest can be met out of traffic receipts. There are but few such roads in America at this time. Notwithstanding the haste, and in some cases the extravagance, with which they have been constructed, not two-and-a-half per cent of the railroad mileage of the entire country has fallen in arrears of its interest on first mortgage debt. For the floating debt incurred, creditors in many cases must be content to wait as in any ordinary commercial business. Considered as a whole, the railroad industry of the United States, both old and new lines, was never more busy, never more prosperous, and a general improvement in finances is sure to follow for all roads that are now in operation.

At the same time, there must be a postponement of nearly all new or projected lines. This is especially true of lines designed merely as competitors to draw off the traffic of existing lines. Most of these will be put back from five to twenty years. For this the western farmers agitation may be credited. They have not only crushed the only rational remedy for their grievances—more competition—but have strengthened the existing lines, which they denounce as monopolies. It is obvious that a large number of small borrowing corporations are swept from the field for a long time, there will be less fierce competition for loans among the survivors who will have the field left to themselves. For these, among other reasons, we should predict a decidedly better prospect for the holders of railroad bonds, on productive roads.

☞ The East Alexandria Railroad, which is designed to connect the Baltimore and Ohio Railroad with the Orange and Alexandria Railroad, by means of a ferry across the Potomac, is being pushed rapidly forward, and it is expected that the proposed connection will be made early next year.

Car Brakes—Stopping of Railway Trains.

Many of our readers are aware that for some time past careful experiments have been made on the Baltimore and Ohio Railroad by Mr. Wm. Loughridge, of Baltimore, Md., for the purpose of stopping railway trains quickly and for stations. The company first tried the Westinghouse air brake and carefully noted the results. They then had their master mechanic, J. C. Davis, to examine plans and specifications submitted by Mr. Loughridge, whose long experience in brake matters is well known to the country. This resulted in the equipment of a local train that ran from Baltimore to Winchester, Va., for over one year, making upward of twenty-five thousand stops without accident. In the mean time the cars belonging to the Baltimore and Ohio Company, running from Washington to New York in the through line, were equipped to work in conjunction with the Westinghouse brake, and have worked well. Then a train of ten cars and several engines were equipped on the Washington branch, with which a series of interesting experiments are now being made with a view to securing the best possible results before the other trains are equipped. These experiments were to determine the uniformity of action and effect of the brake. They were made on three separate days with the following results, which are deemed extraordinary. Three trips were made from Baltimore to Washington with a local train consisting of six cars for two of the trips, and seven cars for the third. On the third trip the cars were loaded to excess, as passengers were going to camp meeting. The first trip was made with engine No. 318, William Galloway, engineer, and the time required to make the stops noted by one person appointed by the company and the other by Mr. Loughridge. Each timer held a stop watch (or horse timer) in his hand, and the instant the engineer applied the brakes the watches were started, and when the train was brought to a state of rest at the platforms so as to receive the passengers, the watches were stopped and the time required noted. Galloway made fifteen stops, and the average time required for each was twenty four and one half seconds, or six minutes and 7-60 for stopping fifteen times. The second trip was with engine No. 320, Reuben Zepp, engineer, and his average time was twenty-four and 59-60 seconds. The third trip was with engine No. 322, William Kelley, engineer, and his average time was twenty-four and 8-13 seconds. The engines were each of the same pattern, weighing about thirty-six tons, and were not reversed. The speed of the trains was from thirty to forty-five miles per hour. The following is the summary: Galloway, 24½ seconds: Zepp, 24 59 60; Kelly, 24 8-13. Thus the difference in the average time required to stop was not quite one sec-

ond. This is reducing the stopping of railway trains to a science. Further experiments will be made to determine the exact distance required to stop, &c.—*Balt. Sun.*

Concord Railroad.

The receipts from operations of this road for the fiscal years ending March 31, 1872 and 1873, have been as follows:

	1872.	1873.
From passengers	$320,513 11	$362,867 49
" freight	629,859 51	647,326 27
" rents	7,573 65	7,413 35
" express	13,050 00	13,060 00
" mails	8,367 55	9,458 05
" Geo. Clough suit	16,860 51	.....
	$996,224 33	$1,040,115 16
Expenses, viz:		
Repairs of road	$181,879 14	$111,438 64
" structures	31,452 05	30,978 73
" locomotives	21 082 48	21,566 63
" cars, etc	36,699 24	55,832 43
Oil and waste	10,109 26	11,511 01
Fuel	108,899 19	146.018 21
Passenger expense	51,009 55	57.201 81
Freight expense	57,252 15	66 338 21
Damages	3,350 73	4,371 90
General running exp	34,008 49	20.717 88
Insurance and taxes	14,802 05	13,589 47
New Railroad iron	.....	82,648 87
New locomotives	19.500 00	19,408 29
New cars	77 301 97	23,282 23
All other expenses	20,814 69	23,323 21
	$668.160 99	$688,226 97
Leaving a balance of	$328,063 34	$351,888 19
From which has been paid—		
Taxes on capital stock	$48,396 88	
Northern Road on Vermont Central contract	5,700 00	
Manchester and Lawrence Road	24,664 15	
Rent on Concord and Portsmouth Road	25,000 00	
On account of the construction of Suncook Valley Road	93,000 00	
		196,761 03
Receipts over expenses		$155,127 16
From which is reserved and appropriated for—		
Unsettled claims	$4,368 87	
Paid two div. of 5 per each	150,000 00	
		154,368 87
Balance carried to contingent fund		$758 29

From the foregoing statement it appears that the sum of $125,339 39 has been expended for new locomotives, freight cars, and railroad iron, besides other large and extraordinary expenses. This is a much larger amount than was expended last year for such purposes, especially for iron; but it is certain that the necessities of the road required the outlay.

The condition of the funds and accounts in the treasurer's office appears from his trial balance, which accompanies this report.

The new item of $116 793 36, which appears therein on the debit side, is the sum which has been paid out on account of the Suncook Valley Railroad for construction, as will be more fully explained hereafter. The other assets of the road, which do not appear in the treasurer's trial balance, are shown in the accounts on the books in the office of the superintendent, and the facts in relation thereto are substantially the same as in the previous year, except that the construction account of the Suncook Valley Railroad has been paid and closed in his office, by crediting thereto the unexpended balance of the appropriations reserved out of the earnings of the year ending March 31, 1872, and the appropriation out of the earnings of the year ending March 31, 1873; and that account has been transferred to the office of the treasurer, and appears in his trial balance, as before stated.

The stock account has been increased, as it appears from the annexed statement, the past year, and more than in the previous year, and exceeds the amount then on hand in the sum of $9,645 76. This excess is in the repair shop, and materials for the repair of the road, now on hand.

The rolling stock it still insufficient to meet the reasonable demands of the public, notwithstanding the large additions that have been made thereto during the past three years. Two new first-class passenger cars have been purchased, paid for, and put on the road during the year, and another is being built in the shop of the road, and will soon be ready for use. The passenger equipments of the road are in a good condition, and are fully sufficient, in quantity and quality, for its ordinary use, and the travelling public are apparently well satisfied with the passenger accommodations furnished it by the road.

Thus far, the increase of the number of freight cars has not been equal to the constantly increasing requirements of the business of the road. Since the last report, there have been built sixty new platform cars, which our now in use, and twenty-five coal cars have been purchased and paid for, and the number of freight cars has been thereby increased eighty-five, during the year. There is still need of one hundred more freight cars, and preparations are being made to build so many thereof as can be reasonably done during the coming season. It is important that the freight equipments of the road should be fully sufficient to promptly meet the wants of its patrons, and efforts will not cease in that direction till that object is accomplished.

One new first class passenger locomotive has been built and completed during the past year, and a new freight locomotive is nearly done, and will be ready for use on or before July next; and the motive power of the road is in a better and more efficient condition than heretofore, and, for the present, is sufficient for its ordinary necessities.

The road bed and track have been kept in thorough repair during the past year, and in many particulars much improved. There have been laid upon the Concord Road and branches 583 tons of new iron rails, and 1,363 tons of rails have been taken up, welded, and relaid; and 502 tons of new steel rails have been purchased and laid on the main track, in continuation of those laid during the previous year southerly for more than five and one half miles, so that the whole distance from Concord of steel rails is more than thirteen miles. Every year's additional experience in their use makes it more evident that it is good economy to replace iron with steel rails upon the main line, as fast as the same can be reasonably done. There have been placed in the track 61,720 new sleepers, and, so far as the steel rails have been laid, both tracks of the road have been ballasted with gravel to the depth of one foot, which is a permanent improvement of the tracks; and it will require less expense hereafter to keep them in such repair as will insure safety and security, so far as may be, to passengers and employes on the trains. The road bed and tracks are in a good condition, but it is intended to continue to improve them, as heretofore.

The fences on the Concord Road and branches are in a good condition of repair and efficiency. During the past year there have been built 5,045 rods of new fence, or more than fifteen and three fourths miles; and it will only be necessary hereafter to build new fence sufficient to replace and make good the ordinary annual decay of it.

The depots and other buildings have been improved during the past year, but not as much as was desirable, and would have been done, had circumstances favored it. A new passenger depot has been built at Candia, which was much needed, and greatly improves the passenger facilities at that place. The passenger depot at Newmarket Junction has been repaired, new platforms built, and its conveniences thereby greatly enhanced. A new iron turn-table has been put in at Nashua, and the facilities for handling locomotives at that terminus of the road have thereby been much improved. As stated in the last report, a new passenger depot is needed at Nashua; and it would have been built during the past year, if it had not been for the difficulty in determining the location which would not only best accommodate the passengers desiring to take the cars there, but those intending to go from this road on to the other roads terminating in that place, and connecting therewith. It is still thought expedient to delay building a passenger depot there, and make the old one, however in convenient, answer till the railroads which are now being constructed, and which lead from Nashua, are fully finished and completed, and then it is expected that a Union depot will be erected by the several roads, on such a location and of such dimensions as will best accomodate the inhabitants of that growing and thriving city, and all the railroads centering there.

A new engine house at Concord has not been built during the past season, notwithstanding the necessity therefor still exists; but arrangements have been made for building one, and it is now expected that it will be erected this season. The passenger depot at Concord is not sufficient to meet the wants of the road, and will be replaced with a larger, more commodious and convenient one as soon as it can be done, with a reasonable regard to its financial condition.

The directors, by such further experience as they have had in the use of coal, and such further information as they have obtained in relation thereto, have no occasion to change the views which they expressed in their last report—that coal is more economical fuel than wood; and therefore, they will continue to increase the amount of coal now used, as fast as the same can be conveniently and practically done.

The Miller Platform and Coupling have been used on the road during the past year, with complete success; and experience has conclusively proved their superiority, in many respects, over the ordinary platform and coupling heretofore in use. This platform and coupling have been put on to eighteen passenger cars, in addition to those put on to the cars during the previous year, so that nearly all the passenger and baggage cars on the road are furnished with them; and thereby the safety of passengers is much increased, and the liability of the road to the payment of damages for the injury of passengers on the cars much lessened.

The Suncook Valley Road has been in operation under the lease since January, 1870, and there has been an annual increase in its gross earnings sufficient to render it reasonably certain that the income derived therefrom will, in the future, be equal to the expenditures incurred in operating the road, and the rent to be paid therefor.

As stated in the last report, by the terms of the contract between that road and the Concord Road, the latter was to complete the road and adjust and settle such land damages as then remained unpaid. The amount expended thus far therefor is $116,793 36, and the account thereof up to this time has been kept in the office of the superintendent, under the head of construction, and payments have been made thereform of such sums as have been expended in the completion of that road; but that account has been paid, and closed in his office, and transferred to the office of the treasurer, as before stated, and the above sum, expended as stated, appears in his trial balance as an indebtedness against that road, and the payment thereof is secured by a pledge of stock which is now held by the road.

The Manchester and Lawrence Railroad was operated under a contract between that road and this, prior to the decision of the Supreme Court of this State, rendered in the suit of David Currier *et als v.* Concord R. R. *et als*, in which that contract was held to be invalid and illegal. Since then that road has been managed by its own directors, and the relations between the two roads have been harmonious, and the business between them has

been done in accordance with the provisions of a parol agreement therefor.

The total tonnage of the road for the year has been 692,768, equal to 20,222,956 tons transported one mile. Total number of passengers carried 613,842; total carried one mile, 13,333,060. Number of miles run by trains, 802,162.

BALANCE SHEET.

Construction	$1,500,000	00
Rindge's Wharf, Portsmouth	51,507	72
Manchester and North Weare R. R.	11,534	19
Mt. Washington Railroad	1,055	61
Suncook Valley R. R., construction account	116,793	36
Suncook Valley R. R., Parker Land Suncook	6,500	00
Notes receivable	20,450	00
Cash on hand	83,985	36
	$1,791,826	24
Capital stock	$1,500,000	00
Det. and contingent	180,468	69
Income account	33,468	55
Interest for dividend, May 1, 1873	75,000	00
Concord R. R., unpaid div	2,409	50
Concord and Portsmouth R. R., unpaid div.	395	50
Suncook Valley R. R., unpaid div	84	00
	$1,791,826	24

President.—WILLIAM A. TOWER.

Directors.—William A. Tower, Frederick Smyth, James W. Johnson, Edson Hill, William R. Spalding, John A. Spalding.

Treasurer.—NATHAN PARKER.

Superintendent.—H. E. CHAMBERLIN.

Coal Lands of the United States.

The following is a copy of an act passed by Congress to provide for the sale of lands of the United States containing coal:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any person above the age of twenty-one years, who is a citizen of the United States, or who has declared his intention to become such, or any association of persons severally qualified as above, shall upon application to the register of the proper land-office, have the right to enter, by legal subdivisions, any quantity of vacant coal lands of the United States not otherwise appropriated or reserved by competent authority, not exceeding one hundred and sixty acres to such individual person, or three hundred and twenty acres to such association, upon payment to the receiver of not less than ten dollars per acre for such lands, where the same shall be situated more than fifteen miles from any completed railroad, and not less than twenty dollars per acre for such lands as shall be within fifteen miles of such road.

Section 2. That any person or association of persons severally qualified as above, who have opened and improved, or shall hereafter open and improve, any coal mine or mines upon the public lands, and shall be in actual possession of the same, shall be entitled to a preference right of entry, under the foregoing provisions, of the mines so opened and improved: *Provided*, That when any association of not less than four persons, severally qualified, as in section one of this act, shall have expended not less than five thousand dollars in working and improving any such mine or mines, such association may enter not exceeding six hundred and forty acres, including such mining improvements.

Sections 3. That all claims under section two of this act must be presented to the register of the proper land-district within sixty days after the date of actual possession and the commencement of improvments on the land, by the filing of a declaratory statement therefor: *Provided*, That when the township plat is not on file at the date of such improvement, filing must be made within sixty days from the receipt of such plat at the district office: *And provided further*. That where the improvement shall have been made prior to the expiration of three months from the passage of this act, sixty days from the expiration of said three months shall be allowed for the filing of a declaratory statement, and no sale under the provisions of this act shall be allowed until the expiration of six months from the date thereof.

Section 4. That this act shall be held to authorize only one entry by the same person or association of persons under its provisions; and no association of persons any member of which shall have taken the benefit of this act either as an individual or as a member of any other association, shall enter or hold any other lands under the provisions of this act; and no member of any association which shall have taken the benefit of this act shall enter or hold any other lands under its provisions; and all persons claiming under section two hereof shall be required to prove their respective rights and pay for the lands filed upon within one year from the time prescribed for filing their respective claims; and upon failure to file the proper notice, or to pay for the land within the required period, the same shall be subject to entry by any other qualified applicant.

Section 5. That in case of conflicting claims upon lands where the improvements shall be hereafter commenced, priority of possession and improvement, followed by proper filing and continued good faith, shall determine the preference right to purchase. And also where the improvements have already been made at the date of the passage of this act, division of the land claimed may be made by legal subdivisions, to included, as near as may be, the valuable improvements of the respective parties; and the Commissioner of the General Land Office shall be, and is hereby, authorized to issue all needful rules and regulations for carrying into effect the provisions of this act.

Section 6. That nothing in this act shall be construed to destroy or impair any rights which may have attached prior to its passage, or to authorize the sale of lands valuable for mines of gold, silver, or copper.

Approved, March 3, 1873.

State Aid to Railroads of Missouri.

AUDITOR'S OFFICE,
JEFFERSON CITY, Sept. 1st, 1873.

His Excellency Silas Woodson, Governor of Missouri:

DEAR SIR: In reply to your favor of 26th ult., allow me to submit the following statements, which are as full and complete as can be obtained from the records of this office:

1. The following is a list of railroads in the State aided by the State, and the amounts loaned each in the bonds of the State:

Pacific	$7,000,000
St. Louis and Iron Mountain	3,501,000
Platte County	700,000
Hannibal and St. Joseph	3,000,000
North Missouri	4,350,000
Cairo and Fulton	650,000
Pacific, guaranteed	3,800,000
Southwest Branch	2,589,000
Total	$25,590,000

From this amount should be deducted $2,589,000, direct six per cent bonds issued in lieu of $2,589,000 Pacific seven per cent bonds guaranteed, returned and cancelled. This leaves the sum of $23,000 000 as the amount loaned to railroads.

2. It will be impossible for me to give you the exact amount of interest paid on these bonds by the State, as no accurate account appears to have been kept in this office prior to 1860; but from entries made upon the books of the office at different times from January, 1860, to July, 1873, inclusive, I find that the sum of $19,500,000 interest alone has been paid upon these bonds issued to railroads. In this amount I include $4,000,000 consolidation bonds issued under act of March 12, 1867, to pay interest on railroad bonds due from January, 1864, to July, 1867, inclusive.

I do not include the interest on Hannibal and St. Joseph Railroad bonds, as this company has promptly paid all interest on its bonds.

The amount of railroad bonds still outstanding is as follows:

Hannibal and St. Joseph	$3,000,000
Pacific	4,615,000
St. Louis and Iron Mountain	2,879,000
S. W. Branch Pacific	1,456,000
North Missouri	2,964,000
Platte County	504,000
Cairo and Fulton	892,000
S. W. Branch Pacific, guaranteed	1,589,000
Total	$16,899,000
Of the 6 per cent consolidation bonds issued to pay overdue interest on railroad bonds, there are still outstanding	2,727,000
Total amount of bonds outstanding issued on accounts of railroads	$19,626,000

3. The amounts realized by the State in cash from the sale of railroads for which it indorsed are, so far as appears of record, from—

S. W. Branch Pacific	$325,000
Pacific	5,000,000
St. Louis and Iron Mountain and Cairo and Fulton	305,916
North Missouri	200,000
Platte County	407,180
Total	$6,238,096

4. These amounts were paid in cash, bonds and coupons; were placed in the State interest fund and used for the purpose of paying the outstanding interest on railroad bonds.

5. The St. Louis and Iron Mountain railroad was allowed a credit of $675,000 on the amount of purchase money for extension of road, and the Platte County Railroad was allowed a credit of $913,321 for the same purpose.

6. The amount of the State debt at this date, less the amount of bonds issued to the Hannibal and St. Joseph Railroad, is $18,366,000, and of this amount $16,626,000 is the result of aid given to the other railroads in the State.

Hoping that the above may prove satisfactory, I am, very respectfully, yours,

GEO. B. CLARK,
State Auditor.

By W. MCGRAIN, Chief Clerk.

☞ The article on railroads reported to the Michigan Constitutional Convention provides that the Legislature shall establish reasonable maximum rates for transportation of passengers and freight, and shall prohibit contracts between such railways and companies in favor of either as against other companies owning connecting or intersecting lines; also, that no railway corporation shall issue any stock, bonds or other evidence of indebtedness except for money, or labor, or property actually received and applied to the purpose for which the corporation was created.

☞ The New Jersey Midland Railroad Company have resumed control of that section of the road lying between Unionville and Bloomingdale, lately operated under lease by the New York and Oswego Midland Railroad Company. The latter company having failed to make the payments called for by the lease. The section of the road reclaimed by the New Jersey Midland was the connecting link between the two sections of the New York and Oswego Midland Railroad Company.

☞ Messrs. A. & P. Roberts & Co., of the Pencoyd Iron Works, Philadelphia, Pa., have just finished a new mill, doubling the former capacity of the works, and it will start at once.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* ... 100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley ... 50	2,256,350	— & —	...
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf ... 100	3,693,200	— & —	...
" " pref. 100	838,576	J. & J.	July '71 3½
Atlantic and St. Law* .. 100	39,494,900	M. & S.	Mar. '73 2
" " new 1870. 100	1,500,000	— & —	...
Avon, Genesco & Mt. M.* 100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio. ... 100	13,151,962	M. & N	May '73 5
Washington Br. ... 100	1,650,000	A. & O.	Apl. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	...
Berkshire* ... 100	600,000	J.A J&O	Oct. '73 0
Blossburg & Corning.* .. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany ... 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	...
Agricultural Br guar... 100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	May '73 3
Boston and Lowell ... 500	2,852,900	J. & J.	July '73 4
Boston and Maine ... 100	6,816,807	M & N.	May '73 4
Boston and Providence. 100	8,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie* .. 100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Sept. '73 5
" " pref. 100	1,485,900	M & S.	Sept. '73 5
Camden and Amboy* ... 100	6,847,800	J A J.O.	Oct. '73 2½
Camden and Atlantic ... 50	379,020	— & —	...
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod ... 50	1,020,330	J & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* ... 50	1,159,500	— & —	...
" pref. ... 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.* ... 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.* 100	6,950,400	M. & N.	May '73 1½
" " pref. 100	769,600	F. & A.	Aug. '73 3½
Central of Georgia ... 100	4,666,800	J & J	July '73 5
Central of New Jersey. 100	20,000,000	J.AJ&O	July '73 4
Central Ohio* ... 50	2,426,000	J. & D.	June '73 3
" pref ... 50	400,000	J. & D.	June '73 3
Central Pacific ... 100	54,275,500	...	Sept. '73 3
Chemung* ... 100	380,000	J.A J&O	July '73 1½
Cheshire, preferred ... 100	2,100,000	J. & J.	July '73 2
Chicago and Alton ... 100	8,929,900	M & S.	Sept. '73 5
" " pref. 100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy. 100	18,652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	July '73 4
Chicago & N. Western. 100	15,033,480	J. & D.	Dec. '72 3½
" " pref. 100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton. ... 100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref. 50	429,046	M. & N.	May '73 2
Clev., Col., Cin. & Ind. 100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning* 50	2,067,599	M. & N.	May '73 3½
Cleveland & Pittsburg* 50	11,236,150	F.M.A.N	May '73 1½
Col., Chic. & Ind. Cen.* 100	13,000,000	...	...
Columbus and Xenia* ... 50	1,786,800	M.J.S.D.	June '73 2
Colum. & Hocking Val. 100	2,500,000	F. & A	Aug '73 5
Concord ... 50	1,500,000	M. & N.	May '73 5
Concord and Ports.* ... 100	850,000	J. & J.	July '73 3½
Conn. & Passum p Riv.. 1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River ... 100	3,850,000	J. & J.	July '73 5
Cumberland Valley. ... 1	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware* ... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J. A. J.O.	July '73 5
Detroit & Milwaukee* .. 50	822,140	— & —	...
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* ... 50	1,300,200	J. & J.	July '73 3
East Mahanoy* ... 50	392,950	J. & J.	July '73 3
Eastern (Mass.) ... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) ... 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand* 100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway ... 100	78,000,000	.....	Oct. '73 1
" pref. ... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg* ... 50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg ... 100	4,000,000	J. & J.	July '73 4
Georgia ... 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	...
Grand Trunk, (Ca.) ... 100	14,367,946	— & —	...
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3½
" pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.) . 50	116,850	M. & N.	May '73 5
Harlem Extension ... 100	4,000,000	— & —	...
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. ... 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top.* 50	880,000	— & —	...
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central ... 100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,686,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	...
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago* ... 100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana* 100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So. 100	49,466,500	F. & A.	Aug. '73 4
" " (guar.) 100	633,500	F. & A.	Aug. '73 5
Lawrence* ... 50	260,200	— & —	...
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley ... 50	21,468,800	J.A. J.O.	July '73 1½
Little Miami* ... 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill* ... 50	2,646,100	J. & J.	July '73 3½
Long Island ... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '72 4½
Louisville & Nashville. 100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ... 100	200,000	A. & O	Oct. '73 3
Lykens Valley ... 20	600,000	F.M.A N	Feb. '73 2½
Macon and Western ... 100	2,500,000	J. & J.	July '73 5
Maine Central ... 100	3,400,500	— & —	...
Manchester and Law... 100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati ... 50	1,372,891	— & —	...
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* ... 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central ... 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill* . 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul. 100	13,398,550	J & J	Dec. '70 7s
" " pref. ... 100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,459	J. & J.	July '73 3½
Morris and Essex* ... 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell ... 100	800,000	M. & N.	May '73 5
Naugatuck ... 100	1,877,900	F. & A.	Aug. '72 5½
Nesquehoning Valley* .. 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York* .. 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton. 100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,500,000	J. & J.	Aug '69 12s
N Haven & Northamp.. 100	605,000	J. A. J.O.	Sept '73 3
New Jersey* ... 100	7,295,200	J. A. J.O.	Oct. '73 2½
New London Northern* 100	1,418,800	J. & J	Jan '73 5
N. Y. Cen. & Hudson R.. 100	59,428,330	A. & O	Oct. '73 4
New York and Harlem. 100	8,500,000	J. & J.	July '73 4
" " pref. 100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf.... 100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston. 100	2,000,000	J. A. J.O.	Oct. '73 2½
Niag. Bridge & Canand* 100	1,000,000	J. & J	Jan. '73 3
North Carolina* ... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref.. 100	111,000	M. & N.	May '67 4
North Pennsylvania ... 50	3,150,150	January.	Jan. '72 5s
Northern Central ... 50	5,842,000	M. & N	Nov. '72 3
Northern N. Hampsh... 100	3,068,400	J. & D.	June '73 4
Northern New Jersey*.. 100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,823,400	J. & J	July '73 5
Ogdensb. & L. Champl.* 100	3,077,800	J. & J.	Jan. '73 3
" " pref. 100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi ... 100	19,995,847	J. A. J.O.	...
" " pref. 100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,258,450	J.A. J.O.	July '73 3
Old Colony & Newport. 100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse* 100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri ... 100	3,635,750	— & —	July '73 1½
Panama ... 100	7,000,000	J. A. J.O.	Oct. '73 3
Paterson and Hudson* .. 100	630,000	J. & J.	July '73 4
Paterson and Newark* . 100	500,000	J. & J.	...
Paterson and Ramapo* . 100	244,000	J. & J.	July '73 3
Pember. & Hightstown* . 50	342,150	J. & J.	Jan. '71 3
Pennsylvania ... 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.* 100	1,300,000	F. & A.	Aug. '73 4
Philadelphia and Erie* . 50	6,004,300	J. & J.	...
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton* ... 100	1,259,100	J.A. J.O.	Oct. '73 2½
Phila., Wil. & Balt. ... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*.. 100	19,719,285	J.A. J.O.	Oct. '73 1½
" Special Imp. 100	2,000,000	J.A. J.O.	Oct. '73 1½
Pittsfield & N. Adams. 100	400,000	J. & J.	July '73 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm... 100	1,500,000	J. & J.	July '73 5
Providence & Worces... 100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston ... 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*. 110	557,500	— & —	...
Rome, Watert. and Ogd. 100	2,998,900	J. & J.	July '73 3½
Rutland* ... 100	2,700,000	— & —	...
" preferred ... 100	4,300,000	F. & A.	Aug '73 3½
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute. 100	2,300,000	— & —	...
" " pref. 100	2,040,000	May.	May '68 7
St. Louis and Iron Mt.. 100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North. 100	12,000,000	...	...
" " pref. 100	12,000,000	.....	Nov. '72 4
Saratoga and Schenec.* . 100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* ... 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke. 100	1,151,100	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line* ... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)* .. 100	438,300	J. & J.	Jan. '72 3
South Carolina ... 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.. 100	3,939,900	F. & A.	Feb. '73 4
Staten Island ... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*. 100	445,700	J. & J.	Jan. '72 3½
Stony Brook* ... 100	287,300	M. & N.	May '72 3
Summit Branch* ... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) ... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	July '73 3
Taunton Branch ... 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana. 100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref. 100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*.. 100	274,400	J. & D.	Dec. '71 3½
Union and Black River.. 100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*.. 100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass ... 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.) ... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley ... 100	225,000	A. & O.	Apl. '72 2½
West Jersey. ... 100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	800,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City ... 100	110,300	— & —	... 2½
Baltimore City ... 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	...
Boston and Chelsea. ... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn). ... 100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jun. '70
Brooklyn City ... 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica... 100	488,100	— & —	...
Bushwick (Brooklyn) ... 100	302,000	J. & J.	July '71 3½
Cambridge ... 100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.) ... 50	600,000	J. & J.	July '73 7
Citizens' (Phg.) ... 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn. 100	500,000	— & —	...
D. Dock, K. B'dw. & Bat.. 100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N. Y.) ... 100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ... 100	200,000	— & —	... 3
42nd St. & G. St. Ferry ... 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Phi.) 50	491,750	J. & J.	July '73 5
Germantown (Phi.) ... 50	1,000,000	J. & J.	July '73 3
Girard College (Phi.) ... 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston ... 100	200,000	— & —	...
Malden and Melrose ... 100	200,000	— & —	...
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston) ... 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.) ... 100	797,320	— & —	...
Orange and Newark ... 100	282,555	— & —	...
Philadelphia City ... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.) ... 100	888,100	J. A. J.O.	July '73 2
Second & Third St. (Ph.) 50	982,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.) ... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.) ... 100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.) . 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) ... 100	75,000	M. & N.	May '73 5
South Boston ... 50	400,000	J.A. J.O.	Oct. '73 2½
Union (Boston) ... 100	200,000	.....	July '72 7½
Union (Phila.) ... 50	600,000	J. & J.	July '72 6
West Philadelphia ... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	...
Delaware Division ... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson ... 100	15,000,000	F. & A	Aug. '73 5
Delaware and Raritan* 100	5,847,400	J A. J.O.	Oct. '73 2½
Erie of Pennsylvania ... 50	64,000	— & —	...
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated) ... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred) ... 100	1 175,000	F. & A.	Aug. '72 5
Pennsylvania ... 50	4,337,950	— & —	...
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,898,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	...
Union ... 50	2,907,850	— & —	...
" preferred ... 50		— & —	...
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express ... 100	10,000,000	M.J. S.D.	Sept. '73 2
American Coal ... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp. 100	18,000,000	J. & J.	July '73 3
Ashburton Coal ... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City ... 100	1,000,000	— & —	...
Butler Coal ... 25	500,000	J. & D.	Dec '69 35c
Canton ... 16½	731,250	— & —	...
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal ... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold ... 100	2,836,600	— & —	...
" pref ... 100	8,693,400	— & —	...
" certif ... 100	2,324,000	J. & J.	...
Pacific Mail Steamship. 100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	... 2½
Pennsylvania Coal ... 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car ... 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ... 100	6,700,000	— & —	...
" preferred ... 100	4,300,000	— & —	...
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal ... 10	1,000,000	— & —	...
United States Express ... 100	6,000,000	F.M.A.N	Aug '73 2
United States Trust ... 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal ... 100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Sept. 1, 1873.					
Loan of June 14, 1858 ..... registered	96,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,759,000	6	Jan. & July.	1880	114¼
.. .. coupon	4,656,000	6	" "	1880	113½
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 .... registered	125,565,150	6	Jan. & July	1881	114½
.. .. coupon	63,755,200	6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s) ..... registered	23,201,000	6	May & Nov.	1882	109
.. .. .. (5-20s) ..... coupon	187,367,050	6	" "	1882	108
Loan of March 3, 1863 ..... registered	53,553,500	6	Jan. & July.	1881	114½
.. .. coupon	21,446,500	6	" "	1881	113½
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	108
Loan of June 30, 1864 (5-20s) ..... registered	26,474,650	6	May & Nov.	1884	109
.. .. .. (5-20s) ..... coupon	33,886,550	6	" "	1884	108
Loan of March 3, 1865 (5-20s) ..... registered	34,946,700	6	May & Nov.	1885	109
.. .. .. (5-20s) ..... coupon	119,141,750	6	" "	1885	109
.. .. 2d series (5-20s) ..... registered	58,471,650	6	Jan. & July.	1885	112
.. .. .. (5-20s) ..... coupon	148,388,400	6	" "	1885	111½
.. .. 3d series (5-20s) ..... registered	90,535,150	6	Jan. & July.	1887	112½
.. .. .. (5-20s) ..... coupon	224,477,550	6	" "	1887	113½
.. .. 4th series (5-20s) ..... registered	14,059,000	6	Jan. & July.	1888	112
.. .. .. (5-20s) ..... coupon	24,276,250	6	" "	1888	114
Loan of March 3, 1864, (10-40s) .... registered	140,387,600	5	Mar. & Sept.	1904	107½
.. .. .. (10-40s) ..... coupon	54,179,700	5	" "	1904	107½
Consols of July 14, '70 & Jan. 20, '71 .registered	143,670,100	5	F. M. A. & N.	1881	112
.. .. coupon	106,429,000	5	" "	1881	112
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	.....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	.....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	.....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	109
U. S. Notes and Fractional Currency	400,969,529	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10.494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "		....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	'72-'74	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1886	84
				1890	
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	'90-'92	....
.. Refunded Stock Bonds, 1859	348,000	6	" "		....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1878	....
.. War Loan Bonds, 1861	417,000	6	" "	77-'78	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1880	
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	1881	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"		....
Kentucky—($2,750,810):				'83-'84	
.. State Bonds 1836 and '43	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	55
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. State B'ds N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	99½
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,587,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	103½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Vario	'72-80	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	97
.. Bounty Loan, 1864	4,379,500	5	May & Nov.	1894	100
.. Bounty Loan, 1864, £826,600 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1868	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	86
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	96½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'75	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'88-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. — July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	...
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	600,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,104,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	105½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27
.. State (old) Bonds 1848 to 1860.....	3,639,900	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	101
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	106
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	29
.. .. .. '66..'69.....	2,262.714	6	Jan. & July.	'87-'97	14
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	72
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	72½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1870	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'75	100
.. .. .. registered	201,000	6	" "	'71-'75	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1854	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	863,250	6	Jan. & July.	Baltimore.	1875	96
Loan of 1850-'80	579,500	6	" "	"	1880	97
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	98
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	94
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	338,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (same)	492,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage (same)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	104½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. Loan(sec'd by $4,000,000 Bds.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	106½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	92
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	....
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	100
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	75½
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	780,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	105
Loan of Leh.C. & Nav.Co.(assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	89
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106½
State Aid B'ds(Int. by State)gold	1,500,000	7*	" "	" "	1895	107
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Oakl & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	600,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	584,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Buri. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	91½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicgago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W. R'y)	2,500,000	7	F. M. A. & N.	" "	1915	89½
Equipm't (Eng & Cars $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	98
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin. S.F.	988,00	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	104½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa. Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	87½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	88½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	68
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	169,500	8	" "	"	1905	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	262,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	100
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	98
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	100
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	6	April & Oct.	"	1872	89
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	103½
3d Mortgage	4,582,000	7	" "	" "	1883	96
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	98
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipmen .Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
3d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	8	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	125,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	82½
1st Mort. (Q. & Palm.R.R. 15 m.	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.R R55m)	1,200,000	10	Jan. & July.	" "	1886	99
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	105
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	82
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	....
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	657,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	8,455,000	5*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage cn do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N.Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.)	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(D.L.&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	95
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	95½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	" "	1892	97½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	99
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ail.& Gr.R.)	840,000	8	" "	" "	1888	96
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	95
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	94½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $5,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	97
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	660,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	96½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	88
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	77
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	113
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	94½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	98
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	81
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept.	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	100
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1890	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N Y.&O M.):						
1st Mortgage gold, guar	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C& H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1.000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	98
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1rred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,080	6*	" "	"	1900	90½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	....
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	71½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	79½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	77
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	51
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7		" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	100½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. R. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1886	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$519,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	....
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	100
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	102
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv	2,305,630	7	Jan. & July.	"	1893	102½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv	3,000,000	6	monthly.	New York.	1884	75
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	83½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	101
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	28
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	100
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1890	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1892	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	74
Rich., Fredericksb.g & Potomac:						
Sterling Loan	87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage ..	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	76½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	96½
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	87½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,893,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,023,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,000	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Aln.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	604,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1889	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	580,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1880	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	84
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (R. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	92
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	87
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, unr....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1883	.. .

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	96
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94
1st Mort. (Quincy & Tol. 34 m).	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	84
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	82
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	71½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	62
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	54
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	92
Sterling Loan £569,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	21
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1880	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	76½
4th Mortgage	846,000	8	March & Sept.	" "	1900	83
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103½
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	96½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1895	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1890	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1890	102½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1886	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	6	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	75½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	90
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	88
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered	1st series, Nov. 1, 1867. 1,500,000	7	May & Nov.	New York.	1877	....
	2d series, July 1, 1869.. 3,500,000	7	Jan. & July.	" "	1884	102
	3d series, Jan. 1, 1871.. 5,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	90
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	70
Monongahela Navigation:						
1st Mortgage	103,900	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1888	75
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1889	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	2	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanoogn.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,321	7	100	92½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	—	.....	.....	—	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,200	12,389,000	—	—	132.0	.....	.....	.....	2,239,158	900,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila.&R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	465.0	—	23 3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	43,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West..N.Y. Penn.& O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,576	530,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No return	s furnish	ed.)	.....	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	388	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	156
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ington, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	—	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	867	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	—	—	—	—	—	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	141
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,566,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	127½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	114½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	2,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	702,246	765,733	1,716,399	465,347	10	100	152
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota.Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	....	(In progr	ess.)	.....	.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,456,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	169	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,188	69,324	467,036	212,119	3½p	50	72
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	*	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	—	(Recently	completed	.)	.....	.....	—	100	....
Sept.30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,647	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	25	....
Oct. 31, 1872	94.0	4.5	5.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.	)	572,104	183,169	7 p.	50	30
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)	—	128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,283,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic.&	North We	stern R. R	.)	.....	.....	—	100	....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	—	.....	.....	297,800	887,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,068,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	101½
Dec. 31, 1872	187.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	40
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,468,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	.....	.....	11,963,641	6,952,362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,887,461	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

Sept. 30, 1872	53.0	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,284	412,432	824,763	183,851	5	100	....								
Dec. 31, 1872	21.5	—	3.1	—					Chester Valley	Pennsylvania.	1,371,900	*			871,900	500,000	955,000		—	(Phila. a	nd Reading	g R. R. Co	mpany.)		—	50	....							
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,555,500	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	101							
Dec. 31, 1872	698.8	552.4	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,655,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	hs on 825		miles.)	7,564,576	2,839,866	10	100	90							
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....							
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	545,068	.....	110.0	.....	.....	.....	627,930	277,853	—	100	....							
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.	)	.....	—	100	....							
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	ormation	furnished.	)	.....	—	100	....							
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,160,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....							
May 31, 1873	81.3	1.1	16.9	—					Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	.....	.....	4,200,000	810,000	.....	.....	—	(Chic. &	Northwes	tern R. R.	Co.)	.....	8	100	....							
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,662	500,985	218,500	—	100	42½							
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,343,919	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	42½							
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	*	.....	.....	1,350,000	540,000	.....	.....	—	(Operat	ed by con	tractor—N	o report.)	.....	—	100	....							
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.		(No infor	mation.)	.....	.....	.....	.....	.....	—		(Being co	nstructed.)	.....	.....	—	100	....							
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,889,906	2,109,406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	89							
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.		(Under	construct	ion—no	informati	on)			—	(Chic., R	ock Islan	d and Paci	fic R. R.	Co.)	—	100	....							
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	*	.....	.....	7,000,000	5,000,000	1,658,551	.....	—	(St. Louis K. City		and North	ern R. R.	Co.)	—	100	....							
Dec. 31, 1872	36.5	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	*	.....	.....	365,000	500,000	.....	.....	—	(Mariett	a and Cin	cinnati R.	R. Co.)	.....	—	100	....							
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	*	.....	.....	673,000	314,000	118,453	.....	—	.....	.....	.....	.....	.....	—	100	....							
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....							
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	.....	.....	(Sold un	der force	clos. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	....							
Dec. 31, 1872	39.0	—	1.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	.....	.....	400,000	400,000	.....	.....	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....							
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	.....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....							
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,732	184,552	700	56,965	382,600	565,000	61,350	.....	42.0	.....	.....	.....	229,635	70,974	—	100	....							
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	.....	.....	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	....							
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,720,037	3,261,330	18,108	.....	215.5	741,280	254,436	283,393	850,755	339,244	—	100	10½							
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.		(Under	construct	ion—no	report.)				25.0	20,360	4,032	.....	7,047	.....	—	100	....							
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,961,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	79							
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	.....	.....	2,059,200	1,164,000	.....	.....	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....							
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....							
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,619	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,286,150	2,834,344	396,663	440,411	225.0	2,316,153	654,755	1,881,912	Pa. R. R.	1,053,283	7	50	80							
Dec. 31, 1872	681.0	—	65.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,569	23,556,174	130,974	.....	681.0	4,590,845	646,459	1,390,597	4,411,095	783,881	—	100	22½							
Dec. 31, 1872	76.0	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	.....	.....	1,474,300	525,000	.....	.....	40.0	.....	.....	.....	90,216	14,967	—	100	....							
Dec. 31, 1872	76.5	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,672,739	268,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	50	....							
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....							
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	162							
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	.....	.....	350,000	—	.....	.....	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....							
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv	Vermont.	3,385,456	*	261,151	123,946	2,127,273	1,357,100	39,767	246,371	143.7	458,681	167,112	171,923	812,768	308,902	6	100	....							
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,053	985,504	383,770	729,311	215,481	10	100	137							
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	.....	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....							
Sept. 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,028	2,436,500	96,323	.....	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....							
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,000	.....	.....	(Phila.	and Trent	on R. R. C	ompany.)	.....	—	100	....							
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	.....	17.0	.....	.....	.....	39,611	14,727	—	100	....							
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....							
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....	.....	(Leased	to Pennsy	lvania R.	R. Co.)	.....	—	100	....							
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.8	101,553	159,380	44,653	172,120	69,796	10	50	....							
Mar. 31, 1873	90.0	32.0	....	20.0	—	—	—	—	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....	.....	90.0	(Recentl	y opened	—No repo	rt.)	.....	—	100	....							
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,623	3½	100	....							
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	.....	.....	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....							
Jun. 30, 1872	41.5	—	8.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	.....	.....	Sunk.	701,000	.....	.....	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....							
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware ¶	Delaware.	2,114,184	—	76,154	71,522	1,317,300	870,000	.....	74,470	99.3	317,088	.....	.....	448,841	121,046	6	100	....							
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	16,000,000	13,088,385	.....	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....							
Dec. 31, 1872	115.0	—	119.0	—	125	20	9	1,389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,578	3,847,671	4,746,678	2,867,965	10	100	88							
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,862	371,903	196,997	—	100	....							
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1	873.)	—	100	....							
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	13,503,285	*	.....	.....	6,523,600	5,070,000	930,000	.....	250.0	447,679	108,599	198,360	776,254	127,223	—	100	....							
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....		(R	ecently op	ened—no	returns.)		—	100	....							
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	55.0	(R	ecently op	ened—no	returns.)		—	100	....							
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	.....	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....							
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	610,000	.....	—	100	....							
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	.....	.....	122,000	175,000	.....	.....	(Leased	to Maine	Central.)	.....	.....	18,000	6	100	....							
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12,838	7,781	22,792	7,175	—	100	....							
Sept. 30 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	.....	.....	480,000	.....	.....	.....	(Boston	and Maine	R. R. Co.)	.....	.....	29,000	6	100	....							
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	.....	.....	5,000,000	880,000	.....	.....	(Leased	by Illinois	Central.)	.....	.....	.....	6	100	55							
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	.....	.....	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,458	72,488	—	100	....							
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	64.8	.....	.....	.....	109,262	2,064	—	100	....							
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,790,377	*	.....	.....	1,488,487	1,500,000	554,407	.....	58.0	.....	.....	.....	210,546	L. 26,996	—	100	....							
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	—	.....	9,870	350,000	.....	42,239	2,150	17.5	.....	100,711	6,262	34,048	1,434	—	100	....							
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	284,800	—	.....	.....	89,800	175,000	.....	.....	(Pennsy	lvania R. R	Co.)	.....	.....	.....	—	50	....							
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	.....	.....	1,309,200	495,900	.....	.....	(Phila. &	Reading	Co.)	.....	.....	.....	6	50	....							
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	34,750	661,293	1,970,024	3,889,900	168,593	3,735,377	270.0	.....	.....	172,395	1,201,492	366,692	—	100	95							
Sept. 30, 1872	41.4	71.7	61.6	—	73	133	35	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,332,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,320	1,973,623	574,201	—	100	....							
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	28.0	49,312	22,107	41,308	129,305	21,728	—	100	....							
Dec. 31, 1872	40.0	—	1.7	—	2	....	....	....	Eastern Shore ¶	Maryland.	895,000	*	.....	.....	295,000	600,000	.....	.....	40.0	(No state	ment furni	shed.)	.....	.....	—	100	....							
Dec. 31, 1872	185.0	—	9.7	—	—	—	—	—	Elizabeth and Paducah	Kentucky.	6,000,000	*	.....	.....	3,000,000	3,000,000	.....	.....	185.0	(R	ecently o	pened—no	returns.)		—	100	....							
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	.....	.....	500,000	.....	.....	.....	—	(North	ern Central	R. R. Co.)	25,000	25,000	5	100	....							
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	.....	.....	1,000,000	1,620,000	.....	.....	(North	ern Central	R. R. Co.)	165,000	162,000	5	50	....							
Sept. 30, 1872	459.0	496.0	505.5	—	488	302	76	10638	Erie	New Jersey, N. York & Pa.	97,044,084	11,191,472	568,131	1,138,257	86,536,910	26,398,800	2,517,301	.....	954.0	12,318,504	3 598,988	5,564,274	18,371,885	4,720,285	1½	100	51							
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,800	47,046	1,045,450	890,000	586,502	.....	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....							
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	6,397,000	*	.....	.....	2,000,000	3,297,000	.....	.....	114.0	749,260	285,985	1,141,437	(Pa. Co.)	385,937	7	50	....							
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American	Maine.	6,725,907	*	.....	.....	1,272,550	4,753,773	3,230,360	.....	114.0	154,290	298,082	.....	367,574	165,259	—	100	....							
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	*	24,449	92,138	1,144,258	1,127,000	20,630	704,452	132.0	359,515	146,036	.....	566,679	218,645	—	100	....							
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....							
Sept. 30, 1872	5.8	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	231,107	4,200	71,504	469,159	150,000	234,683	271,986	218,351	5.8	11,988	106,787	.....	42,378	15,608	—	100	....							
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	.....	.....	107,400	.....	.....	.....	(Pbg. &	Connells	v. RR. Co.)	.....	.....	.....	7½	50	....							
Sept. 30, 1872	50.3	43.3	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	.....	4,000,000	.....	.....	511,300	93.3	716,246	1,889,427	740,123	1,350,289	323,935	8	100	130							
Dec. 31, 1872	12.5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	.....	.....	150,000	—	244,095	.....	(Belv. Delaware R.		R. Co.)	16,217	L. 16,186	—	100	....							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	283.0	888,227	509,975	844,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	—	58,170	499,896	650,000	112,698	30	—	(Boston, Clinton & Fitchb'g.)			21.580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	—	—	—	283,745	—	—	—	22.0	67,460	171,400	43,411	57,775	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,258,402	287,906	—	61,000	2,051,468	552,840	.....	—	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234.423	14,796	1,000,000	1,500,000	360,653	311.091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156.000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	—	—	105,000	246,500	8,000	—	—	(Leased to Erie.)			21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	—	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	.....	—	—	(Leased by Michigan Central R. R. Co.)			—	—	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91.597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941.675	*	.....	.....	24,1c7,4o7	10,816,003	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	—	—	—	200,000	—	.....	—	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	—	—		(Not regularly operated.)				—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	—	—	—	130,098	185,500	11,086	—	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	—	—	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	—	—	(Leased by Erie at 35 p. c. of earnings.)			—	—	—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	299,600	.....	—	—	(Leased by Erie at 35 p. c. of earnings.)			—	—	—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	.....	—	—	(Leased by Tol., Wab. & Western R. R. Co.)			—	—	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased by Tol., Wab. & Western R. R. Co.)			—	—	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	—	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	23½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	—	21,126	123.550	—	40,000	68,151	7.9	21,096	79,998	14.397	71.032	20.295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	—	.....	—	12.2	48,150	34,401	123 424	82,388	24.356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	—	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	—	—	—	1,182,550	780,000	—	—	54.0	(Leased by Pennsylvania R.R. Co.)			7	50	102		
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶.R.I.,Ct &N.Y.	4,201.486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	—	...		
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	—	1,362	150,000	—	—	—	5.5	.....	100,379	54,401	33,629	40	100	...		
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased by Flint & Pere Marquette R. R. Co.)			—	—	—	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	—	—	80	200,000	200,000	1,667	26,365	—	(Now Haven & Northamp.)			14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282.741	242.218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	731,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	—	349.0	.....	.....	.....	2,675.234	1,345,184	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	—	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,218,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,028,754	2,103,107	10	100	108½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	—	.....	.....	960,000	960,000	.....	—	—	(Leased by Chicago, Burl. & Quincy Co.)			—	—	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Not operated by Company.)			—	—	—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	—	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	—	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased by Ill.Cen. R.R.Co.)			337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	—	—	1,314,000	1,314,000	.....	—	73.0	(Leased to Chicago & N. Western.)			—	—	—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,180	*	.....	.....	494,162	600,000	103,302	—	35.6	82.960	20,307	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	—	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	—	.....	400,000	100,000	—	—	11.0	11,350	—	115,876	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	*	—	—	1,976,100	4,195,000	.....	—	156.0	(Leased by Michigan Central.)			—	—	—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	(Leased by Erie Railway Co.)			—	140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	—	—	—	1,500,000	349,000	—	—	—	(Leased to Chicago & Alton R.R. Co.)			—	—	7	100	...
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased to Michigan Central R. R. Co.)			—	—	8	100	...
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	185,250	800,000	—	—	—	24,937	215,230	—	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No returns furnished.)			—	—	—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	—	(Leased to Lake S. & M. So.)			103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased by Michigan Central R.R.Co.)			51,200	—	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	268	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	—	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased by Leav. Lawr.&Gal. R.R.Co.)			72,000	—	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,688,950	16,925,000	2,706,480	—	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln ..... Maine.	2,725,798	*	—	138,305	361,492	2,395,000	—	107,611	49.0	(Completed Oct. 19, 1871.)			87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn.	3,398,452	722,792	.....	.....	1,336,000	2,250,000	193,261	—	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased by Tol. Wab. & Western R.R. Co.)			—	—	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	3,716,927	—	3,000,000	1,500,000	—	—	—	(Leased by Tol. Wab. & Western R.R. Co.)			—	—	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	—	—	—	1.727,553	792,000	96,097	—	—	(Not yet in operation.)			—	—	—	100	...
Dec. 31, 1872	541.3	595.2	633.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P.,O. Ind.& Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477.534	2,112.833	4,382,243	17,591,629	5,118,598	8	100	71½
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	—	—	(Opened through in July, 1873.)			—	—	—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,371,592	190.2	1,700,891	3,925,765	592,579	4,483,554	1,769,809	10	100	135½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	836,167	179,563	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,468	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	(No a	ccounts o	btainable.)						72.0		(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,760	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,322	5a	50	98
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,219,963	261,561	3,533	140.3	748,838	212,080	813,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	3,284	Northern Central ¶.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,484,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	62
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	286,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	106
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m			559.0		(No sta	tement pu	blished.)			—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,328	10	100	129½
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	60½
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	28
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,654,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	26
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	108
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984 817	.....	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,892,540	5,622,664	865,431	.....	292.8	713,252	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertow	n & Ogd.	R.R.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. Co.)	—	5	100	....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	405,812	.....	63.5	469,269	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,359	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	on: no ret	urns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,232,602	10½	100	95
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0			(No statement	furnished.)		—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	35 p. c.		—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	byTol.Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	364.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	94
Dec. 31, 1872	47.0	15.9	57.0	—	23	5	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	....
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware.Penn. & Del.	1,200,000	.....	.....	.....	486,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York.N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190.309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic.R.	I. & Pac	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent.Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	395,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,965	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	48
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	&Read'g.)	287,816	271,179	12	50	166
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	100½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1.561.080	1,124,640	1,759,758	.....	10	100	122
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	102
Oct. 31, 1872	7.0	—	1.0	—	2	3	—	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9.800	12,854	20,463	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,992	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	488.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic...P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	94
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,088	55,243	.....	.....	618,564	.....	.....	.....	14.0		(In operat	ion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	20	9	430	Pittsb'g, Washington & Dalton...Pa.& Md.	11,598,236	687,192	63,196	.....	1,960,682	4,780,000	3,463,294	.....	173.8	1,703,000	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific.Ind. & Ill.	.....	.....	.....	.....	719,396	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.	.)		—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,090,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	6	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings	used in co	nstructio	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased b	y Eastern	R.R. Co.)		10	100	125
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benefit	of contra	ctors.)		—	25	....
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Leased b	y Eastern	R.R. Co.)		6	100	90
Sept.30, 1872	41.8	—	2.5	3.5	4	5	—	60	Poughkeepsie and Eastern....New York.	1,231,372	.....	.....	.....	528,464	508,200	506,079	.....	41.8	53,514	70,015	10,400	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,851	2,000,000	500,000	224,612	84,019	47.6	507,586	1,005,257	521,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,029	.....	.....	437,917	50,006	63,611	.....	13.6	44,096	415,776	16,367	106,556	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	"	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,251	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	"	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,600,000	"	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,459,628	"	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	100
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	"	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	"	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	"	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	"	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)	.....	.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	"	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie Railway Co.)	.....	.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	"	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	"	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	37	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	"	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	"	.....	.....	6,641,300	1,701,000	1,180,928	.....	239.0	(Leased	to Central Verm't.)	.....	434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	"	.....	.....	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,619	220,002	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,576	633,574	2,146,639	687,639	8	100	....
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,998,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	"	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton R.R.Co.)	.....	240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	85	38	19	1,551	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	"	2,369,765	439,708	24,000,000	6,000,000	942,928	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	"	.....	202,201	2,577,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	10.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	"	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	882,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	"	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	"	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,892	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	"	526,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished:	very small.)	.....	—	100	....
Feb. 28, 1873	80.6	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	"	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,235	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890 335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.5	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	"	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	"	568,362	.....	2,800,000	1,740,000	450,494	.....	.....	.....	(Run by contractors:	no returns.)	.....	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama.....Ala.	7,481,764	"	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	"	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545.105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	118.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	"	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	"	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,600	"	.....	.....	4,000,000	4,490,000	140,000	.....	—	.....	(Not in operation at date.)	.....	.....	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	"	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,356	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,962	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,218	"	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	78	Texas and Pacific.....Texas.	4,200,000	"	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.4	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	"	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	43½
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,419	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,033	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	"	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	4,866,885	4,092,032	—	100	19½
Dec. 31, 1872	165.0	—	160.0	—	24	281	3	1,76	United Companies of New Jersey..N. Jer.	22,450,328	"	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,880,795	2,536,304	8,266,226	2,261,060	10	100	114
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	"	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,080,000	"	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,443	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	2	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,181	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	"	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)	.....	8	100	64½
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	"	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	*	*	—	50	Vineland.....New Jersey.	1,826,191	"	.....	.....	998,008	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co.)	.....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	"	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,335,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	558,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	Owned b	y Sta e	of Georgi	a & leas	ed to a co	mpany for	$300,00	0 a year.)	138.0	.....	.....	.....	626,504	150,534	—	100	....
Sept. 30, 1872	60.0	—	3.3	13.0	10	10	6	128	Western Maryland ¶.....Maryland.	2,366,392	"	208,500	17,069	682,893	1,300,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,065	"	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsylvania R.	Co.)	.....	.....	—	100	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,255	"	1,486,166	178,462	1,359,700	2,398,000	162,583	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	104
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	"	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.9	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	"	.....	.....	500,000	.....	79,642	.....	32.0	.....	39,328	53,175	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.6	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	265,151	32,892	.....	750,062	2,332,300	108,610	.....	63.6	230,554	132,865	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	22	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	"	61,436	296,393	1,456,200	1,619,100	77,042	299,581	181.0	519,184	124,995	.....	635,871	230,833	—	100	....
Dec. 31, 1872	130.6	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	"	.....	.....	1,657,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	"	85,701	48,143	1,425,400	310,300	36,515	578,774	45.7	359,641	381,954	368,042	587,359	195,453	12	100	117
									CANALS, &c.																				
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	"	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	"	.....	.....	8,229,594	8,065,800	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	"	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,936,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,889,557	86,970	loss.	10	100	106
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	"	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	"	.....	.....	8,784,650	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	48
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	"	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,934	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	"	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	96
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	"	.....	.....	4,457,150	2,588,900	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	95
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,355,798	8,576,332	267,198	.....	108.3	(Leas. to	Ph.& R'g.)	1,200,181	649,352	634,169	1	50	14
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	"	.....	.....	2,092,706	2,757,310	165,811	.....	45.0	(Leas. to	Ph.& R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	2,907,850	"	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	"	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	....
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	100
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	....
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	38
Camden and Amboy,* guaranteed..	5,847,800	10	10	....
Camden and Atlantic, preferred.....	763,549	7	3½	....
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	709,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	....
Central Ohio,* preferred	411,550	6	6	40½
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	75
Chicago and Alton, † preferred.....	2,425,400	...	10	....
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	....
Chicago and North-Western, pref..	21,289,563	7	7	65½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,260	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	80
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	....
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	....
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	....
Erie and Pittsburg,* guar.....	2,000,000	7	7	69
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	....
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	....
Huntington & Broad Top Mtn, pref.	190,750	7	...	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	...	....
" " 2d pref.....	4,436,250	6	...	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	....
Mine Hill,* guaranteed.....	3,856,450	8	8	58
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	....
Nesquehoning Valley,* guar.....	2,000,000	10	10	....
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	....
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	....
" " *com.& guar.	8,500,000	8	8	....
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	....
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	....
" " pf.& *guar.	2,000,000	8	8	....
Ohio and Mississippi, preferred.....	4,030,000	7	7	....
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	....
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	—	....
Phila., Germant'n & Norristn,*guar.	2,231,900	12	12	....
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	....
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	....
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	....
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	....
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	....
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	....
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	....
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	6,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	....
" com. and * guar.....	1,695,000	4	4	....
Schuylkill Navigation, preferred....	2,808,977	6	16	....

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	51 — @	— —
Gartsherrie		49 — @	50 —
Glengarnock		46 — @	47 —
Eglinton		— — @	45 —
Pig, American, No. 1		43 — @	44 —
Pig, American, No. 2		32 — @	36 —
Pig, American, Forge		30 — @	32 —
Bar, Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold).	— — @	137 50

—Store Prices.—

Bar, Swedes, 1½ x⅜ & ½ 1½x⅜ to ½ & ⅝ sq. 1¼ to 5x⅜ to ½ & ⅝ to 2 sq. 6 to 12 x ⅜ & ½	175 — @	— —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in	82 50 @	85 —
Bar Refined, 1½ to 6 by ⅜ & 5-16 in	87 50 @	— —
Bar Refined, 1 & 1½ by ⅜ & 5-16	90 — @	— —
Large Rounds, 2½@2⅝ to 3¼ @4 in	92 50 @	107 50
Scroll	102 50 @	135 —
Ovals and Half-round	110 — @	130 —
Band, 1 to 6 in. by 3-16 to No. 12	102 50 @	105 —
Horse Shoe	117 50 @	— —
Rods, ⅜@1-16 inch	92 50 @	135 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14	120 — @	160 —
Nail Rod	per lb. — 9 @	— —
Sheet Russia, as to assortment	(gold) — 18 @	— 18½
Sheet, Single, D. and T. Common	— 5½@	— 7
Sheet, Doubles and Trebles, Charcoal	— 7 @	— 8½
Sheet Galvanized	List 10 per ct. disc,	
Rails, English	(gold) per ton. 64 — @	67 —
Rails, American, at Works in Penna. c'y.	73 — @	75 —
Anvils (Eagle)	per lb. currency. — 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb. — 18½@	— 23
English Spring (2d and 1st quality)	— 9½@	— 10½
English Blister (2d and 1st quality)	— 14 @	— 18½
English Machinery	— — @	— 14½
English German (2d and 1st quality)	— 12½@	— 14½
American Blister	— — @	— 11½
American, Cast, Tool	— — @	— 17
American, Cast Spring	— — @	— 11
American Machinery	— 11½@	— 12
American German Spring	— 9 @	— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 50 @ — —
8d. and 9d.	"	4 75 @ — —
6d. and 7d.	"	5 — @ — —
4d. and 5d.	"	5 50 @ — —
3d.	"	6 — @ — —
2d. and 3d. Fine		— — @ 7 —
Cut Spikes, all sizes		4 75 @ 5 —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— — @ — 34
Straits	(gold).	— 31 @ — 31½
English	(gold).	— — @ — 28

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	10 25 @10 50	11 75 @ 12 25
I. C. Coke	8 25 @ 8 75	9 50 @ 10 —
Coke Terne	7 25 @ 8 25	8 50 @ 9 50
Charcoal Terne	9 75 @10 —	11 25 @ 12 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5½@ — 5½
Crude 40@47 gravity (in shipping order)	— 10½@ — 10⅝
Refined, Standard White (in ship'g order)	— 16½@ — 16½
Refined, S. W. (in jobbing lots)	— 16⅞@ — 17
Refined, S. W. (in tin)	— 20½@ — 24
Naptha, Refined (65@73 gravity)	— 9⅞@ — 10
Residuum....(in shipping order)	per gall. — 10 @ — 10½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.— — @— 38
Copper, Bolts	— — @— 40
Copper, Braziers' (over 16 oz.)	— — @— 40
Copper, Nails	— — @— 45
Copper, Old Sheathing, &c., mixed lots	— 24 @— —
Copper, American Ingot	— 25 @— 25½
Copper, English Pig	— — @— —
Yellow Metal, New Sheathing & Bronze	— — @— 27
Yellow Metal, Bolts	— — @— 32
Yellow Metal, Nails, Sheathing & Slating	— 27 @— 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.— — @ 7 —
English Ordinary	(gold)— — @ 7 —
German Ordinary	(gold)— — @ 7 —
English	(gold)— — @ 7 —
Bar	— — @ 9 25
Pipe	— — @10 50
Sheet	— — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe	16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe	16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	16 — @18 —
Liverpool House Cannel	— — @22 —
Anthracite (by cargo)	per ton of 2,000 lb. 5 50 @ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 1.

	Th. 25.	F. 26.	Sat. 27.	M. 29.	Tu. 30.	W. 1
Boston, Hart. & Erie	....	....	....	....	1½	2
Canton Co	....	....	....	....	....	....
Central Pacific 6s	....	....	....	89	....	....
Central of N. Jersey	....	....	....	91½	....	90½
Chicago & Alton	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	....	90	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	....	....	42	42	42½
" pref	....	....	....	64½	65	65½
" 1st M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	....	....	....	....	....	....
Chic., Rock Isl. & Pac	....	....	....	90½	89	....
Chi., R. I. & Pa. 7s, 1906	....	....	....	....	98	....
Clev., Col., C. and Ind	....	....	....	79	....	....
Clev. & Pittsburg guar	....	....	....	79½	80	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	....	....	....	23½	22½	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	....	....	....	....	....	106
Del. Lack. & Western	....	....	....	88	88	88
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	....	....	....	51½	51	....
" pref	....	....	....	67½	69	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	93	96	....
" 4 M. 7s, 1880	....	....	....	94	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	....	....	....	....
Hannibal & St. Joseph	....	....	....	24	23½	....
" pref	....	....	....	....	....	....
" 8s, conv	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th	....	....	....	75	71½	....
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	....	....	....	80	....	....
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Milw. and St. Paul	....	....	....	34	33½	....
" pref	....	....	....	57½	58	....
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	....	....	....	84	86	....
" H. & St. J. 8s	....	....	....	....	....	....
Morris and Essex	....	....	....	....	....	85
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv	....	....	....	91½	90	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	....	....	....	111	111	....
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	....	....	....	29½	28	....
" pref	....	....	....	....	....	....
" 2d M	....	....	....	....	....	....
Pacific Mail S. S. Co	....	....	....	34	33½	....
Panama	....	....	....	95	95	....
Pitts., Ft. W. & Chi. gtd	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	18	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	72	72	....
" new	....	....	....	72½	....	....
Tol., Wab. & Western	....	....	....	45	43½	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	....	....	....	....	....
Union Pacific	....	....	....	19½	19½	....
" 1st mort	....	....	....	72½	71½	....
" L. Gt. 7s	....	....	....	....	62	....
" Ins. 10s	....	....	....	....	54	....
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	45½	....
" def. certs	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	....	....	....	....	....	....
U. S. 5s, 10-40s, coup.	....	....	....	....	....	107¼
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	....	....	....	....	....	112
U. S. 6s, 1881, reg.	....	....	....	....	....	....
U. S. 6s, 1881, coup.	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	....	....	....	....	....	....
U. S. 6s, 5-20s, reg. '64.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	....	....	....	....	....	108
U. S. 6s, 5-20s, reg. '65.	....	....	....	....	....	109
U. S. 6s, 5-20s, c. 1865.	....	....	....	110	109	
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65.	....	....	....	....	....	111¼
U. S. 6s, 5-20s, reg. '67.	....	....	....	....	....	112¼
U. S. 6s, 5-20s, c. 1867.	....	....	....	111¼	113¼	
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	112
U. S. 6s, 5-20s, c. '68.	....	....	....	113	114	
U. S. 6s, Pac.RR.Issue.	....	....	....	108¼	109	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

	W.24.	Th.25.	F.26.	Sat.27.	M.29.	Tu.30
Catawissa preferred ...	37¼	37½	....	....	37	38
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	92	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	24	23	20	22	22	24
" 6s, 1884	....	....	....	....	....	....
" Gold L.	....	....	....	....	....	....
" R. R. L.	90	....	....	....	....	....
" Conv. L. '77	....	70	....	....	....	....
Lehigh Valley R. R.	57¼	57¼	57	54	54	55
" 6s new coup	....	....	....	....	92	95
" 6s new reg.	97	....	....	....	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	50	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	99½	....	....	....	....	....
" 7s	....	....	....	....	9?	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	18	17¾	16¾	15¾	16¼	18
" 7s	....	....	....	....	....	....
Pennsylvania R. R.	48	46¾	44¾	44¼	44¼	47
" 1st M.	....	....	....	....	95	99?
" 2d M.	97¼	....	....	....	....	....
" Gen. mort.	....	....	....	....	....	....
" " reg.	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	103	....	102	102	102	
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	98	98	....	....	....	....
" new	101	100¾	100	99	99¼	99¼
Philad., Germ. & Nor.	85	85	83¼	83	....	....
Phila. & Reading	48¼	48	46¾	45¼	48	50¼
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	115	....	115	....	114	114
Hestonville, (Horse)	15	15	....	14	15	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 30.

	W.24.	Th.25.	F.26	Sat.27.	M.29.	Tu.30
Baltimore City 6s, 1875	97	97	97	97	....	
" 1886	....	....	....	....	....	....
" 1890	94¼	95	95¼	95¼	95¼	95
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	94
Balt and Ohio	....	....	155	155	156	
" bonds, 1875. 96	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	99	....	....	....	96¼	96¾
" 2d M.	....	....	....	....	....	88
" 3d M. 8s	....	....	77	....	....	....
Northern Central	30	....	30	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	43	....	41¼	43	....	
" Defer. Certif.	....	....	....	9	....	
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 1.

	Th.25.	F.26.	Sat.27.	M.29.	Tu.30.	W.1
Boston and Albany	143	143¼	142	141½	141½	141
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	114½	114¼	114	113¾	114¼	114¼
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	23	23½	21	22¾	24½	23½
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	90	89	87	87½	89	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	94½	95	94½	95	94¾	95
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	78	79	76	77	80	79½
Northern, N. H.	105	106	....	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	109	....	....	....	108	108
Ph., Wil. & Baltimore	53	52	51½	50	51½	52
Portl'd, Saco & Ports.	125	....	....	....	....	....
Union Pacific	20	20	....	....	....	....
" 6s	70	70½	70	....	....	72
" Land Grant 7s	....	61	....	....	....	....
" Income 10s	....	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	54	....	....	54	....	
Middlesex "	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls "	22	22	20	....	23½	....
Franklin "	....	....	....	....	5	....
National "	....	....	....	....	....	....
Quincy "	36	35	30	....	35	36½

London Stock Exchange.

	—Closing Prices.— Sept. 12.	Sept. 19.
Atlantic & Gt. W. 1st mort., $1,000	75 — 77	74 — 76
Do. 2d mort., $1,000	63 — 65	63 — 65
Do. Con. mort. B'nds Bisch'e Cert.	42 — 44	39 — 41
Do. Reorg. Scrip	93 — 98	97 — 99
Do. Leas. Lines, Rental Bonds	90 — 92	89 — 91
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	47¾ — 48¼	43¼ — 44¼
Do. 6 per cent Convertible Bonds	96 — 97	— —
Cons. Mort. amount autho. to be issued for conv. of existing bonds	93 — 94	92¼ — 93¼
Illinois Central $100 shares all paid	85 — 87	84 — 86
Do. Redemption mort. bonds 6 p.c.	101 —103	102 —104
Illinois & St. Louis Bridge 1st mort.	102 —104	102 —104
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.	84 — 86	84 — 86
Panama General mort.	97 — 99	97 — 99
Pennsylvania, 2d mort.	96½ — 97¼	96¼ — 97¼
Do. General mort.	96 — 98	98 — 99
Do. $50 shares	43 — 44	40 — 43
Philadelphia and Erie 1st mort.	99 — 100	99 —100
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, October 4, 1873.

Stock Exchange and Money Market.

Money has been working more comfortably for the borrowing interests, as compared with the absolute stringency of the preceding week, which shut out all chances of obtaining accommodation. The later negotiations in the call loan line have been on the basis of the legal rate of 7 per cent to the best of the street houses. In the way of discounts, there has been more of a demand for choice to very good mercantile paper within, however, the extreme range of 15@20 per cent per annum. The closing days of the week were characterized by a quite general revival of confidence, and the financial, as well as the commercial prospect was much improved.

The U. S. Sub-Treasury, last week, reduced its currency balance $20,151,700, and its coin reserve $1,655,315. Its, currency balance at the close of the week was $4,407,336; and its coin reserve $51,378,851. Under orders from Washington, the November coin interest on the public debt is now being paid, with the customary rebate. The receipts of the Sub-Treasury, from all sources, in September, were $53,698,937; payments, on all accounts, $82,085,189.

Gold has been more active, with wide and frequent fluctuations reported. The speculative dealings have been on a more extensive scale. The customs call fair, and the export drain unimportant. Specie in considerable amounts is now on the way from England to this port. The range of the price during the week as far as reported has been from 110⅜@115½, and the quotation on Wednesday was 110⅞ against 111⅜ on Wednesday of the preceding week. The specie outflow last week, was only $461,125.

The cash balances of the Treasury Department on Tuesday were: Currency, $2,446,487; special deposits of legal tenders for the redemption of certificates of deposit, $11,250,000; coin, $85,319,568. Coin certificates, outstanding, $34,240,000; outstanding legal tenders, $356,000,000.

The customs demand for Gold last week, averaged $318,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $98,326,049, against $117,176,443 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $55,026,529, against $59,070,841 during the same time in 1872. The export drain of specie since January 1, 1873, has been $42,268,252 against $58,382,126 during the same portion of 1872.

Foreign Exchange improved in price toward the close, on a partial revival of the demand, with a view to facilitating the produce exports. Bankers' sixty day bills on London closed on Wednesday nominally at 106½@107; sight bills on London, at 107½@108. The week's exports of Domestic Produce have been to the currency value of nearly 6½ millions.

Government securities, have been more sought after, especially since the opening of the Stock Exchange on Wednesday, which aided in the execution of orders. Prices, however, have been much lower than those ruling a few weeks ago.

U. S. sixes of 1881 closed on Wednesday of this week at 113½@114½; U. S. Five-Twenties of 1862, 107@108; U. S. Five-Twenties of 1864 at 108@109; U. S. Five-Twenties of 1865 109@109½; U. S. Five-Twenties of 1865 consolidated 112@112½; U. S. Five-Twenties of 1867, 113½@113¾; U. S. Five-Twenties of 1868, 113@113½; U. S. Ten-forties at 107@107½; U. S Fives of 1881 (Funding Loan) 106@107½; Six per cent. currency Sixes from 108@108¼.

The dealings in Railway and Miscellaneous securities were comparatively limited, and at materially depressed and somewhat nominal prices, previous to the opening of the Stock Exchange on Tuesday, which event was followed by a more active and regular movement; and the prospect at the close was, on the whole, an encouraging one.

More demand has been noted for State and Railway bonds, but at low prices—showing the serious effect of the panic on even substantial properties. Central Pacific first mortgage six per cents closed at from 89½@90.

The Central Pacific Railroad Company announce that the October coupons of its $6,080,000 first mortgage bonds (San Joaquin Valley branch) will be paid in New York at the office of Philip Speyer & Co.

☞ General business has been reviving toward the close quite encouragingly. Breadstuffs have been in much better demand and held higher, as a rule. Cotton, fairly active, but lower. Provisions, in moderate demand; Bacon closed dearer; other kinds weaker. Wool and Tobacco tamer, and less buoyant as to values. Groceries much less firm, on a moderate business. Metals very dull throughout; prices without marked alterations. Live Stock, about steady, with restricted dealings noted. Ocean freights, firmer and more active.

☞ The import entries of foreign merchandise at New York, including dry goods, amount for the past week to $10,902,468 as compared with $8,387,201 same week last year.

☞ The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Rensselaer and Saratoga R. R., 100; Dubuque and Sioux City R. R, 55: Atlantic and Pacific pref., 15½; Boston, Hartford and Erie 1st mort., 22; Ohio and Miss. consol., S. F., 88; Burlington, Cedar Rapids and Minnesota 1st mort., 23; Western Union Telegraph, 63; Quicksilver pref., 30; Adams Exp., 84½; U. S. Exp., 55½; Am. Exp., 54½; Wells-Fargo Exp., 56; American Coal, 53½; Consol. Coal of Md., 42; Maryland Coal, 15; Ohio 6s, 1881, 102.

Philadelphia.—Lehigh Valley 7s, 100; Philadelphia and Reading Gen'l mort. 7s, coupon, 100; Catawissa R. R., 15; Lehigh Valley pref., 60. The latest quotations are: City 6s, 96@97; do. free of tax, 99¼@99½; Pennsylvania State 6s, 1st series, 100@100½; do. 2d series, 101¾@101½; do. 3d series, 103@106; Philadelphia and Reading 50⅛@50¼; do. Gen'l mort. 7s, coup., 99@100; do. reg., 98@101; do. mort. 6s, 1880, 95@—; do. 7s, new, conv., 98@100; United New Jersey R. R. and Canal Co., 114@115; Camden and Amboy mort. 6s, 1889, 93@96; do. 1883, 89@90; do. 1889, 87@90; Pennsylvania R. R., 47@47⅜; do. 1st mort., 90@100; do. 2d mort., 97@98; do. General mort. coupon, 86@90; do. reg., —@95; Little Schuylkill R. R., 46@46½; Morris Canal, 45@—; do. pref., 118@—; do. 6s, 90@—; Susquehanna Canal, 6@9; do. 6s, 65@75; Schuylkill Nav., 6@7; do. pref., 7@13; do. 6s, 1882, 65@72; do. 1872, 78@79; Elmira and Williamsport pref., 36@—; do. 7s, 1873, 93@94; 5s, do. 55@60; Lehigh Coal and Navigation 23½@24½; do. 6s, 1884, 86@88; do. R. R. Loan, —@87½; do. Gold Loan, 90@90; North Pennsylvania, 45@50; do. 6s, 95@100; do., 7s, 27@100; do. Chattle 10s, 102@—; Philadelphia and Erie, 16@24; do. 6s, 90@90; Minehill, 49@51; Catawissa, 15@16; do. pref., 37@38; do. 7s, 1900, 95@100; Lehigh Valley, 54@55; do. 6s, new coupon, 90½@95; do. reg., 92@—; do. 7s, 99@101; Fifth and Sixth streets, (horse,) 50@52; Second and Third, 55@58; Thirteenth and Fifteenth, 18@18; Spruce and Pine, 30@32; Green and Coates 40@48; Chestnut and Walnut, 55@59; Hestonville, 15@17; Germantown, 34@—.

Boston.—Nashua and Lowell R. R., 130; Cincinnati, Sandusky and Cleveland R.R., 10¼; Boston and Lowell R. R. new, 105; Connecticut and Passumpsic Rivers R. R. pref., 85¾; Worcester and Nashua R. R., 117; Maine Central R. R., 55; Portsmouth, Gt. Falls and Conway R. R., 90; Burlington and Missouri River R. R. in Iowa, 90; Eastern R. R. 7s, 1882, 100; do. 6s, 1874, 98; Boston and Maine 7s, 1892, 103¾; Vermont Central 1st mort., 21; Boston, Clinton and Fitchburg 8s, 90; Boston Water Power Co., 18½; Cary Imp., 7⅞; New Hampshire 6s, 1902, 96⅜; do. 1898, 97; Haverhill 6s, 1881@1882, 94; Chicago 6s, 1877, 95; Cincinnati 7 3-10s, 1888, 101⅝; Cook Co., Ills., 7s, 1880, 97; Cambridge 6s, 1903, 92; Boston 6s, 1880, currency, 99¼; Allouez Mining Co., 10¾; Calumet and Hecla, 140; Petherick, 2½.

Baltimore.—Virginia consols, coupons, 74; Maryland Defense 6s, 103½; Orange, Alex. and Manassas 7s, 77; Atlantic Coal, 2.25. The latest quotations are: Wilmington, Columbia and Augusta bonds, 71@75; Wilmington and Weldon bonds, 90@—; Pittsburg and Connellsville 7s, 1898, 83@90; Baltimore and Ohio, 156@165; do. 6s, 1875, 96@98½; do., 1880, 97@97; do., 1885, 97⅛@98⅛; Parkersburg Branch, 9@10; Northern Central, 28@30; do. 6s, 1885, 85@92; do., 1900, 85@88; do., 6s, 1900 gold, —@—; N. W. Va. 1st mort., —@92½; do., 2d mort., 94@97; do., 3d mort., 1885, —@95; Marietta and Cincinnati 1st mort. 7s, 1892, 96½@97; do., 2d mort., 7s, 87@88; do., 3d mort., 8s, 77⅛@77⅞; Central Ohio, 29@30; do. pref., 40@40½; do. 1st mort., 80@85; Western Md. 1st mort. 6s, 1890, 84@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 92@96¼; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 72@74; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 85½@86; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 79@80; Orange, Alex. and Manassas 7s, 76@78½; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@76½; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 97@97½; do., 1884, 94⅛@95; do. 1886, 96@96; do. 1890, 94⅞@95; do., 1893, —@95; do. 1893, exempt, 98@102; do., 1900, exempt, —@95; do. 1900, new, 96½@98; do. 1902, 95@95¾; Memphis City 6s, 51@53; Maryland Defense Loan, 1883, 100@103¼; Virginia 6s, old, 37@—; do. coupon old, 35@35; do. consol. 6s, 42¾@43¼; do. coupons, 70@77; West Virginia, 8@10; City Passenger R. R., 16½@18½; George's Creek Coal, 118@125.

Chesapeake and Ohio Railroad—Completion of the Church Hill Tunnel.

The Richmond *Dispatch*, of October 1, thus refers to the opening of the great tunnel under the streets of Richmond, an Extension of the main line, whereby the freight and mineral cars can be hauled alongside the steam and sailing ships at the new wharves, immediately below the city:

Track-laying in the tunnel has been completed as far as shaft No. 3 and Twenty-ninth and Broad streets, this being the eastern terminus of the tunnel proper, and the point at which the portal for that end was to have been erected. Since the commencement of the work, however, it has been deemed advisable to arch over the approach for several hundred feet to a point in the rear of the colored church. This has been nearly finished, and the track will be laid under it to-day.

☞ The estimated earnings of the Denver and Rio Grande Railway for the week ending September 14, are: freight, $3,044 99; passengers, $3,710 80—total, $6,755 79—an increase over the same week of 1872 of $131 77.

Railroad Taxation in Illinois.

A committee appointed by the Illinois State Board of Equalization to make a valuation of the several roads for the purposes of taxation has divided on one point, and two reports are submitted to the full board. They differ in this: that the majority reckon the full cost of roads, buildings and equipments, while the minority think the cost of grading should be deducted. There is something to be said on both sides, but it seems to us that the minority have taken the correct view. The standard for taxation should be not what a road has cost, but what it is worth. The cost of grading is very variable, but when it is large it does not make the road more valuable, but quite the reverse. The cost of grading apparently varied according to these reports between $901.33 and $10,507.24 to the mile, and the aggregate difference of valuation by the two systems amounts to more than thirty-eight millions of dollars. The list is made up however on the basis of seventy per cent of the true value, so that the real cost of grading varied between $1,287.01 and $15,010.34 to the mile.

Some other interesting figures may be drawn from these reports. We get, for the first time we believe a true statement of the railroad mileage of Illinois. The Central road is taxed under the constitution on a basis of its own, but all the other roads are included in the table, and they aggregate 5,701 miles, 3,059 feet. Add to this the 708 miles of the Illinois Central and we have a total of 6,410 miles in the State. The total value of railroad property, including grading, is given as $98,400,545.53, but as it is on the basis of seventy per cent the true value would be $140,572,207.90. The cost of construction and equipment of the Illinois Central is reported to be $33,902,987.55. The entire cost of the railroads of the State would therefore be $174,485,195.45, or an average of $27,189.89 a mile. The true cost of grading a mile is found by a similar process to be $9,585.55.

Taxation of Railroad Land Grants.

Complainants asked for an injunction to restrain the levying of a tax upon certain lands held under acts of Congress and of Michigan, donating them for the construction of railroads. The United States Circuit Court, sitting at Detroit, on the 23d ult., rendered a decision, which the *Free Press* reports as follows:

If lands are held by a railroad company not for the purposes of road bed, station-houses, or other objects connected with their public duties, but for the purposes of sale, as a natural person would hold them, they do not come within the provision of the Constitution or the statute authorizing the specific taxation of the general property of the corporation, and may be taxed like the property of citizens. It would, however, be unjust to the State not to mention the clear assertion of a power to tax these lands, contained in the seventh section of the same act, which contains the contract relied upon. It is there provided that they shall not be liable to taxation for seven years, unless sold or improved. The implication is irresistible that after that period they may be taxed though still held by the company, and at any time when sold or improved. These very lands, which it is argued the Legislature intended wholly to exempt from everything but specific taxation while in the hands of the company, are asserted to be the subject of general tax if at any time the company improves them even without sale. That the Legislature quite understood the settled construction which had been given to the clause in reference

to specific taxation in section twenty is clearly shown by the provisions of section seven.

Union Railroad.

On the 29th ult. a number of New Jersey gentlemen met at the Fifth Ward Savings Bank in Jersey City and organized a new company to be called the "Union Railroad Company," and they propose to take the route laid out by the National Railway Co. J. B. Culver, R. M. Broas, J. D. Banghart, John P. Culver, G. P. Kimball, John Onderdonk, William A. Kimball, Samuel McBurney, Peter Bentley, Jr., Cornelius Vreeland, and John Cummings constitute the board of directors. Peter Bentley, Jr., was elected president; Gardner S. Kimball, treasurer; John P. Culver, secretary; J. B. Culver, chief engineer, and Johnson D. Banghart, attorney and general manager. The capital stock was fixed at $500,000, of which $10,000 was paid in cash. The present enterprise is understood to be in the interest of the Pennsylvania Railroad Company, which the National, or Air line, proposed to rival. At least two of the board of directors of this new company were largely interested in the National. It will be remembered that immediately after the passage by the last Legislature of the general railroad law, the National Railway stockholders filed their articles of association, and then proceeded to make the necessary surveys for the road. Since that time nothing has been done, although by the general railroad law any company proposing to build a road through the State is required to commence the work within six months from the date of their organization, else the franchises given by the act are forfeited. The six months expired on the 1st of October.

☞ Those correspondents who have been writing us about the patentability of a new signal system, also a new fish plate, and one or two other matters, for which patents are sought, can not in our opinion do better than to seek the advice of Messrs. KELLER & BLAKE, patent solicitors and experts. If patents are to be had, they will obtain them; and in the case referred to, where an immense sum in royalties is claimed, this firm will doubtless find a way of bringing the infringers to a settlement directly.

☞ The earnings of the Northern Central Railway for the eight months ending August 31, 1873, were $3,286,661 23, the expenses $2,470,794 12, and the net earnings $815,867 11. For the corresponding period of the previous year the earnings were $2,847,274 95, the expenses $2,257,221 31, and the net earnings $590,053 64—showing an increase in earnings of $439,386 28, in expenses of $213,572 81, and in net earnings of $225,813 47.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending September 20, at 500,365 tons, and for the coal year 14,258,020 tons, against 13,749,721 tons to corresponding time last year, being an increase of 608,299 tons. The bituminous tonnage for the week is 79,396 tons, and for the year 2,226,940 tons, giving a total of all kinds for the week of 579,761 tons, and for the year of 16,654,960 tons, against 15,762,648 to same time last year, being an increase of 892,312 tons.

Toronto and Nipissing Railway.

The annual meeting of this company was held in Toronto, Ca., on the 9th ult. The annual report states that the revenue from all sources was $183,896 and the total expenditure $114,558 leaving a balance of $69,338 available for interest of bonds, &c. The interest on the company's bonds during the year amounted to $48,090 and on floating debt to $17,276 98, in all, $65.366 98, leaving a balance of $3,971 50, which, added to the balance of last year's account, $7,730 28, still leaves $11,701 78 at the credit of net revenue. The expenditure on capital account to 30th June, 1873, was $1,566,112 41, a further expenditure of $33,887 59 for ballasting, workshops, &c., is still necessary, thus raising the capital account to $1,600,000, made up as follows: Municipal bonnses, $375,072 59; government bonus, $104,860; shares, $197,100; bonds, $673,000; total, $1,350,032 59 leaving a balance of $249,967 41 for which it is necessary to provide before any dividend can be paid to the stockholders. To meet this liability the directors recommend that new shares be subscribed for by the present shareholders, *pro rata* according to the number of shares held by them, which will enable the directors to issue additional bonds. The total amount of bonds and stock necessary to cover the actual and estimated expenditure on capital account would stand at $1,120,100, the annual interest on which, at 8 per cent, is $89,608. The sum of $4 000 was voted to the Managing Director for his services during the year, and the following board was elected for the current year. Messrs. Wm. Gooderham, jun., A. T. Fulton, J. E. Ellis, Wm. Copland, H. McDonald, H. P. Dwight, Joseph Gould, George Gooderham, and W. S. Lee. The directors subsequently elected Wm. Gooderham, jr., President and A. T. Fulton, Vice-President.

Inventions Required.

Inquiries have recently been made at this office for the following improvements and compounds—that is, where the best thing respectively, of each kind named could be found. Thus far we have been unable to give the information desired:

The best Traction Engine.

An apparatus for effectually regulating the supply of water in buildings, to tanks, &c.

A machine for hulling rice, and similar cereals.

The best known process and apparatus for preserving meats of all kinds.

A method of obtaining axle grease—the article of that kind that will stand wear.

A tip-top article of steam packing is also wanted in large supply.

The most powerful and durable stone-crusher.

A reliable air-compressor.

A rock-drill that can be proven to be first-class.

Also a steam shovel, for use chiefly on railroads.

Parties any way interested in the manufacture or sale of either of the above named articles will find it greatly to their interest to make known, through our columns where they can be found, as well as the merits and chief features of their several articles.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Sept. 15, are: freight, $42,951 84; passengers, $34,468 21—total, $77,420 05.

[From the Nederlandsche Financier.]

The General Committee of the Exchange for the Public Funds in Amsterdam.

It having been ascertained that there have been put in circulation on the Exchange here, Bonds for the construction of the *Tebo-Neosho Zijtak* issued under a mortgage by the Missouri Kansas Texas R. R. Co. dated 1st Feb'y, 1871, being a new series of Bonds amounting to $2,500,000, numbered 14,001 to 16,500, and secured with the bonds numbered up to 14,000 by the above mentioned mortgage and also by a mortgage dated 1st June 1872;

And whereas in a prospectus dated 15th May 1871, it was declared that the capital of the company shall in addition to its stock consist of $14,000,000 bonds, to which for greater security is attached under certain conditions a land grant in Kansas and in the Indian Territory;

That to the first named obligations (Tebo-Neosho Zijtak) no land grant is attached;

That the holders of the original capital have the right to decide that the bonds constituting the increased capital shall not go upon the market under the same name or on the same footing with the others—

Resolved that although the issue is authorized by Article 10 of the mortgage dated 1st Feb'y 1871, the obligations of the Missouri Kansas Texas R. R. Co. numbered above 14,000 are not deliverable with those under 14,000.

The above named Exchange Committee,

L. H. WEETJEN,

Chairman.

☞ The drift way, or trial tunnel, of the St. Gothard Railway was advanced 51 metres between the 1st and 31st July on the north or Goeschenen side of the mountain, and 47-40 on the south or that of Airolo. The length of the great tunnel excavated up to the 31st July amounted to 259-20 metres on the north, and 266-60 on the south side, and, as the total length of the tunnel will be 14,920 metres, there will remain to be completed 14,394-20 metres (nearly nine miles).

☞ The trunk recently sent from Halifax to San Francisco by the general baggage agent of the European and North American Railway, in order to test the facilities of transportation, reached Halifax on its return trip on Saturday last, having been nine and one-half days from San Francisco. In going out it was detained eighteen days at Omaha. Eleven different railroads furnished the transportation.

☞ The Washington *Chronicle* says that "a distinguished business man in Holland has made a proposition, now in possession of Senator Morton, to build a four-track railway from New York to some point in Indiana or Ohio, with two tracks thence to St. Louis or Chicago, the road to be built of steel rails in the most complete manner. No grants, subsidies or subscriptions are asked; the proposition exacts only that the road shall be chartered by Congress."

☞ The earnings of the Erie Railway Company for the week ending Sept. 23, 1873, were $530,366, and since July 1, $4,945,401—an increase over the corresponding period of the previous year fo $425,424.

☞ Ground will be broken for the railroad from Tucson, Arizona, to Guaymas, about the 9th of November.

New Cattle Cars.

Those at all familiar with the condition of cattle on their arrival at the great stock yards of the country know that the present method of shipment is not only barbarous as respects the treatment of the cattle, but inimical to public health, and consequently entailing a great loss. In other words, the cattle suffer terribly for want of rest, food and water; are delivered at their destination in a sick, famishing, and bruised condition, with a great loss of weight; and are soon after slaughtered and served up as food. When we state that thousands of cattle are confined from forty five to fifty hours in crowded cars, without a particle of food or water; that they are often so exhausted as to be unable to stand; but their flesh becomes bruised and their blood feverish; that they often die before reaching their destination, and that a large percentage of them are sold and butchered in an unhealthy condition, we state what will not be denied by any one familiar with the shipment of live stock. The evil is known and admitted on all hands.

In view of these facts inventors have been at work devising better means of shipment; and judging from what was witnessed in this city yesterday, the great consideratum has been obtained in the shape of a new stock car, invented by Mr. J. T. McCarty, of Salem, Ohio. The car is thirty-six feet long, and has accommodation for sixteen head of cattle or horses. Each animal has a separate stall, and the gates are on slides and move with the cattle. They stand eight in a row on each side of the car, and all facing outward. The hips of the animals come together, and they are exempt from all hurts or bruises. The car is so arranged that the stock can be fed and watered on the way. This car has been in use since May last, but is now being run from Chicago to New York (over the Pennsylvania Central), at the request of Mr. Cassatt, General Superintendent of the road, for the purpose of making a thorough test of its advantages. Mr. McCarty loaded two of his cars at Chicago, the thirty two cattle weighing 42,180 pounds, or considerably over the average weight. The cars arrived here at 2 o'clock yesterday, and attracted great attention in the stock yards while they remained there. The cattle were in excellent condition, having been regularly fed and watered, and a number of them were lying comfortably in their stalls, taking their ease. The cattle are owned by Mr. Peter Klemans of East Liberty. Contrast this method of shipment with that now prevailing on our railways—it being the custom to run the cattle through from Chicago to Pittsburg without food or drink, and then from Pittsburg to New York without feeding or watering. Leaving out of view the terrible sufferings of the animals and the unwholesome character of their flesh, the owners of cattle will make money by having this car brought into general use, in the single item of "shrinkage" alone. The average weight of an ox is 1,200 pounds, and average shrinkage is put at ten per cent., or one hundred and twenty pounds per head. In 1872, over one million head of cattle were received at New York, Philadelphia, Baltimore, Albany, Washington, Boston and Providence—so that there was a sum total of 120,000,000 pounds of beef starved, goaded and jolted out of the cattle brought to the above named seven cities in a single year. Putting even the lowest money value on this wasted beef, the wholesale price—and it runs over $8,000,000 of an animal loss. Some authorities estimate the shrinkage at considerable more than ten per cent, and those most interested in keeping it at a low average admit it to be eight per cent. Now Mr. Carty will guarantee, by the use of his improved car to save fifty pounds shrinkage per head between Chicago and Philadelphia, or 800 pounds per car. Cattle owners can figure the value of this saving for themselves. At seven cents a pound it would amount to $56 a car.

Mr. McCarty has tested his car sufficiently to give him the fullest confidence in it, and we are glad to know that so influencial a corporation as the Pennsylvania Central has determined to demonstrate its merits, with a view to its adoption if successful. A better day seems to be dawning for the dumb animals on their way to the slaughter pens, and a better day for those who make beef an article of daily diet.—*Pittsburg Commercial.*

The Decision in the La Crosse Bridge Case.

The Milwaukee and St. Paul Railway Company, desiring to cross the Mississippi river at or near La Crosse, procured the passage of an act by Congress, permitting it to bridge the river between the counties of La Crosse, in Wisconsin, and Houston, in Minnesota, but this and previous acts subjected the location of bridges to the approval of the Secretary of War. The Milwaukee and St. Paul Company selected a point about two miles above the main portion of the city of La Crosse. This location the Secretary of War refused to sanction, on the ground that it would impede navigation, and he designated another point in the city of La Crosse more acceptable to the citizens, and at a point where other parties had been authorized to bridge the river. The company appealed to the Legislature of this State and Minnesota for authority to bridge the river at the point they desired. Both bodies passed bills to that effect, but the one passed by the Wisconsin Legislature was vetoed by Gov. Washburn on the ground that the river is a great national highway, and, as subject to the control of the general government; that to grant the States the power to authorize the building of bridges *ad libitum* would be to give them the power practically to prevent free navigation.

Meanwhile the company had begun the building of a bridge at the point chosen by it. An appeal was had to the United States Court for an injunction to restrain the company from proceeding with its work. That appeal has just been granted by the United States Circut Court at La Crosse, Judges Drummond and Hopkins, and an injunction ordered to issue. The decisions of the judges coincide, and the question is discussed at considerable length by each. Judge Drummond's position is in brief as follows: The Mississippi is a great national highway, free to all citizens of the United States; that if it is to be bridged, it is, therefore, competent for Congress to determine under what regulations it shall be done, to the end that navigation may not be unnecessarily impeded. It can say where and in what manner bridges may be built, and can delegate power to any one to see that its regulations are observed. This it has done, the Secretary of War having been intrusted with that power. It follows then that Congress having this power and having exercised it by the passage of laws, and appointed a representative to see that the laws are observed, the courts must sustain the decisions of this officer so long as they are in accordance with the laws and do not transcend the scope of his duties. This also is the position of Judge Hopkins, expressed in a somewhat different course of reasoning.

Both judges proceed further to argue that the Secretary of War, in refusing to sanction the location of the Milwaukee and St. Paul Company, did not transcend his powers, even granting what was claimed for the company, that he had no right to say where the bridge should be built. The judges do not pass upon the question whether the Secretary of War has the right, having refused to sanction the Company's location, to select one, because so far as the question before them is concerned this is not material.

Judge Drummond indirectly justifies the Secretary of War in refusing to sanction the company's location, notwithstanding, looking at the river, it may be difficult to determine how a bridge where the company desire it would obstruct navigation more than at any other point. He says that, in sanctioning or refusing sanction to a location, the Secretary must have regard to convenience of access, and to the prevention of the frequent occurrence of bridges. These considerations, as we understand the matter, influenced the Secretary in refusing to sanction the location above the city of La Crosse: it would not accommodate other companies as well as the point at the city, where there is to be a bridge built by special charter, we believe; while it would bring two bridges within two miles of each other, and that near a considerable city, where boats are more numerous than at other and less important points.

We believe we have thus correctly stated the situation of the bridge question and the points of the decision. The question, outside of local consideration, is one of much importance, and on this account as well as because an important and growing city of the State is deeply interested, we have thought it worthy of more than a passing notice as a matter of news. Whether an appeal will be taken to the Supreme Court or not is yet a matter of doubt.—*Milwaukee Wisconsin.*

The Illinois Railroads.

With regard to the operation of the new official freight and passenger schedule, the Chicago *Times* of the 23d ult., says:

In the case of the Northwestern and the Chicago, Burlington and Quincy roads, the result has been so far satisfactory that the freight earnings of the two roads have been higher than they were in the corresponding months of last year; with the Illinois Central, the two months of the new law has produced about the same result as seen on the two roads last mentioned. The Chicago and Rock Island road suffered a considerable loss in traffic during the first month, but under the new arrangements which have been made the revenue from freight has been fully equal to the earnings of previous years. For some time it appeared doubtful what would be the experience of the Chicago and Alton Railroad. Running north and south and depending for a good deal of its traffic at points at which there was competition with east and west roads, Mr. Smith, the general freight agent of the road, was less able to anticipate the result of the operation of his tariff issued on the first of July.

During the past week, several of the railroad authorities have discussed the question of new rates in connection with the tariff recently promulgated by the State board of railroad commissioners. The announcement contained in telegrams from Springfield that the State board considered these new tariffs as being in their opinion for the guidance of courts in cases of alleged extortionate rates, has led the authorities of one or two of the roads to decide to issue amended tariffs.

Railways in Japan.

Of late we have heard a great deal of Japanese progress in many ways, and of their imitation of European institutions generally, but in no respect is this more noticeable than in regard to the recent introdnction of the railway system into that country. The construction of railways in Japan is being carried forward with considerable activity, and we may usefully give our readers some information with regard to the subject. The first railway in Japan was opened last year, and the support which it has received and the completeness of its management and receipts cannot fail to give satisfaction to the Japanese Government. This line runs from Yokohama to Shinagawa, and the State opening on the completion of the line to the Yedo terminus took place on the 12th October last. Appropriately to this subject it may be pointed out—although no information is given as to the cost of the line—that railway construction ought to be cheap enough in Japan, as money is easily procurable, material is plentiful and at hand, and labor is cheap. Preliminary outlay, such as parliamentary expenses, cannot amount to much, while the sums given as compensation must be inconsiderable. So far it is satisfactory to record that the Japanese line above referred to has been worked without accident, which is attributed to the foreign supervision and foreign workmen employed. There is, however, a growing desire on the part of the Japanese to get into their own exclusive management such works as these, but it is stated that the time has by no means arrived when they can dispense with foreign aid. The

total length of the line opened last year is only 18 miles and amongst those who constitute the foreign *personnel* are one resident engineer, ten engine-drivers, six fitters and smiths, one traffic manager, five travelling inspectors, two medical officers, &c. The wish is expressed in reference to this line that its success, coupled with the enterprise of the Japanese Government in the matter of railway development, will stimulate the sister empire, China, to take steps in a similar direction. An important new railway in course of construction in Japan is that connecting Yedo Yokohama, Hiogo, and Osaka. The Yedo and Yokohama section is finished, but with regard to the other portion it may not be completed until next year. The line between Osaka and Kioto has been surveyed. The first section of the trunk railway, intended to connect Yedo and Yokohama with Osaka and Hiogo, has been completed, as we before stated, and this first section has been opened with the greatest success. Already it attracts more traffic than it can conveniently carry on a single line of rails. The native public avail themselves of the advantages of the line to the utmost, and thus it appears certain that with these favorable conditions the railway system of Japan ere long will take a very material development. The Japanese Government have certainly been enterprising in regard to the matter. Telegraphs have also been largely introduced of late into the country, and nearly all the chief commercial ports have been or are being connected in this way. Altogether Japanese "progress" is a gratifying sign of the times.—*Herapath.*

Mortgage Taxation.

The Supreme Court of California has rendered an important decision affirming the unconstitutionality, in that State, of double taxation of mortgages or any other evidence of debt. In rendering its decision, the Court said:

The burdens of taxation cannot be shifted from those on whom the law imposes them, by stipulations between private persons; but, in the absence of such a stipulation, an inexorable law of political economy would impose upon the mortgagor the burden, in a different form, of paying the tax on the mortgage debt. Interest on money loaned is paid as a compensation for the use of the money, and at a rate of interest as agreed upon, is the amount which the parties stipulate will be a just equivalent to the lender. If, however, by the imposition of a tax on the debt, the government diminishes the profit which the lender would otherwise receive, the rate of interest will be increased sufficiently to cover the tax, which in this way will be ultimately paid by the borrower. The transaction would be governed by the same immutable, inflexible law of trade, by reason of which import duties on articles for consumption are ultimately paid by the consumer, and not by the importer. The rate of interest on money loaned is regulated by the supply and demand which governs all articles of commerce, and the burdens imposed by law, in the form of a tax on the transaction, which would thereby diminish the profits of the lender, if paid by him, and will prompt him to compensate the loss by increasing to that extent the rate of interest demanded. If his money would command a given rate of interest without the burden, he will be vigilant to see that the borrower assumes the burden, either by express stipulation, or in the form of increased interest. This is a law of human nature which the statute laws are powerless to suppress, and which pervades the whole realm of trade governed by the law of supply and demand. Nor would the enactment of the most stringent usury laws produce a different practical result. Human ingenuity has hitherto proved inadequate to the task of devising usury laws which were incapable of easy evasion; and wherever they exist, they are and will continue to be subordinate to the higher law of trade which ordains that money, like any other article of commercial value, will command just what it is worth in the market, no more and no less. Assuming these premises to be correct, and I am convinced they are, it results that it is the borrower, and not the lender, who pays the tax on borrowed money, whether secured by mortgage or not. But, if secured by mortgage, he is taxed not only on the mortgage property, but on the debt which the property represents, and which is held as a security for the debt.

Cruelty to Animals.

The *N. Y. Herald* of 30th ult. re published the Law of the United States in reference to "Cruelty to Animals," given in our issue of the 6th, with the following comments:

We publish to day the text of a humane and acceptable law which was passed at the last session of Congress and which goes into effect to morrow. It seeks to put a stop to the cruel practice of carrying cattle long distances and detaining them on roads for days, shut up in closely packed cars or boats, without food, water or rest. The law provides that when cattle, sheep, swine or other animals are carried from one State to another in vessels, boats or cars, where they cannot and do not have proper food, space and opportunity for rest, they shall not be kept in confinement for a longer period than twenty-eight hours, including all stoppages and transfers from road to road, at the end of which time they shall be released for five hours for rest, feeding and watering. The expense of food, care and custody is made a lien on the animals, and every violation of the law is punishable by a fine of from one to five hundred dollars, its enforcement being placed in the hands of United States marshals and their deputies. The law will evidently be a difficult one to carry out, but it is to be hoped that the officers will find some way to detect its violation and to rigidly enforce its penalties.

Baltimore's Railway Facilities.

Baltimore is not unfrequently referred to as a "slow" place, an overgrown village, and in other ways our city is made the subject of scurrilous remarks. These remarks can only be directed to matters of public improvement, which the citizens of Baltimore lament as much as outside people. In matters of commerce, railroads and business improvements, Baltimore can justly refer to with pride, and the following statement, compiled from the railroad time-tables, and showing the number of trains leaving the various railroad depots in this city every twenty four hours, may be of interest.

At the Baltimore and Ohio Railroad main line depot at Camden Station, six express and eight local trains arrive and leave for the West, making connections at Cincinnati, Columbus and Sandusky for all points in the West and Southwest. Sixteen express and sixteen local trains leave and arrive on the Washington Branch, most of these trains making connections at Washington for all points in the South. The local trains stop at every station, for the benefit of those living in the country and doing business in the city.

There are also ninety freight and passenger trains that leave from and arrive to the various stations of the Baltimore and Ohio Railroad located about the city, and go to all parts of the West and South. To carry out this daily schedule 250 passenger coaches, 8,000 freight cars, and 450 locomotives are used.

At the Northern Central Railway depot, Calvert Station ten express and twelve accommodation trains leave for and arrive from the North and Northwest, and make connections for all points in the West and Southwest, via Pennsylvania Railroad, its branches and connections. There are also 32 through and 4 local freight trains making the same connections, and to carry out the daily work 80 passenger coaches, 800 freight cars, and 164 locomotives are used.

On the Baltimore and Potomac Railroad and leaving Calver sttation, there are ten express and ten accommodation trains leaving for and arriving from Washington; four express trains of this number leave and arrive at Union Depot, Charles street, and nearly all make connection at Washington for all points in the South and Southwest. The rolling stock daily employed numbers fifty passenger coaches and twenty-five locomotives.

The Western Maryland Railroad have arriving to and leaving from Calvert Station four express and four accommodation trains, and four freight trains. This schedule employs daily ten passenger cars, twelve engines and fifty freight cars.

On the Philadelphia, Wilmington and Baltimore Railroad there arrive at and leave from President Street Depot twelve through and two way passenger trains, and twelve express and two way freight trains. These all make connections for the North and Northwest, and also with the Philadelphia and Baltimore Central Railroad for Port Deposit. Fifty-one passenger coaches and one hundred and seventy-five freight cars are daily employed.

The Baltimore and Drum Point Railroad is approaching completion, and will soon swell the number of trains arriving to and leaving the city. Other railroads are contemplated and projected, and the foregoing statement will soon be increased very largely, and the railway facilities of Baltimore will increase in proportion with the demands of the immense volume of trade seeking this port as its natural outlet.—*Balt. Am.*

☞ Interest coupon No. 6 on Land Grant Bonds and Interest Coupon No. 1 on Consolidated Mortgage Bonds of the Atchison, Topeka and Santa Fe Company will be paid in gold on and after Oct. 1, 1873, at the office of the company, No. 15 Devonshire street, Boston. Holders are requested to furnish a schedule of their coupons, with numbers, at or before the time of payment.

☞ The officers of the Cincinnati and Terre Haute Railroad, recently elected, are: L. A. Burnett, President; James B. Foley, Vice-President; A. B. Quackenbush, Secretary and Treasurer.

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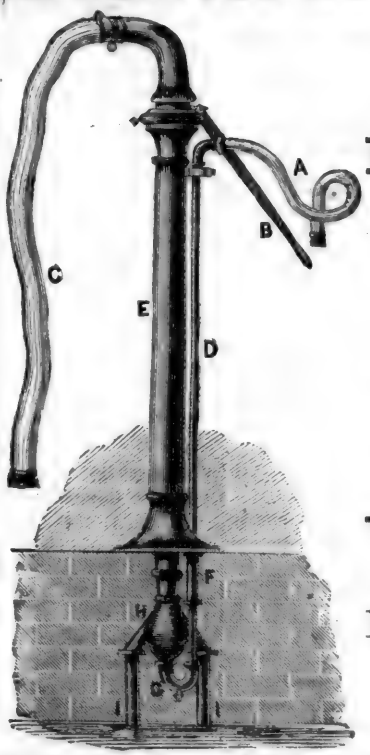
Second Hand Locomotive For Sale.

ONE SECOND HAND ANTHRACITE COAL BURNING LOCOMOTIVE for Sale, weighing 28 tons, eight-wheel connected with cylinders 16 inches by 20 inches. Engine can be seen on application to A. WILHELM, President of Cornwall Railroad, at Lebanon, Pa.

3m26

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ENLARGEMENT.

Notice to Contractors.

SEALED TENDERS, Addressed to the undersigned, and endorsed "Tender for Welland Canal," will be received at this office until noon of

Saturday, the Eighteenth Day of October Next,

For the construction of fourteen Locks and fourteen regulating Weirs, a number of Bridge Abutments and Piers—the excavation of the Lock and Weir Pits—the intervening Reaches, Race ways, &c., on the new portion of the WELLAND CANAL, between Thorold and Port Dalhousie.

The work will be let in sections, six of which, numbered respectively 2, 3, 4, 5, 6, and 7, are situated between Port Dalhousie and St. Catherines Cemetery, and three (numbered 12, 13 and 14) extend from the northern side of the Great Western Railway to near Brown's Cement Kilns.

Tenders will also be received for the enlargement and deepening of the prism of the present Canal between Port Robinson and the Aqueduct at Welland; work to be let in sections, each about a mile in length.

Tenders are also invited for the completion of the deepening and enlargement of the Harbor at Port Colborne.

Maps of the several localities, together with Plans and Specifications of the work, can be seen at this office, on and after THURSDAY, the TWENTY FIFTH day of SEPTEMBER instant, where printed forms of Tender will be furnished. A like class of information relative to the works north of Thorold, may be obtained at the Resident Engineer's Office, Thorold; and for works at and above Port Robinson, Plans, &c., may be seen at the Resident Engineer's Office, Welland.

All Tenders must be made on the printed forms supplied, and to each must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By order,
F. BRAUN.
Secretary.

Department of Public Works,
Ottawa, 4th Sept., 1873.

Established 1820.

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WM. J. YOUNG, WM. J. YOUNG & CO., WM. J. YOUNG & SON,
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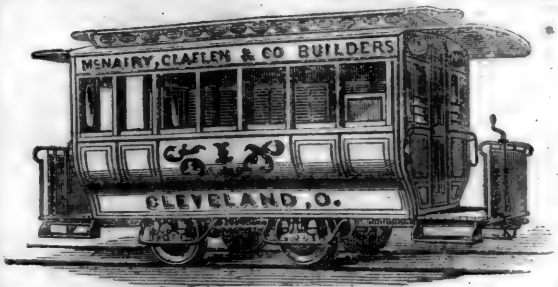
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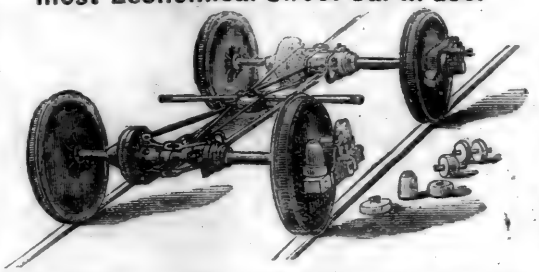
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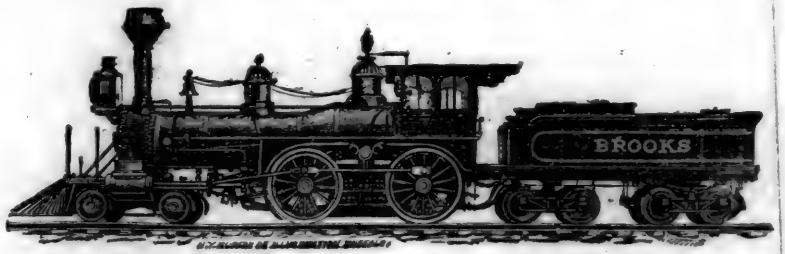
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They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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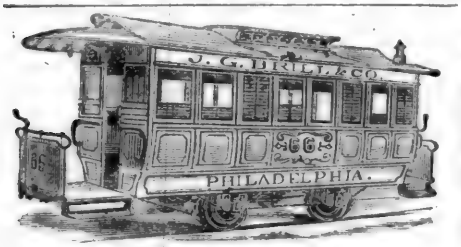
Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

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C. Billmeyer. D. E. Small. J. H. Small.



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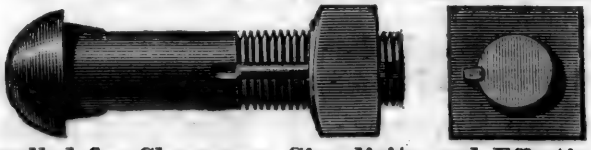
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Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

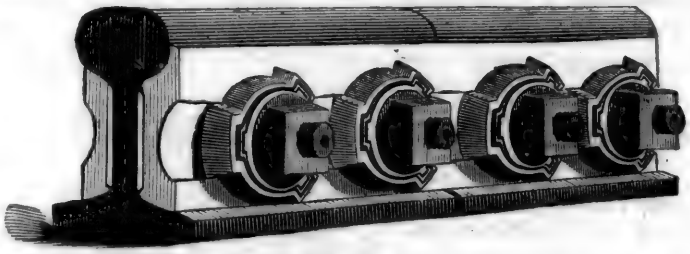
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

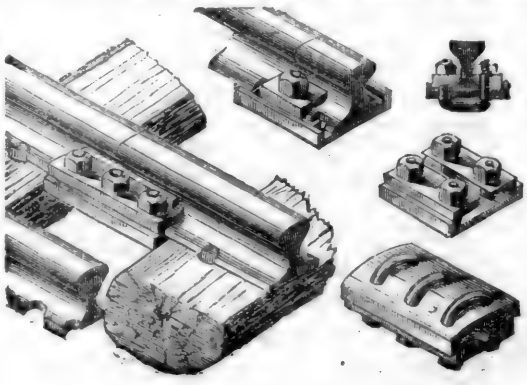
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



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Wrought Iron

RAIL JOINTS,

MADE BY

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 41.] SATURDAY, OCTOBER 11, 1873. [WHOLE No. 1,955 VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 11, 1873.

Who shall Control our Railroads?

We think the signs of the times clearly portend that a radical change is impending in the manage ment of the railroad system of the country. Precisely what that change may be, or just how it will be effected, it is as yet too early to predict.

We are sure, however, that we hazard nothing in saying that the Grangers, as they are called, the farmers of the country, are destined to play a most important part in effecting that change, whatever it may be. That large and influential class of our people, aided by several others scarcely less numerous and important, will, when united, be almost omnipotent, when they come to make their demands upon our several Legislatures for enactments bearing upon and restraining railroad corporations. These Grangers, or associations of farmers, are already quite numerous, especially throughout the West, are rapidly multiplying there, and are indeed spreading throughout all the States. Like many other popular uprisings occurring in our day, the farmers in the flush of success will, we fear, make demands for such severe legislation as will, if allowed, not only depreciate greatly the value of railroad property, but seriously impede their operations and progress, and consequently impair their usefulness as public carriers. It is the duty, we think, of those who foresee such a calamity, to sound the note of warning in time, and to urge moderation on both parties in the forthcoming contest.

That hostile legislation will be invoked to restrain and regulate the companies in their operations and charges, there is not the shadow of a doubt. But, in our opinion, separate State legislation will only make the matter worse.

Standing as an impartial adviser between the parties, we suggest that they mutually agree to sumbit the whole matter at once to the arbitrament of Congress; for that body, in our opinion, is the only one competent to deal adequately and justly with the whole subject. To that it will finally come, rest assured. There are besides, many reasons why our State Legislatures better not touch this subject at all. The National Legislature can alone deal properly with the subject; and that this body has ample power to do so, under the clause of the Constitution clothing it with power to regulate commerce and navigation, as well as intercourse between the States, we have not a shadow of doubt. Such a tribunal would, no doubt, do justice to both parties, and harm to neither, while its enactments, emanating from the highest legislative source in the land, would command respect and be the more readily acquiesced in by everybody.

Therefore, believing that the solution of this most important problem should and will devolve finally upon Congress, we cannot perhaps do a better service than to give a short synopsis of the English act of Parliament on the same subject.

That Government has taken the bull by the horns in assuming complete jurisdiction of all matters whatever between the railway and canal companies and the public. The act of Parliament referred to is new, and went into operation on the first of last month.

It would appear that the action of the British Government was somewhat precipitated, if not directly induced, by a threatened fusion of several of the great railway lines of the Kingdom. The prospect of a huge monopoly considerably hurried up things. So a joint committee of the two Houses was raised to examine into and report upon the subject. During numerous sittings a vast amount of testimony was taken, and a report thereon made, embracing all the chief features of the law under which the existing commission was appointed. It was found by the committee that no tribunal in the country possessed the requisite qualifications and powers for treating adequately the various questions of passenger and goods rates, competition, consolidation, extension and general protection of the public; all which and many others would come before this new court for adjudication.

The Board of Trade have not proper judicial functions; all the law and equity courts were sadly deficient in the requisite practical knowledge of the subject, while a joint Committee of Parliament would possess no permanency. So from sheer necessity, an entirely new tribunal had to be established, and the result was the present commission, whose members are appointed by Government. These are, Sir Frederick Peel, Mr. Price, formerly a member of Parliament from Gloucester, and a Mr. McNamara, a lawyer, appointed on account of his reputed knowledge of all laws relating to railways, this latter being a requirement of the organic act.

This tribunal is to be assisted by two assistant commissioners, and also by such assessors as the commission may elect, and may be removed for good cause shown, by the Lord Chancellor.

Every member of the commission is obliged by law, within 21 days after his appointment, to sell all shares of Railway or Canal stocks he may possess; and he is inhibited from buying any during his official incumbency. Besides, should any such property vest in him during that period, in any manner whatever, he must proceed to dispossess himself of it in the manner before stated.

From a casual glance at a synopsis of the act, as we find it in our English exchanges, the functions of this commission are novel and somewhat extraordinary. Whenever any person, in a written complaint, charges a canal or a railway company with extortion or violation of law, the commissioners are required to demand an explanation from

the offending party. And whenever any dispute arises between any two companies this tribunal must proceed to adjudicate it.

They have full power to examine and settle all questions arising under the laws respecting through traffic, way rates and the like; and they can define what is, and what is not reasonable time and facilities, for receiving, forwarding, delivering, storing and handling of goods, and also what is improper preference or favor to any person or company, and the remedy therefor.

The hearing and settlement of all sorts of complaints by local authorities is also provided for, as well as the regulation and publication of rates and terminal charges, where the same are not previously fixed by law.

This Commission is also authorized to prohibit or restrict all engagements or contracts whereby the ownership or control of any canal may be given up to a railroad company, and *vice versa*. Maintenance and good repair, with fullest facilities for business on all these throughfares must be insisted on by the commission.

They are bound also to determine all questions of both law and fact; can enter upon and examine any railway or canal property; may command the attendance of witnesses, and proceed to their examination under oath; can compel the production of books and papers, and punish for contumacy or contempt in the same manner as a court of law.

Thus it will be observed that Great Britain has really started out on the experiment in legislative control of her canals and railways. The law enacted for the purpose, as well as the tribunal created by it, are novel and almost radical. If the experiment fails, it will not be for the want of ample power and jurisdiction.

While these and similar questions are becoming subjects of lively discussion among us, the result of the present attempt at Parliamentary control over the subject in Great Britain, will be awaited with the deepest interest; and if the great question of railway control among us must be entered upon, we suggest it would be well before starting out upon an untried experiment in matters of such magnitude, to wait awhile and carefully note the working of the new system among our British cousins across the water.

Pennsylvania Railroad.

The Pennsylvania Railroad Company furnishes the following figures of the earnings for the month of August and for the eight months of the year, compared with the earnings in the same time last year: Earnings in August, 1873, $1,996,133 15; same month last year, $1,862,100 45; increase, $134,032 70. Earnings from January 1, 1873, to September 1, 1873, $16,252,705 02; same period last year, $14,148,624 32; increase, $2,104,080 70. The same ratio of increase for the remainder of the year will show an increase for 1873 over that of 1872 of more than three millions of dollars. The loan recently so satisfactorily negotiated by the company in England is sufficient to liquidate all the company's current liabilities, leaving entire the large and steadily increasing net revenues to the payment of interest and the usual semi-annual 5 per cent dividends, which, at present, there is no reason to doubt will be continued.

Ship-Building in Delaware.

The Wilmington, Del., *Commercial* says that the steamer Johns Hopkins was launched on the morning of the 1st inst. from the yards of the Harlan & Hollingsworth Company in that city, and then adds—

This vessel was built for the Merchants and Miners' Transportation Company, and will ply between Baltimore and Boston. She is named after Johns Hopkins, of Baltimore, a stockholder in the company, who by his munificence and philanthropic donations from the immense worldly fortune of which he is possessed, is familiar to many of our people. The Hopkins is a fine propeller steamer, 250 feet long, 38 feet in depth of hold, 26 feet in breadth of beam and of 1,800 tons burthen. She has three decks, is built in five watertight compartments, and is schooner rigged. Her machinery will consist of one inverted, direct acting, surface condensing, propeller engine, with cylinder 60 inches in diameter and 40 inch stoke. Her propeller wheel is 13 feet 3 inches in diameter, and has 21 feet pitch. The steam will be generated in two tubular boilers. Seam hoists will be built at the hatchways, and steam attachments will be provided for working the windlass.

The Johns Hopkins is the seventh steamer of the line for which she is building. Of these three others—the S. R. Spalding, built in 1859, the Ben DeFord, in 1860, and the William Crane in 1871—were constructed by the Harlan & Hollingsworth Company, while the three others were built in Eastern cities. It is a significant fact, however, in connection with the ability of the Harlan & Hollingsworth Company to turn out strong and satisfactory work that the whole of these last orders should be given to them.

[From the Boston Journal].

Vermont and Canada Railroad.

STATEMENT OF THE DIRECTORS.

Perparatory to the annual meeting of the Vermont and Canada Railroad, which occurs at White River Junction, Vt., Oct, 16, the directors of that corporation have got ready a long statement to the stockholders, with full details concerning its lease and the operations of the receivers. They review the history of the road since the lease was given, and charge that the receivers, by unwise leases of undesirable roads at excessive rates, have gone heedlessly into debt, and that their contracts with the car companies were expensive for the road, and very remunerative to the companies, among whose proprietors were the managers of the road. They state the increase of the debt in five years at $3,495,813 68, being at the rate of $700,000 yearly, or more than the entire earnings of the company. The receivers, according to the directors' statement, finding the earnings insufficient to carry the burden they themselves had added, denied the prior right of the stockholders to the rent, with the intention of first providing for the debt they had contracted. Upon this the directors appealed to the chancellor of the court in Vermont in which the old suit was brought, for an order on the receivers to comply with the provisions of the decree directing them to make payment of the rent from the net earnings. The application was withdrawn after being practically denied. The directors then made an application for leave to sue for the rent to the court appointing the receivers, but the application was denied. The after attempt of the directors to negotiate with the Central Vermont Railroad Company was met with the statement that they would not be prepared to negotiate until they had first acquired such a status as might be gained through the receivership which they expected to obtain. Concerning the condition of the road itself, the directors say:

"The railroad belonging to you in Vermont is sixty miles or more in length, extending from Burlington and Essex Junction (where it connects with the Vermont Central road), on the south, to Canada line and Rouse's Point, N. Y., where it reaches the Ogdensburg road on the north. In construction it is first-class in every respect; its grades nowhere exceed forty feet to the mile. It has two long and expensive bridges crossing Missisquoi Bay and Lake Champlain. The stations, workshops, building and grounds at St. Albans are of the most commodious, extensive and expensive kind, the value of which alone is not less than half a million dollars. The station at Burlington is also a large and fine structure; and you also own there very extensive and valuable wharf property along the lake shore; and we have no doubt that your railroad is capable of earning, and is now earning, though you do not receive it, a handsome income upon its present capital, and that it has a permanent value fully equal to the amount of the capital stock; and we know of no reason why you need to suffer any ultimate loss on your investment, if you shall firmly assert your legal rights and not be alarmed at the temporary denial of them thus far without the authority or sanction of any court or chancellor. The incidental expenses of the Vermont and Canada Railroad Company for some time past, payable to you (according to the decree), from the earnings of the Vermont Central line, have not been paid by the receivers. The amount so in arrear at this time is $8,250, and temporary provision has been made therefor by giving the notes of the treasurer, thereby creating a debt against the corporation to that amount."

On Tuesday the 14th, an informal meeting of the stockholders will be held at Union Hall, 300 Washington street, to give those who are unable to be present at the Vermont meeting an opportunity to act together.

The Flour and Grain Trade.

During the month of September the receipts of grain at this port by lake (including flour reckoned as wheat) were 12,389,001 bushels, an increase over the corresponding period of 1872 of 3,262,502 bushels, when they were 9,126,499 bushels. From the 1st of January to October 1 the aggregate receipts were 49,588,568 bushels—an increase over 1872 of 7,028,889 bushels, the figures of that year being 42,559,679 bushels. This exhibit shows greater receipts than have been known for many years—certainly during the last decade—in either the monthly or season's business.

The export of grain by canal since the opening of navigation to October 1 (exclusive of flour, 3,030 barrels) were 34,290,496 bushels; as compared with the corresponding period in 1872, viz., 33,355,134 bushels, they show an increase of 945,362 bushels. The shipments of grain this year compared with 1872 exhibit a decline of 9,406,275 bushels of corn, 1,663,777 bushels of oats and 271,268 bushels of barley; and an excess of 11,784,503 bushels of wheat and 492,179 bushels of rye. If the oat crop of 1872 had been equal to that of 1871, the condition of the corn of 1872 up to the standard of 1871, and the barley movement of 1873 had commenced, doubtless our lake receipts would have been greater, and our canal commerce would have attained much larger proportions.

The receipts of canal tolls at this place for September were $269,585 24, against $246,979 99 in September, 1872, showing an increase of $22,605 25. The tolls from the opening of navigation aggregate to October 1, $1,003,892 34—only a small decrease of $15,508 85 as compared with 1872, when the figures were $1,019,401 19. The number of boats cleared in September was 1,661, and from opening of navigation to October 1, 6,460; showing an increase for the month of 151, and for the season thus far of 191.

Canal freights to New York opened at 10½c. on

wheat and 9½c. on corn; gradually advancing to 13c. and 11c. on the 19th; from the 20th to the 24th wheat was shipped at 14c. and corn at 11½@11c., and from the 26th to the 30th inclusive at 12c. and 10c. respectively.

Lake freights declined about the middle of the month; coal was taken to Chicago at $1 per ton, and in some instances even at a lower rate.

The export movement from our elevators, by the Central and Erie Railroads, from January 1 to October 1, aggregated 7,220,835 bushels of grain of all kinds—showing an increase over corresponding period of 1872 of 1,608,149 bushels.

The receipts at Buffalo by the Lake Shore and Michigan Southern Railway for the three months ending October 1 aggregated 897,700 barrels of flour and 5,161,300 bushels of grain of all kinds. —*Buffalo Courier.*

New Haven, Middletown and Willimantic Railroad.

An adjourned meeting of the first mortgage bondholders of the New Haven, Middletown and Willimantic Railroad was held at the office of Hatch & Foote, No. 12 Wall street, New York on the 2d inst. The committee (Messrs. Sands, Camp and Anderson,) appointed at the last meeting to examine into the condition of the railroad reported that the road was found to be in good order, except that ballasting is required from Middletown to Willimantic, the average cost of which will be $250 per mile. The base and feet of the trestle work need filling in to protect them from frost. The ironwork of the valuable viaducts needs painting and cleaning to prevent it from rusting. These matters would require an expenditure of $5,000. Some other alterations are needed, involving an expense of $4,550—the total amount needed being $19,550. The road is almost destitute of rolling stock, and entirely unable to meet the requirements of the local business. With a suitable equipment they would obtain large freightage in stone lead, tin, brass and coal. The road is now able to run, beside the local trains between New Haven and Middletown, only one train per day between Willimantic and New Haven. Under these circumstances the road derives no benefit from through travel or business. At Willimantic, the Hartford, Providence and Fishkill, the Boston, Hartford and Erie, and the Air Line all converge; and the committee are satisfied that the Air Line must in time attract to itself a large and remunerative business. The rolling stock required to equip the road—part of it this Fall and part in the Spring—is fifty flat freight cars, forty box cars, six passenger cars, two engines and one baggage car, costing in all $134,500. With this equipment the committee believe that the earnings of the road could be doubled in six months, and that in two years time it could earn the interest on its first mortgage. The gross receipts for September were from seven to nine thousand dollars. The current revenues will probably enable the trustees to complete the deficiencies of its construction. The rolling stock, however, can only be supplied by those directly interested in mortgage bonds of the road. The committee recommended that a committee of three be appointed, to be known as the equipment committee of the New Haven, Middletown and Willimantic Railroad, to solicit and receive from the first mortgage bondholders and other interested parties such sums as they may be willing to contribute; the committee also to confer with the administrators of the road and purchase such rolling stock as might be deemed proper. The committee may make such arrangements as they may deem prudent for leasing the rolling stock to the administration of the road, stipulating for suitable compensation for its use for annual per centage, payment of its cost, and for an eventual transfer of the title to the rolling stock after the same shall have been fully paid for. All subscribers are to share in the moneys received by the committee in the proportion which the amount paid by each subscriber shall bear to the whole amount subscribed and paid for. The committee shall make no purchase or contract beyond the amount of subscriptions actually paid in; nor shall they have any power to bind the bondholders on account of any contract. No subscriptions to the said equipment fund to be binding until the sum of $50,000 should be subscribed.

The report and resolution were adopted, and Messrs. Hatch, Watson and Gondy appointed as the Equipment Committee.

Messrs. D. B. Hatch, A. M. Colgrove, A. E. Anderson, Samuel S. Sands and John N. Camp were appointed an advisory committee to confer with the trustees of the second mortgage who are now managing the road.

The amount of bonds represented in the meeting was $1,061,000.

The Iron Export from Great Britain.

An official statement of the export of rails from Great Britain for the month of August, and for eight months ending August 31st, 1873, when compared with corresponding returns for 1871 and 1872 confirms in many ways, the statements already published of the growth of the iron industry of this country. The strikes in the coal mines of England, and other causes, have injured the general business, but as the loss has been mainly in exports to America, the conclusion may be fairly drawn that the competition of our own works has influenced the decline in exports in as great a degree as the strikes, although some allowance must be made for a general falling off in the demand for rails. For the first eight months of 1872 the exports of rails to America amounted to 441,184 tons; in the corresponding period of 1873, to 204,873, a falling off of 128,131 tons. The entire exports for the same periods were, in 1872, 627,587 tons, in 1873, 499,456 tons, a falling off of 236,311 tons. The aggregate loss in exports to other countries than America was 108 180 tons—a smaller per centage of loss in proportion to the whole amount of such exports in 1873 than the per centage of loss in exports to America. The returns for the months of August in the two years exhibit still more strikingly the effects of home competition. The exports to America in August, 1872, were 57,171 tons; total exports, 94,982 tons; to America, August, 1873, 16,800 tons; total exports, 73,906 tons. Although America imported last month less than one third of the amount imported in the corresponding month of the preceding year, yet other countries increased their imports by nearly 20,000 tons, or more than the whole amount of America's imports for August, 1873. The cause of this difference in the effects of the strikes in coal mines is further shown by the fact that although the exports to America have been greatly decreased, the greatest per centage of such decrease was in exports to the United States. Our iron manufacturers, although possibly able to compete with those of Great Britain in all American markets, can do so with the least risk and greatest profit in the markets of the United States, and hence the first effects of competition show themselves in our own exports rather than in those of our neighbors. The decline of the iron trade in other branches than in that of rails is not so noticable, but in pig iron alone the exports to the United States have fallen off from 152,331 tons in the first eight months of 1872 to 78,408 tons in the corresponding period of 1873. —*Phila. Ledger.*

Portland and Rochester Railroad.

The annual meeting of the stockholders of this company was held at Portland, Me., on the 1st inst., President John Lynch presiding. The directors' report shows the road to be in excellent condition and quite prosperous. The earnings for the past year were $142,570 89, an increase over the previous year of $11 009 60. The expenses have been $101,595 46, an increase of only $612,81 over the previous year.

Special improvements have been made along the road, including a tank at Lebanon, woodshed at Rochester, turn-tables at Gorham and Portland, and repairs on Saco river and mill pond bridges, &c. All the bridges and track are in first rate condition, and the trains run with excellent regularity. The number of passengers carried was 142,846; tons of freight, 64,290.

The expense of running the road has been increased largely, and earnings diminished last winter owing to deep snows and the unusual severity of the season. The work on the marginal way is progressing finely, and a junction with the Grand Trunk this year is expected, the Directors assuming from the city the contract for the completion of said marginal way. The estimated cost of the specified work, $50,000, will be nearly if not quite sufficient. The importance of the Grand Trunk connection, giving the road access to the front harbor, and the proposed valuable connection with the Nashua and Rochester Road, now under construction, are enlarged upon. This road will be open to Epping by December, and to Nashua by next July. The sinking fund shows $45,479 89 to the credit of the company. The Directors' report was accepted.

The proposition of Hon. A. K. P. Lord of Buxton to contribute $25,000 cash toward a branch road from Saco river to Bonny Eagle, four and a half miles, for lumber business, if the road would raise the remaining $20,000, as also the questions as to the raising of means for additional equipment and for the extension of the road to the front of the city, were referred to a committee of directors to report at a special meeting.

The following were elected directors: John Lynch, Rufus E. Wood, H. J. Libby, A. K. Shurtleff and Frederick Fox of Portland: J. S. Ricker of Deering, Frederick Robie of Gorham, Winthrop G. Ray of York, E. G. Wallace of Rochester.

☞ The Harlan & Hollingsworth Company, Wilmington, Del., have nearly built for the Baltimore and Norfolk Steam Packet Company a new iron freight boat, costing $75,000, to be called the Seaboard, 500 tons capacity. The vessel will be launched in a few weeks, and as soon as finished will be placed regularly on the line between Baltimore and Norfolk, Va.

☞ Twenty miles of the Lynchburg and Danville Railroad, in Virginia, have been laid, and the road will probably be finished to Danville in a few months. It is a branch of the Washington City, Virginia Midland and Great Southern Railroad.

☞ The directors of the Boston, Clinton and Fitchburgh Railroad have voted to purchase 250 coal cars and five new locomotives.

Nashville, Chattanooga and St. Louis Railway.

To the Stockholders of the Nashville, Chattanooga and St. Louis Railway Company:

In conformity to the charter, the president and directors have the pleasure to submit the following report for the fiscal year ending June 30, 1873.

From the report of the general superintendent, it will be seen that the gross earnings of the company have been:

FROM THE CHATTANOOGA DIVISION.

Passage	$388,476 77
Freight	1,222,841 50
Mail	25,580 04
Rents and privileges	18,621 00
Total amount of gross earnings	$1,655,519 31
All expenses, ordinary and extraordinary, in operating and improving the road for the same time	1,182,787 66
Net income	$471,731 65

FROM THE ST. LOUIS DIVISION.

Passage	$230,305 19	
Freight	384,486 85	
Mail	15,002 35	
Rents and privileges	12,886 97	
Total gross earnings	$642,681 36	
Operating expenses	559,150 33	
Net income		83,531 03
Total net income for the line		$555,262 68

We feel fully authorized in saying that at least $100,000 more would have been added to the net income but for breaks in the Western and Atlantic Railroad, and closing of navigation by ice in the Mississippi River, referred to by the general superintendent, and for the additional reason, that the wheat crop in the West last season was comparatively a failure, from the transportation of which our roads received no income at all. With a full crop in Illinois and Missouri, a large quantity would have been shipped over your roads to flouring mills in Georgia. For weeks in the busiest season the ice blockade in the Mississippi River caused a suspension of through business down the river to Hickman, and closed the river against the transfer of through cars at Columbus from the St. Louis and Iron Mountain Railroad to our line. The burning of the bridge over the Oostenaula River, on the Western and Atlantic Railroad (our immediate connection at Chattanooga), in January, caused a blockade at Chattanooga, and a suspension of all through business for about two weeks. The temporary bridge placed over the river was so threatened and damaged by freshets, that about two weeks more of through business was lost to your line in February. To these causes, for falling off in earnings may be added the loss of business caused by the cholera epidemic, which prevailed to an alarming extent at Nashville and most of the towns along the line of your roads during the month of June and most of July. When these unforeseen and unusual causes of decline are considered, our estimate of $100,000, as the probable amount of net income lost, will appear quite reasonable.

The gross earnings for the fiscal year of the Chattanooga Division were	$1,655,519 31
Deducting the earnings of the Shelbyville and Jasper branches, 20 miles	12,932 28
The receipts of the main lines are	$1,642,587 08

An average of $10,878 per mile of road; and for the St. Louis Division $3,758 37 per mile of road; but for reasons given above, the average earnings would, we think, have been at least $700 more per mile. There are but few roads in the country whose average earnings per mile exceed those of the Chattanooga Division of your line, and the present earnings will be largely increased upon the completion of the line from Owensboro, on the Ohio River, in Kentucky, to Nashville, opening up new routes from Chicago and Louisville over your road to the South; also by the completion of the Cumberland and Ohio Railroad, now being built from a point on the Ohio River, opposite Madison, Indiana, to Nashville, crossing the "Short Line" in Kentucky, and thereby giving a new route to Cincinnati, and by a short branch, another line from Louisville.

The through business of these lines, when completed, will be added to the already large through business received from the Louisville and Nashville and St. Louis and Southeastern Railroads and the St. Louis Division of your line, which taps the Mississippi River at Hickman, and by the Mobile and Ohio Railroad from Union City connects with the St. Louis and Iron Mountain Railroad at Columbus, and by boats to Cairo, with the St. Louis, Bellville and Southern Illinois Railroad short line to St. Louis. All of the large business from the North and West to the Southeast, coming from these roads, must pass over the Chattanooga Division of your line. We had, last year, by the completion of the line from Louisville to Montgomery, all the competition we are likely ever to have. Certainly the competition can not be increased materially for many years, as there is no line being built to add to it.

The report of the superintendent shows the encouraging fact that the local business of the Chattanooga Division increased the last year—

From freights	$49,296 56
From passage	12,692 61
Total	$62,989 17

The St. Louis Division of your line is a new road, the purchase of which from the State of Tennessee, was fully explained in last report. At the time of purchase this company took but two-thirds interest in the purchase, individuals taking the other one third. Subsequently, however, your directors believing it to be the best interest of this company to own the whole road, bought out the one third interest held by individuals, and now your company owns the entire road, by purchase from the State of Tennessee, which owned the first mortgage, and by purchase of second mortgage bonds and stock of the Nashville and Northwestern Railroad, the original charter name of the corporation.

The charter of the Nashville and Chattanooga Railroad Company has been amended, changing the name of the corporation from the Nashville and Chattanooga Railroad Company, to that of the "Nashville, Chattanooga and St. Louis Railway Company."

The gross earnings of the St. Louis Division of your road (formerly the Nashville and Northwestern Railroad,) for the last year, were about the same as those of the Nashville and Chattanooga Railroad (Chattanooga Division) at the same age of that road; and, as heretofore explained, the earnings for the last year over this Division would not have been increased materially, but for unexpected and unforseen causes, and the earnings will continue to increase as the country is developed along this new road, and its connections are improved by the completion of the Mississippi Central Railroad's extention to Cairo, which crosses your line near Ralston's Station, about 140 miles from Nashville, and by the construction of the Tennessee Central Railroad from Huntingdon on your road, 107 miles from Nashville, to Trenton, which will open up a fine local trade, and give an improved connection of your road to Jackson, Memphis, Mobile and New Orleans. Connection with these points may be further improved by a road more direct from Huntingdon to Jackson, which this company has under consideration. Another road of vast importance to the St. Louis Division, in fact, to your whole line, is the "River Road," as it is called, from St. Louis to Hickman. A strong company for the construction of this road has been organized in St. Louis, and a preliminary survey of the route has been made, which from the report of the engineer, proves to be very satisfactory. It will shorten the distance by your road to St. Louis about thirty-five miles, as compared with your present connection with the St. Louis and Iron Mountain Railroad, and give you two all rail connections with packets, at Hickman, on the Mississippi River, and at Johnsonville, on the Tennessee River. At McKenzie, 119 miles from Nashville, we cross the Louisville and Memphis Railroad. Near Gardner's Station, 142 miles from Nashville, we cross the Cairo extension of the Mississippi Central Railroad. Three miles east of Union City, 152 miles from Nashville, we cross the Paducah and Memphis Railroad, and at Union City, 155 miles from Nashville, we cross the Mobile and Ohio R. R. and over that road have our all rail connection with St. Louis by the St. Louis and Iron Mountain Railroad from Columbus, at which place all through cars are crossed over the Mississippi River by means of boats.

It is encouraging to notice that the local business of the St. Louis Division, both freight and passenger, shows an increase for the last year. Freight, $29,644 54, and passage $36,036 21, a total of $65,680 75. The through travel over this road also shows an increase of $36,474 21, while the through freight business fell off $80 974 67 from causes already stated, leaving as net increase $21,179 99.

Our connections at the South have been increased and improved since last report, by the completion of the Augusta and Port Royal Railroad.

Your road is now a trunk line in the route from the North and West to the Southeast, with connections in the Southeast running through Georgia and South Carolina to Charleston, Savannah and Port Royal, the latter having one of the best harbors on the Atlantic coast, with a fair prospect of having, at an early day, a line of steamships running between that port and Liverpool.

At the North you connect with Louisville, Cincinnati and Chicago, and in the West with St. Louis, which, with her natural advantages in rivers, running for thousands of miles, draining the finest sections of the West for the production of cereals and the raising of live stock, and her avenues of commerce by rail, extending in all directions, even to the Pacific coast, must very soon become the distributing point for the great West, when the produce and supplies for Georgia and the Carolinas will pass over the entire line of your two roads.

When foreign transportation through Port Royal is secured, and the necessary facilities provided at that place for taking bulk grain out of the cars, and placing it in the vessel; with suitable elevator at Hickman, on the Mississippi River, and through cars, already provided for, hauling grain in bulk, running from St. Louis by our present all-rail connections, the transportation of grain in bulk from the West to the seaboard for shipment to foreign markets will then be practicable; and we think our roads will at an early day, do a fair share of this business, which is now done over Northern and Eastern roads through New York. As soon as steamship connections are provided for at Port Royal, we hope to secure the importation of foreign goods for Western cities through that port and over your roads; also a share of the immigration for the West coming from the Old World. When Port Royal is once established as a shipping port, we see no reason why a large business may not be done in the shipment of flour from the West through that port to the West Indies and South America, and the return of large quantities of tropical products to be passed over your roads.

You now have 341 miles of railway—321 miles of main line and 20 miles of branches, besides 30 miles of side tracks—all in good order, with a full outfit of 33 engines, and 1,164 cars of all kinds, in good order, together with large quantities of real estate for depot purposes, and timbered lands for fuel.

This property represents, as shown by the treasurers' statement marked "A," which includes present capital stock and new bonds to be issued, $13,286,049 44.

Estimating the value of the road including side tracks, branches, &c, at $40,000 per mile for 341 miles, you have	$13,640,000
and engines, cars, tools, depot buildings, depot grounds and other real estate, at	2,000,000
and you have	$15,640,000
As the present value of your property, against which is charged	
Capital stock	6,486,049
New mortgage bonds at $20,000 per mile, the proceeds of which, if all are sold, will much more than pay off all obligations of every kind	6,800,000
	$13,286,049

Besides important improvement made in the roadway annually and charged to operating expenses, net profits, before and since the war, to the amount of $1,500,000, have been expended in bettering the condition of the road, and adding to the outfit of the Chattanooga Division alone, mostly since the war, in addition to all dividends paid to stockholders and interest on funded debt and reduction of that debt by the purchase of bonds.

About $900,000 have been expended in improving the roadway and adding to the outfit of the St. Louis Division, (formerly the Nashville and Northwestern Railroad,) and in payment for second mortgage bonds and stock of the old company, since its purchase from the State.

The road is now in first-class condition, and fully equipped, with engines and cars in good order, with plenty of depot grounds, etc. And in future the company will be able to divide and pay to the stockholders what it makes after paying interest on its bonded debt, which we think cannot amount to more than $375,000, after the sale of the new bonds, and paying off all indebtedness, as explained in this report.

The interest account will then stand as follows:

Interest on $1 425,000 indorsed bonds at six per cent	$85,500
Interest on $20,000 unindorsed bonds at six per cent	1,200
Interest on $1,000,000 to United States Government at four per cent	40,000
Interest on $3,500,000 new first mortgage, six per cent gold bonds, equal at present to about seven per cent in currency.	245,000
	$371 700

This item of interest may be somewhat increased or reduced, by the sale of more or less new bonds.

Taking the average increase of earnings for the last five years, and we think it entirely safe to estimate the receipts of the line at $2 550,000 for the next fiscal year, and net profits at 30 per cent. or $765,000, which will leave $390,000, after paying all interest on bonds to be divided among the stockholders, being six per cent per annum on $6,486,149 44, the present capital stock of the company.

As soon as the other connections, now being built, and referred to in this report, are finished, we think the gross earnings of your line cannot be less than $3,000 000, and that at least 33 per per cent, or $990,000, will be net earnings; leaving $590 000 to divide among the stockholders, being over nine per cent per annum on the capital stock of $6 486,000, after paying interest on bonded debt allowing that the interest account may be increased to $400,000, and so continue to improve as the country through which your roads run is developed, and important new connections made.

In conformity to legislative authority, and by direction of the stockholders, given in annual convention the 14th of August, 1872, your directors are now having prepared a first mortgage bond on the whole line and branches, not to exceed twenty thousand dollars per mile, the proceeds of which will be applied; first, to secure the payment of the present mortgage debt on the Chattanooga Division, consisting of $1 425,000 of the company's six per cent bonds, indorsed by the State of Tennessee, falling due at various dates in the next thirteen years; $20,000 of unindorsed six per cent bonds of the company, falling due July 1, 1878; and $364,165 six per cent bonds of the State of Tennessee, loaned to the company, and $1,000 000 of four per cent bonds given to the United States Government, for rolling stock, etc., one-half of the bonds given to the Government falling due 1st of June, 1881, and the other half June 1, 1891, and payment to the State of Tennessee for her interest in the Nashville and Northwestern Railroad, of $2 400 000 in Tennessee State bonds, with January 1, 1871, and subsequent coupons, attached.

These obligations are all, of every kind, outstanding against either of your roads, except a small floating debt of about $250,000, balance on account of improvement of roadway, and increase of engines and cars; and $148,220 due for interest on indorsed bonds, which accrued during the war, and which is fundable under the law of the State. This small floating debt will be paid out of the proceeds of new bonds, together with balance of liability of $480,520, on account of improvement of road-way and added to outfit of the St. Louis Division, which amount is to be carried by our financial agents until the new bonds are sold, and the surplus proceeds of these new bonds will be held to be used for the best interest of the company as may be seen by the directors or instructed by the stockholders, leaving all future profits to be divided among the stockholders after the payment of interest on bonded debt.

This company has paid to the proper officer of the State one half of the $2,400,000 of the Tennessee bonds referred to above, being all of the installments due at this date, and will soon be ready to pay over in advance, the balance of this item, together with balance of $364,165, loaned to the Nashville and Chattanooga Railroad. These aggregate amounts will be greatly reduced by discount in the purchase of the State bonds.

To secure the prompt redemption of the $1,425,000 of the company's bonds, indorsed by the State, a similar amount, dollar for dollar, of bonds now to be issued, will be deposited with the Comptroller and withdrawn as the old bonds can be bought up.

For the amount of unindorsed bonds of the company, $20,000, and the four per cent debt of $1,000,000 to the United States Government, a similar amount of the new bonds, dollar for dollar will be deposited with the "Real Estate Trust Company" of New York, trustee for the new bonds.

The character of these new bonds (being six per cent gold bonds) and the character of indebtedness (as above stated) for which they will be deposited, will give, of course, much greater aggregate value to the new bonds.

These provisions made, will leave $4,375,000 of the new bonds to be sold now, the proceeds of which will meet all of the wants of the company indicated above, and leave a handsome cash surplus to be used in improving connections, or in some other way increasing the influence and interest of the company, if all the new bonds are sold.

These new bonds will run for forty years, with interest at six per cent per annum, payable semi-annually; and both interest and principal payable in gold, and will be a first mortgage on the line of road, and all the property of the company of only $20,000 per mile; while the line of road alone, could not now be constructed and put in its present good condition for less than $40,000 per mile, to say nothing of the large amount of property in engines, cars, tools, depot buildings, depot grounds, real estate, etc., which in addition to the road, is mortgaged for the security of these bonds.

For these reasons, we think they must take a high rank in the bond markets of the world, and be much sought after by capitalists.

The second mortgage bonds, heretofore issued but not used, are all to be cancelled before the new first mortgage bonds, referred to in this report are issued.

The Nashville, Chattanooga and St. Louis Railway, is in its infancy, and by enlightened, liberal and energetic management, can be made one of the most important and profitable lines in the country; being the shortest line from the West to the Southeast, and besides all rail connections with Louisville, Cincinnati, Chicago and St Louis in the North and West, and with New Orleans, Montgomery, Mobile, Atlanta, Savannah, Augusta, Port Royal, Charleston and Wilmington, in the South and Southeast, has the Mississippi, Tennessee and Cumberland Rivers to draw from.

It is both instructive and encouraging to notice the increase of local business, especially in the transportation of coal, and while this business now averages about forty-five cars per day, for working days, the year round, we may consider its development as just begun; the supply tributary to the Chattanooga Division is inexhaustible, and of the best quality of bituminous coal suitable for grates and manufacturing purposes, with a constantly increasing demand at Nashville and south of us.

Our business relations with the managers and officers of all connecting railroads continue to be of the most satisfactory character.

The use of steel rails on the Chattanooga Division has been determined on for future repairs or renewals.

It is gratifying to note with what freedom from accidents your roads have been run during the last year, showing intelligence and fidelity on the part of the officers, agents, and other employes of the company.

Attention is directed to the balance sheet of the treasurer, which shows the cost of the line, outfit, depot grounds, real estate, etc., and the financial condition of the company; also to the report and statements of the superintendent, showing in detail the workings of the line, and to the report of the resident engineer, showing the operations in his department, and present improved condition of your property.

The increasing prosperity of Nashville as seen by shipment over your roads, is a fact, gratifying to your directors.

In conclusion, the directors congratulate the stockholders upon the present good condition of the company and flattering prospects of future prosperity.

Submitted on behlaf of the directors by

E. W. Cole, President.

Nashville, August 13, 1873.

☞ Two construction trains, comprising two locomotives and thirty cars, are now employed on the New York, Boston, and Montreal Railroad between Kings Bridge and Brewster's Station. About four miles of track have been laid at the lower or Kings Bridge terminus, and six to seven miles in the neighborhood of Brewster's. Rails will hereafter be laid at the rate of a mile a day, half a mile at each end, until the road is completed, in about forty to fifty days hence. It is the intention of the company to keep the channel of the Harlem River open for the passage of their steam-boats during the Winter months.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending September 27, at 477,514 tons, and for the coal year 14 836,878 tons, against 14 179,752 tons to corresponding time last year, being an increase of 657,126 tons. The bituminous tonnage for the week is 78,646 tons, and for the year 2,373,882 tons, giving a total of all kinds for the week of 556,160 tons, and for the year of 17,210,561 tons, against 16,240,841 to same time last year, being an increase of 970,720 tons.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,663
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	294,422	256,562	342,743	2,360,767
1869	212,604	218,982	391,306	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,366	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729.274	783,100	807,816	787,184	828,447	777.513	583,692	7.995.116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	996,922	981,006	897 234	672,358	9,467,072
1872	562 223	571,836	675,763	949,568	1,380,923	1,128,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	.....	.....	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,166	335,510	342,358	364,244	415,982	408,999	426,752	359,102	330,169	3,802,861
1868	276,117	275.140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343.182	315,099	368,727	328,390	345,833	402,854	351.045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342.369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	311.708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	431,315	352,004	5,156.326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	... ...	.....	.....	366,100	231,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,396	669.605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094.597	1,211,150	1,180.933	1,076,674	1,251,940	1,507,479	1.570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773.491	12,203,403
1871	655,423	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,953	1,196,700	1,303,304	1,433,945	1,067,387	859,780	12,272,645
1873	752,468	766,249	967,258	1,034,023	1,256,072	1,294,143	1,240,987	1,284,094	1,071,448	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242.509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	229,522	247,661	241,456	259,408	253,367	341,783	320.025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	240,048	260,169	274,021	249,355	319,012	317,887	339,239	319,578	284,156	3,273,719
1871	270,264	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417.328	439,581	389,830	358,743	4,462,625
1873	358,612	408,849	465,517	432,928	344,488	340,675	361,576	426,283	432,139	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,258,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417.211	17,398,327
1872	1,332 994	1.294,076	1,460,174	1,548.813	1,775.324	1,468,951	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,531	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,655,884	1,774,570	1,918,247	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613.329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914,406	814,413	696,677	8,823,482
1870	623.383	661,789	601,926	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	529,617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575 393	559,871	648,956	659,363	609,846	783.255	744,782	881,693	696,475	698,063	8,026,754
1873	580,499	502,949	651,962	544,035	687,630	724,983	672,917	748,634	876,413	.....	.....	.....	.....
Kansas Pacific:													
1871	123,673	152,264	247,411	303,915	306,944	286,056	282,723	332,555	366,446	387,993	303,305	210,197	3,321 518
1872	189 606	191,738	300,783	322 875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	.....	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1 082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,945	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1,498,408	1.528,250	1,479 945	1,323,476	1,225,708	1,459 360	1,633,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,755,736	1.694,643	1,650 968	1,585,368	1,461,762	1,582,531	1,776,420	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	103,413	126,556	121,519	125,065	119,169	121,408	1.294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114.496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	158,407	132,998	153,531	144,023	141,376	1,418,960
1871	130,883	126.224	140,740	118,173	119 650	115,115	118,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185 683	185,953	181,868	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1859	384.120	320,636	386,527	411,514	403,646	366,623	329,950	353 509	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418.755	442 665	486,980	470.703	480 547	427,096	422.015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	383,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,617,646
1869	454.590	330,400	420,951	460,289	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,564	7,250 069
1870	396,171	382,823	377,571	443,132	780,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,184	580,432	594,760	488,348	565,729	811,961	950,945	702 558	513,767	6,957,771
1873	384,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	1,193,209	.....	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	295,708	271,207	3,184,282
1870	202,447	250,617	294,874	280,550	283,221	263,328	260,449	343,195	353 677	341,373	321,659	236.108	3,435,930
1871	212,095	219,504	319,765	285,416	284,782	275,351	287,540	329,270	384,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	289,560	304,512	265,406	315,699	338,497	384,198	337,920	360,404	3,678,682
1873	227,897	261,340	344,632	321,047	301,521	272 600	267,734	325,093	382,098	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,608	965,358	903,974	864,637	693,104	873,153	956,658	837,351	686,779	9,256,284
1868	427,437	518,174	651,019	817,759	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	889,924	8,785,089
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,119,489	1,241,803	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,503	688,578	1,063,002	1,510,088	1,213,363	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,199,696	1,322,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,183	144,164	186,889	202,238	205,760	189,351	160,086	2,008,265
1870	152,393	158,788	172,216	172,847	155.081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	161 525	137,678	162,735	156,134	148,279	133,503	123,994	169,459	179,457	214,171	177, 27	158,700	1,927,471
1873	144,209	169,464	177,617	167,729	170,218	165,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,945	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,187	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	460,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,279	318,499	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,648	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	416,527	470,598	541,191	483,399	642,209	503,504	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,820	5,709,185
1870	528,529	500 130	539,238	706,603	802,586	746,450	643,058	664 051	728,521	719,098	570.168	505,053	7,054,094
1871	479,573	373,925	499,509	584,540	724,466	728,174	673,698	681,866	800,402	777,362	708,142	469,932	7,521,682
1872	378,936	384,115	555,861	741,902	880,442	855,459	743,882	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	528,975	481,788	708,259	881,266	1,007,931	969,863	876,883	837,277	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'72	8.00	114	40	Albany.....N.Y.	163,000	111,400	40,000	—	92,241	29,165	11	100	100	....
Sept. 30,'72	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	3,407	1,050	—	100	100	....
Oct. 31, '72	3.64	13	5	Allentown.....Pa.	33,428	36,600	5,000	6,000	—	—	6	100	100	....
Sept. 30,'72	23.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	1,010,000	650,000	460,000	—	133,634	24,250	—	100	100	....
Sept. 30,'72	11.83	344	48	Avenue C (N. Y. City....N. Y.	534,264	500,000	900 00	133,634	289,133	89,887	—	100	100	....
Sept. 30,'72	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,777,048	900,000	694,000	4,000	308,671	60,728	—	100	100	....
Sept. 30,'72	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	—	8,800	7,853	6.8	50	50	....
Sept. 30,'72	1.39	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	—	2,500	2,500	—	100	100	....
Sept. 30,'72	10.76	239	47	Broadway (Brooklyn).....N.Y.	327,600	200,000	100,000	12,361	163,711	45,228	12	100	100	....
Sept. 30,'72	19.33	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,806,668	2,100,000	1,500,000	200,000	906,812	357,830	6	100	100	....
Sept. 30,'72	7.00	8	22	Brooklyn, Bath & Coney I.N.Y.	219,133	—	80,800	—	47,591	18,140	—	—	100	....
Sept. 30,'72	81.50	1864	373	Brooklyn City.....N.Y.	2,313,003	1,99.,032	300,000	—	1,448,461	241,567	12	100	100	....
Sept. 30,'72	22.00	235	68	Brooklyn City & Newtown.N.Y.	650,603	200,000	400,000	11,856	165,939	45,081	—	100	100	....
Sept. 30,'72	14.83	180	43	Brooklyn, Cross-Town.....N.Y.	637,003	300,000	300,000	15,470	169,799	42,412	—	100	100	....
Sept. 30,'72	15.81	262	83	Buffalo street.....N.Y.	493,174	73,000	352,214	68,745	240,627	44,042	—	100	100	....
Sept. 30,'72	11 00	131	21	Bushwick (Brooklyn).....N.Y.	336,005	302,000	52,000	4,178	88,897	8,255	—	100	100	....
Sept. 30,'72	28.81	—	—	Cambridge (Boston).....Mass	740,000	740,000	150,000	—	69,681	60,641	9	100	100	....
Sept. 30,'72	1.93	23	4	Central City (Syracuse).....N.Y.	29,092	21,130	6,000	—	19,961	6,441	12	100	100	....
Oct. 31, '72	72 00	96	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,846,175	1,175,700	838,000	116,303	639,304	39 487	—	100	100	....
Oct. 31, '72	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	—	284,241	88,048	7	50	50	....
Oct. 31, '72	5.50	206	40	Citizens' (Pittsburg).....Pa.	270,671	184,000	50,000	4,000	184,299	78,695	16	50	50	....
Oct. 31. '72	2 87	12	3	Coalville.....P.	45,436	53,500	—	1,000	10,943	3,348	—	100	100	....
Sept. 30,'72	14.83	....	—	Coney Island (Brooklyn)...N.Y.	698,806	500,000	307,000	33,065	267,449	118,139	—	100	100	....
Sept. 30,'72	10.73	861	122	Dry Dock, E.B.&B.(N.Y.C)N.Y.	1,016,798	1,200,000	700,000	—	777,995	221,219	8	100	100	....
Oct. 31, '72	1.63	14	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	10,946	3,321	5	25	25	....
Sept. 30,'72	18.00	960	110	Eighth Avenue (N.Y.City)N.Y.	1,586,034	1,000,000	203,000	65,300	804,283	150,720	12	100	100	....
Oct. 31, '72	7.75	—	—	Empire.....Pa.	102 000	600,000	150,000	3,200	102,704	13,120	—	50	50	....
Oct. 31, '72	2.04	24	6	Erie City.....Pa.	36,957	19,807	20,242	2,100	13,188	2,185	—	50	20	....
Oct. 31, '72	5.50	60	23	F deral St. & Pl. Val.(Pbg.)..Pa	132,842	66,250	75,000	15,000	45,737	2,603	—	100	25	....
Sept. 30,'72	10.26	434	57	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	209,000	—	377,675	99,165	10	100	100	....
Oct. 31, '72	17.04	389	56	Frankford & Southwark(Pa.)Pa	844,171	492,200	255,500	35,000	368,135	91,137	7	50	50	....
Sept. 30,'72	9.00	133	30	Gr'd st. & Newtown (Bk'n)N.Y.	320,467	170,000	90,000	24,571	97,135	13,539	—	100	100	....
Sept. 30,'72	8.00	123	24	Gr'd St. Prosp. Pk.& Flatb..N.Y.	419,185	200,000	200,000	33,407	74,057	—	7	100	100	....
Oct. 31, '72	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	370,775	124,179	6	50	50	....
Oct. 31, '72	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	150,000	—	180,283	43,730	26½	50	15	....
Oct. 31, '72	2.01	10	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	7,185	Loss.	—	25	25	....
Sept. 30,'72	11.75	126	17	Harlm.Br.,Morr. & Fdham.N.Y.	275,7.9	299,100	138,500	—	95,737	21,637	—	100	100	....
Oct. 31, '72	11.00	378	60	Hest., Maut. & F'mount (Ph.)Pa.	388,457	299,423	127,100	—	272,010	71,442	2.2	50	50	....
Oct. 31, '72	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500	—	99,164	35,904	14½	25	10½	....
Sept. 30,'72	4.03	55	22	Lowell Horse.....Mass.	81.704	56,000	—	3,500	34,919	3,138	—	100	100	....
Sept. 30,'72	11.62	235	35	Lynn and Boston .....Mass.	277,581	200,000	50,000	43,697	182,774	2,562	—	100	100	....
Sept. 30,'72	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	165,000	75,000	—	—	—	—	100	100	....
Sept. 30,'72	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,240	1,886	—	50	50	....
Sept. 30,'72	5.41	50	7	Merrimac Valley.....Mass.	63,000	50,000	—	589,390	37,448	9,521	—	100	100	....
Sept. 30,'72	48..9	1220	358	Metropolitan (Boston) ....Mass.	2,219,747	1,500,000	—	—	986,041	174,384	10	50	50	....
Sept. 30,'72	26.06	800	53	Middlesex (Boston).....Mass.	603,702	400,000	184,500	153,822	234,306	43,497	6	100	100	....
Sept. 30,'72	3.31	20	8	New Bed'd & Fairhaven. Mass.	54,949	38,000	—	19,353	5,475	1,815	—	100	100	....
Sept. 30,'72	3.75	2	5	New York Elevated .....N.Y.	.....	350,000	—	25,000	13,744	501	—	100	100	....
Sept. 30,'72	12.20	201	20	Ninth Avenue (N. Y. City)N.Y.	994,842	797,320	187,000	19,209	108,030	Loss.	—	100	100	....
Sept. 30,'72	8.37	99	24	North 2d St. & Middle Vil. N.Y.	176,075	134,600	25,000	13,368	70,579	14,167	—	100	100	....
Sept. 30,'72	3.20	11	2	Northampton & Wmburg. Mass	300,000	300,000	—	6,449	7,421	—	—	100	100	....
Dec. 31, '72	11.71	172	33	Orange and Newark .....N.J.	1,073,555	290,000	700,000	109,852	203,734	30,273	—	100	100	....
Sept. 30,'72	14.40	90	31	Park Avenue (Brooklyn)..N.Y.	337,343	200,000	200,000	20,000	55,555	6,044	—	100	100	....
Dec. 31, '72	4.91	101	18	Passenger (Cin.) .....O.	200,000	150,000	50,000	67,209	71,812	33,111	—	100	100	....
Oct. 31, '72	9.56	40	17	Peoples' street (Scranton)...Pa.	140,387	125,500	—	—	36,447	13,556	2	100	100	....
Oct. 31, '72	9.04	40	10	Peoples' (Lucerne Co.).....Pa.	140,387	125,500	—	—	36,448	13,972	5	100	100	....
Oct. 31, '72	3.00	396	73	Philadelphia City (C. & W.)Pa.	454,397	225,000	200,000	29,397	347,283	107,633	37½	50	15	....
Oct. 31, '72	1.09	—	116	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	—	—	4	20	20	....
Oct. 31, '72	13.17	144	25	Phi'adelphia & Gray's Ferry.Pa.	299,126	290,175	6,500	—	124,473	38,750	11	30	25	....
Oct. 31, '72	8.75	116	27	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	23,000	25,336	149,066	54,721	33½	50	50	....
Oct. 31, '72	6.50	100	17	Pittsburg and Birmingham..Pa.	136,239	120,000	13,600	47,949	71,132	720	—	50	50	....
Oct. 31, '72	7.25	72	14	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	67,000	5,636	42,506	6,359	—	50	50	....
Oct. 31, '72	4.43	91	18	Pittsburg and Ormsby.....Pa.	83,487	100,000	28,500	13,116	37,238	Loss.	—	25	25	....
Sept. 30,'72	2.50	35	11	Poughkeepsie City .....N.Y.	59,367	31,500	15,500	14,088	18,920	1,402	—	100	100	....
Oct. 31, '72	13.70	254	40	Ridge Avenue.....Pa.	414,572	336,000	59,000	20,772	244,658	65,484	15½	50	28	....
Sept. 30,'72	10.00	108	25	Rochester and Brighton ...N.Y.	135,989	70,000	20,000	17,500	72,645	7,074	5	100	100	....
Sept. 30,'72	6.03	54	20	Salem street.....Mass.	203,734	150,000	35,900	1,800	51,253	Loss.	—	100	100	....
Oct. 31, '72	3.31	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	(Leas. by Phila. & Gray's Fer.)				10	50	50	....
Sept. 30,'72	20.00	296	120	Second Avenue (N.Y. City)N.Y.	2,376,181	1,099,500	1,163,500	88,181	626,732	163,300	8	100	100	....
Oct. 31, '72	39.50	560	86	2d and 3d street (Phila.).....Pa.	736,25.	621,576	109,300	—	506,545	143,274	10	100	100	....
Oct. 31, '72	6.75	248	40	17th and 19th street (Phila.)..Pa.	186,894	160,000	75,000	35,307	152,406	36,467	—	50	16	....
Oct. 31, '72	8.50	198	31	13th and 15th streets (Phila.).Pa.	227,326	334,529	—	—	155,697	42,601	12	50	16½	....
Sept. 30,'72	8.37	797	87	Sixth Avenue (N.Y. City)..N.Y.	1,904,764	750,000	250,000	90,000	744,758	106,9 8	8½	100	100	....
Sept. 30,'72	4.03	—	—	Somerville horse (Boston).Mass	98,000	98,000	—	—	—	5,650	5½	100	100	....
Sept. 30,'72	7.68	800	52	South Boston .....Mass.	440,323	450,000	—	—	296,572	46,701	10	100	100	....
Sept. 30,'72	6.50	80	21	South Brooklyn & Park.....N.Y.	253,414	150,000	100,000	11,741	45,051	995	—	100	100	....
Sept. 30,'72	3.02	22	6	Springfield street.....Mass.	66,356	50,000	—	2,400	24,282	1,605	—	100	100	....
Sept. 30,'72	8.00	35	13	Staten Island Shore.....N.Y.	31,600	(Sold in 31,000 '72.)	—	—	18,666	Loss.	—	—	—	....
Sept. 30,'72	2.53	20	5	Stoneham street (Boston)..Mass.	41,969	33,000	—	750	15,399	1,494	—	100	100	....
Sept. 30,'72	2.76	19	7	Syracuse and Geddes.....N.Y.	26,478	25,000	25,000	—	17,784	7,521	7	100	100	....
Sept. 30,'72	2.89	16	3	Syracuse and Onondaga ...N.Y.	38,020	37,000	—	—	14,019	5,476	8	100	100	....
Sept. 30,'72	4.32	35	8	Taunton street.....Mass.	53,414	40,000	—	7,500	20,346	5,797	—	100	100	....
Sept. 30,'72	18.00	1939	253	Third Avenue (N. Y. City).N.Y.	3,450,939	1,17.,000	2,000,000	161,856	1,621,992	439,774	12	100	100	....
Sept. 30,'72	6.50	38	8	Troy and Albia.....N.Y.	71,532	44,700	35,410	—	20,728	6,873	—	100	100	....
Sept. 30,'72	4.79	—	—	Troy and Cohoes.....N.Y.	50,000	50,000	(Leas. by Troy		Lansing	burg.)	—	100	100	....
Sept. 30,'72	11.63	226	51	Troy and Lansingburg.....N.Y.	280,287	250,000	75,000	75,809	176,432	39,372	—	100	100	....
Oct. 31, '72	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	50 ,000	—	622,509	125,207	25	50	20	....
Sept. 30,'72	—	698	97	Union street (Boston).....Mass.	445,494	355,500	17,500	132,108	484,663	40,571	7½	100	100	....
Oct. 31, '72	—	4	2	Union street (Phila.).....Pa.	16,167	16,167	(Under	constr	uction.)		—	100	100	....
Sept. 30,'72	—	—	—	Union (Freight) street.....Mass.	.....	150,000	(Under	constr	uction.)		—	100	100	....
Sept. 30,'72	15.50	81	15	Utica, Clinton & Bingham..N.Y.	320,393	121,400	200,000	1,200	69,203	14,163	—	100	100	....
Sept. 30,'72	2.75	5	14	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	15,000	—	20,465	4,690	3½	100	100	....
Sept. 30,'72	3.11	12	3	Waltham and Newtown..Mass.	33 135	23,500	—	13,316	7,791	989	—	100	100	....
Sept. 30,'72	7.25	150	25	Watervliet (Albany) .....N.Y.	331,425	240,000	130,000	—	118,837	39,180	7	100	100	....
Oct. 31, '72	15.50	507	74	West Philadelphia.....Pa	591,596	400,000	100,000	—	443,477	102,289	15	50	50	....
Sept. 30,'72	3.00	—	—	Winnisimmet (Boston)....Mass.	62,152	50,100	—	—	8,600	3,077	4	50	50	....
Oct. 31 '72	4.87	16	6	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,934	4	50	50	....
Sept. 30,'72	8.02	76	15	Williamburg & Flatbush..N.Y.	474,100	300,000	175,000	5,600	28,164	Loss.	—	100	100	....
Sept. 30,'72	4.38	45	17	Worcester street .....Mass.	99,968	400,000	33,000	27,987	26,171	Loss.	—	100	100	....
Oct. 31, '72	2.24	41	14	Williamsport .....Pa.	41,452	40,000	—	4,705	13,824	6,034	....	25	25	....

PASSENGER RAILROAD BONDS.

Companies.	Amount out-standing.	Interest Payable.	Principal Payable.	Market Price.
	$	pc		
Albany: 1st Mortgage	40,000	7	J.& J.	1883 ....
Avenue C: 1st Mortgage	900,000	7	A&O.	1896 ....
Atlantic (Bklyn) Ave.: 1st Mortgage	460,000	7	M&N	1890 ....
Bleecker St. & Fulton Ferry: 1st Mortgage	694,000	7	J.&D.	1880 ....
Broadway (Brooklyn): 1st Mortgage	100,000	5	J.&D.	1882 ....
Broadway and 7th Avenue: 1st Mortgage	600,000	7	J.& J.	1884 ....
Brooklyn, Bath & Coney I.: 1st Mortgage	80,000	7	J.& J.	1890 ....
Brooklyn City: 1st Mortgage	300,000	7	J.& J.	1883 ....
Brooklyn City & Newtown: 1st Mortgage	400,000	7	J.&D.	1879 ....
Brooklyn Cross-Town: 1st Mortgage	352,000	7	.....	1883 ....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881 ....
Central Park, N & E. River 1st Mortgage	550,000	7	F& A	1882 ....
2d Mortgage	338,000	7	M&N	1890 ....
Coney Island & Brooklyn: 1st Mortgage	307,000	7	J.& J.	1879 ....
D. Dock, E.Bdw. & Battery: 1st Mortgage	700,000	7	M&S.	1875 ....
Eighth Avenue (N. Y.): 1st Mortgage	203,000	7	J.& J.	1881 ....
Empire: 1st Mortgage.....guar.	150,000	7	J.& J.	1890 ....
42d st.& Gr'd st. Ferry(N.Y.): 1st Mortgage	200,000	7	A.&O	1873 ....
Federal St. & Pleasant Val.: 1st Mortgage	75,000	7	A&O.	1877 ....
2d Mortgage	50,000	7	J.& J.	1881 ....
Frankford and Southwark: 1st Mortgage	185,500	7	J.& J.	1877 ....
2d Mortgage	100,000	7	M&N	1891 ....
Grand st. P. P. & Flatbush: 1st Mortgage	200,000	7	J.&D.	.....
Grand St. & Newtown: 1st Mortgage	90,000	7	A.&O	1887 ....
Germantown: 1st Mortgage	250,000	7	J.&D	1879 ....
2d mortgage	100,000	7	.....	1884 ....
Green and Coates street: 1st Mortgage	101,000	7	J.& J	1878 ....
Harl. Br., Morris'a & Fordh.: 1st Mortgage	138,500	7	.....	.....
Hestonv., Manaua & Fairm.: 1st Mortgage	125,000	7	J.&D.	1874 ....
Lombard and South st.(Ph.): 1st Mortgage	62,500	7	J.&D.	1883 ....
Malden and Melrose: 1st Mortgage	75,000	6	A&O.	1885 ....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	.....	1884 ....
2d Mortgage	60,000	6	.....	1880 ....
3d Mortgage	25,000	7	.....	1874 ....
Ninth Avenue (N. Y.): 1st Mortgage	187,000	7	J.& J.	1876 ....
Orange and Newark: 1st Mortgage	200,000	6	J.& J.	1881 ....
2d Mortgage	500,000	7	J.& J.	1893 ....
Park Avenue (Bkly): 1st Mortgage	200,000	7	M&N	1887 ....
Philadelphia City: 1st Mortgage	200,000	7	J.& J.	1881 ....
Second Avenue (N. Y.): 1st Mortgage	350,000	7	J.&D.	1877 ....
2d Mortgage	200,000	7	F.& A	1876 ....
3d Mortgage	150,000	7	A.&O	1885 ....
Conv. bonds	563,500	7	M&N	1888 ....
Second and Third st. (Ph.): 1st Mortgage	83,700	7	J.& J.	1878 ....
2d Mortgage	15,900	7	A.&O	1876 ....
Sixth Avenue (N. Y.): 1st Mortgage	250,000	7	J.& J.	1890 ....
South Brooklyn and Park: 1st Mortgage	100,000	7	J.& J	1892 ....
Third Avenue (N. Y.): 1st Mortgage	2,000,000	7	J.& J.	1890 ....
Troy and Lansingburg: 1st Mortgage	75,000	7	J.& J.	1886 ....
Union (Phila.): 1st Mortgage	300,000	6	J.& J.	1885 ....
General Mortgage	200,000	7	J.& J.	1881 ....
Utica, Clinton & Bingham.: 1st Mortgage	200,000	7	J.& J.	1889 ....
Watervliet: 1st Mortgage	130,000	7	A&O.	1887 ....
West Philadelphia: 1st Mortgage	100,000	7	J.&D.	1878 ....
Williamsburg & Flatbush: 1st Mortgage	175,000	7	M&S.	1890 ....
Worcester: 1st Mortgage	28,000	7	J.& J.	1879 ....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	3 280 000	J. & J.	July '73 3½
Allegheny Valley 50	2 6 350	— & —	.....
Atlanta and West Point.100	1 232,200	J. & J.	July '73 4
Atlantic and Gulf 100	3 693 000	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	3[illegible]4,900	M. & S.	Mar. '73 4
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,982	M. & N	May '73 5
Washington Br.....100	1650000	A. & O.	Apl. '73 5
Parkersburg Br. pref...50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J. A. J & O	Oct. '73 0
Bloesburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,684,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	838 200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2 852 9[illegible]	J. & J.	July '73 4
Boston and Maine 10	6,516,807	M. & N	May '73 4
Boston and Providence..100	3,950 000	M. & N	May '73 5
Buffalo, N. Y. and Erie* 100	50,000	F. & A	Aug. '73 3½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Sept. '73 5
" " pref.100	488,9[illegible]	M. & S.	Sept. '73 5
Camden and Amboy* ..100	5,847,800	J. A. J. O	Oct. '73 2½
Camden and Atlantic....50	3[illegible]9 000	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J. & J	Jan. 72 3½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv... 50	426,800	Novemb.	Nov. '71 6
Catawissa*.....50	1,1 9,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*.....50	589,100	J. & J.	July '73 4½
Cedar Rapids & Mo. R *100	6,850 400	M. & N	May '73 1½
" " pref..100	769,600	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666 800	J & J	July '73 5
Central of New Jersey..100	20,000 0 0	J. A. J & O	July '73 4
Central Ohio*.....50	2,4[illegible]5,000	J & D.	June '73 3
" pref.....50	400,000	J. & D.	June '73 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....10	380 000	J. A. J & O	July '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton.....100	8 929,900	M. & S	Sept. '73 5
" " pref...100	2,425,4[illegible]	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy.100	18 652 910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*1 0	3,9 6[illegible]3 0	J. & J.	July '73 4
Chicago & N. Western.100	5,033,480	J. & D.	Dec. '72 3
" " pref.100	21,2[illegible]9,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000 0 0	A. & O.	Apl. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev * ... 50	2,980,5[illegible]0	— & —	Apl. '72 10a
" " pref... 50	429,046	M. & N.	May '73 2
Clev., Col., Cin. & Ind...100	14 991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 5	[illegible],087,5[illegible]	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11 236,150	F.M.A.N	May '73 1.
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 5[illegible]	[illegible],786,800	M.J.S.D.	June '73 2
Colum. & Hocking Val.100	2,500 000	F. & A	Aug '73 5
Concord 10	1,[illegible]00,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p. Riv..1 0	2,100,000	F. & A	Aug. '73 3
Connecticut River 10 0	11 850,0[illegible]	J. & J.	July '73 5
Cumberland Valley..... [illegible]	1,494,250	A & O.	Apl '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230.941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee*.. 5[illegible]	822 140	— & —	.....
" " pref. 50	2 095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1.3[illegible]9,2[illegible]0	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,00[illegible]	.....	Oct. '73 1
" pref.....100	8,539,9[illegible]	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg 100	4,000 000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1.000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) . 100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.)- 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,480,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" pref. 50	450,750	[illegible] & J	July '68 3½
Illinois Central 100	25 280 [illegible]	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,686,4[illegible]	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,000	— & —	.....
Jeffersonv., Ind. & Ind..100	2,000 0 0	J & J	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '58 1½
Joliet & North. Indiana*100	300 000	J & J	Jan. '73 4
Lake Shore & Mich. So...100	49 466,600	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	2,739,800	M & N	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Oct. '73 [illegible]
Little Miami.*..... 50	3 871,45[illegible]	J.A. J.O.	Apl. '73 3
Little Schuylkill*..... 50	2,646,10[illegible]	J. & J.	July '73 3½

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Long Island.....50	3,000,000	M. & S.	May '73 10a
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chic..100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A & O	Oct. '73 3
Lykens Valley 20	600,000	F M. A N	Feb '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3a
" " 2d pref. 50	4,460,368	M. & S	Sep. '66 3a
Massawippi*..... 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4a
Mill Creek & Mich'n'p. 50	323 3 5	J. & J.	July '73 5
Milwaukee and St. Paul..100	18,398,550	J & J	Dec. '70 7a
" " pref 100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,45[illegible]	J. & J.	July '73 3½
Morris and Essex* 50	14,008,100	J & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,4[illegible]0	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500, 00	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,500,000	J. & J	Aug 69 12-
N Haven & Northamp..100	6[illegible]5 000	J. A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J. A. J.O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J	Jan '73 5
N. Y. Cen. & Hudson R..100	89,428,330	A. & O	Oct. '73 4
New York and Harlem.100	8,500 000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J A. J.O.	ct. '73 2½
Niag Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina* 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (S. C.) pref..100	111,000	M & N	May 67 4
North Pennsylvania..... 50	3 1[illegible]0,150	January.	Jan. '72 5a
Northern Central 50	5 842 000	M. & N	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J & D.	June' 73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2 82[illegible],400	J. & J	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R.... 50	1,25[illegible],450	J A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J	July '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,756	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*..100	600,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J & J.	.....
Paterson and Ramap.*..100	2[illegible]0,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M & N	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J & J.	.....
" " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J. S.D.	Sept. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Oct. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	O t. '73 1½
Pittsfield & N. Adams. 100	3[illegible],000	J. & J	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..1 0	2,998,900	J. & J.	.....
Rutland*..... 100	2,700,000	— & —	July '73 3½
" preferred.....100	4,300,000	F. & A.	.....
St. Croix and Penobscot.100	100,000	J. & J.	Aug. '73 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	July '71 2
" " pref.100	2,040,000	.....	.....
St. Louis and Iron Mt..100	10,000,000	F. & A.	May '68 7
St. L., Kan. C. & North.100	12 000,000	.....	Feb. '73 3
" " pref. 100	12,000,000	.....	.....
Saratoga and Schenec.*..100	300,000	A. & O.	Nov. '72 4½
Schuylkill Valley* 50	676,050	J. & J.	Oct. '73 3½
Seaboard and Roanoke..100	1,151,400	M. & N.	July '73 2½
Shamokin V. & Potsv.* 50	869,450	F. & A.	Nov. '70
Shore Line* 100	995,800	J. & J.	Aug. '73 3
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '72 5½
South Carolina 100	5,819,275	F. & A.	Jan. '73 3
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb '72 1
Staten Island..... 100	660,000	J. & J.	Feb. '73 4
Stockbridge and Pitts.*.100	448,700	J. & J	July '67 4
Stony Brook* 00	287 80[illegible]	M. & N.	Jan. '73 4
Summit Branch*..... 50	2,502 250	F. & A.	May '72 3
Sussex (N. J.) 100	317,850	J. & J.	Feb. '73 3
Syr., Bingham. & N.Y.*100	1,670,[illegible]39	— & —	Jan. '72 2½
Taunton Branch 100	5[illegible]0,000	J & J	July '73 3
Terre Haute & Indiana.100	1,988,150	J. & J	July '73 4
Tol., Peo. & War. 1st pref. 100	1,777,000	— & —	Jan. '73 6
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Jn. 70 11-4a
Troy and Greenbush*....100	274,400	J. & D.	Nov. '72 5½
Union and Black River...100	1,666,000	J. & J.	Dec. '71 3½
Vermont and Canada*....100	2,500,000	J. & D.	Jan. '73 3
Vermont and Mass 100	$2,850,000	M. & N	Dec. '73 2
Warren (N. J.).....100	1,800,000	J. & D.	May '73 2
Warwick Valley.....100	225,000	J. & J.	Dec. '71 3½
West Jersey. 100	1,200,000	A. & O.	Apl. '72 2½
Winchester & Potomac*100	180,000	F. & A.	Aug. '73 4
Winchester & Strasburg*100	500,00	J. & J.	Jan. '73 3
Worcester and Nashua 7s	1,400,555	J. & J.	July '73 3½
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY)100	900.00	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J. A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J & D	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J & J.	July '70
Brooklyn and Jamaica....100	4[illegible]8 100	— & —	.....
Bushwick (Brooklyn)....100	300,000	J & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N & E. Riv..100	1,068,400	A. & O.	Oct '67 2½
Citizens' (Phila.).....5	500 000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,00[illegible]	M. & N.	Nov. '71 7
Coney Island & Brooklyn. 0	800,000	— & —	.....
D. Dock E. Bdw. & Bat. 00	1,200,000	F.M.A.N	Aug '73 2
9th 5th Avenue (N Y)....1 0	1,000 000	J. A. J.O.	Oct. '71 3
Elizabeth and Newark ...	200,000	— & —	 3
42nd st. & G St. Ferry....100	748,000	M. & N.	Nov. '71 5
Frankf & Southw. (Ph.) 50	491 750	J. & J.	July '73 5
Germantown (Ph 50	1,[illegible]00,000	J. & J.	July '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170.000	J & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Hester, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.) 25	105 00	A. & O.	Oct. '71 6
Lynn and Boston..... 10	200 000	— & —	.....
Malden and Melrose..... 100	200 000	— & —	.....
Metropolitan (Boston). . 50	1,500 000	J. & J.	Jan. '73 4
Middlesex (Boston) 100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)....100	[illegible]97,320	— & —	.....
Orange and Newark 100	282,556	— & —	.....
Philadelphia City..... 50	750,0[illegible]	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J. A. J.O.	Oct. '73 2
Second & Third St. (Ph.) 50	9[illegible]2, 00	J. & J	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J	July '73 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1.170.000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75 000	M. & N.	May '73 3
South Boston 50	400,000	J. A. J.O.	Oct. '73 2½
Union (Boston) 50	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 5
CANALS.			
Chesapeake & Delaware 50	1,983,562	J. & D.	June' 73 3
Chesapeake and Ohio ... 25	8,229 591	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson....100	15 000 000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	2,739 800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,007,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D	Sept. '73 2
American Coal..... 25	1,500,000	M. & S	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 35c
Canton..... .....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,698,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	[illegible],000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common 100	5,7[illegible]0,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal.... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6.000,000	F.M.A.N	Aug '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. '69 6
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Oct. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,760,000	6	Jan. & July.	1880	115½
.. .. coupon	4,655,000	6	" "	1880	115½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,566,150	6	Jan. & July	1881	115½
.. .. coupon	63,753,200	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s).....registered	17, 05.400	6	May & Nov.	1882	109
(5-20s).....coupon	170,227,150	6	" "	1882	109
Loan of March 3, 1863.....registered	53,553,600	6	Jan. & July.	1881	115½
.. .. coupon	21,446,400	6	" "	1881	115½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	110
Loan of June 30, 1864 (5-20s).....registered	24,798,950	6	May & Nov.	1884	110
(5-20s).....coupon	33,386.050	6	" "	1884	109½
Loan of March 3, 1865 (5-20s).....registered	33.925.600	6	May & Nov.	1885	110
.. .. .. (5-20s).....coupon	118,917,150	6	" "	1885	111
.. .. 2d series (5-20s).....registered	55,547,500	6	Jan. & July.	1885	113½
.. .. .. (5-20s).....coupon	147,211,750	6	" "	1885	113
.. .. 3d series (5-20s).....registered	87,491,700	6	Jan. & July.	1887	113½
.. .. .. (5-20s).....coupon	223,687.000	6	" "	1887	114½
.. .. 4th series (5-20s).....registered	13,699,000	6	Jan. & July.	1888	113
.. .. .. (5-20s).....coupon	23.775,000	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	140,477,800	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s).....coupon	54,089.500	5	" "	1904	109½
Consols of July 14, '70 & Jan. 20, '71.registered	161,716.450	5	F. M. A. & N.	1881	108½
.. .. coupon	112,283,550	5	" "	1881	108
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	111½
U. S. Notes and Fractional Currency.....	402,309,134	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	' 0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,>00,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'9-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).....	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,7?8,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "		....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,830,000	7	Various.	'72-'74	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1886	84
				1890	
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	'90-'92	....
.. Refunded Stock Bonds, 1859	348,000	6	" "		....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1876	....
.. War Loan Bonds, 1861.....	417,000	6	" "	77-'78	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan.	1880	
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	1881	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"		....
Kentucky—($2,750,510):				'83-'84	
.. State Bonds 1833 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1878	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1898	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	55
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds N.O., Mob. & Chat. R.R.) '70 '71	3,250.000	8	Jan. & July.	10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64..	3,832,500	6	"		99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	99½
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1858...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	98½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,548	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,344	6	J. A. J. & O.	1888	102½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	100
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551.500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1875	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	89½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	87-'8	..
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	74-'90	96½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'90	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plems.	....
.. General Fund Stock	1,189,780	6	" "	plems.	....
.. Canal Stock.....	1,10 ,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'75	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	860,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	10,675,000	7	Jan. & July.	1877	104½
.. Bounty Loan Bonds, 1867, coupon	1,874,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	27
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'95	16
.. State (new) Bonds, 1867 to 1870	1,529,000	6	April & Oct.	'42-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,369	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	..
Pennsylvania—($2-,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'7	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'7	101
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'7?-'8?	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	103
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'9?	....
.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	" "	'82-'92	108
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602.000	6	Jan. & July.	1893	....
.. .. of May 1864.....	822,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '58-'66...	1,233,183	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	11
.. Funding Stocks and Bonds.....	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	74½
.. State Bonds (direct)	4,919,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	74
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	257,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'7?	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,165,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	6	" "	'86-'00	...
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	464,280	6	" "	'85-'91	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	97½
2d Mortgage	399,000	7	May & Nov.	" "	1891	92½
Albany Loan	1,000,000	6	" "	Albany.	1896	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (265 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	863,250	6	Jan. & July.	Baltimore.	1875	96
Loan of 1850–'80	579,500	6	" "	"	1880	97
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	91
Loan of 1855–'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	94
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	496,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	103½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1866	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	24
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. Issue'd by $4,000,000 Her.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1876	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	99½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	90
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) s.f. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd.) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	95
Chattel Mortgage	158,350	5	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	75
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	101½
Loan of Leh. C. & Nav. Co. (assu'd)	2,340,000	6	J. A. & J. O	Philadelphia	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	84½
Central Pacific of California:						
1st *Mortgage*, 20 years bonds, gold	25,683,000	6*	Jan. & July.	New York.	'95–'99	93½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	107
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr, Okld & Ala.)	600,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	4,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1899	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	.. .
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1889	82½
3d Mort. (") coupon	918,000	6	" "	" "	1854	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1888	110
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1888	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9-3,225	7	Jan. & July.	Boston.	1896	91½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	90½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	96
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1842	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	96
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W R'y)	2,5 0,000	7	F. M. A. & N.	" "	1915	85½
Equipm't (Eng &C..rs $2,750,0 0)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort (Bel.& Mad. R.R.) guar.	333,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov.	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $20,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C. & Q.):						
1st Mortgage for $1,600,000 gold	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	100
Chi. & Southwes'n(C.,R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,461	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	588,000	6	Feb. & Aug.	Boston.	1900	77
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	—— & ——	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'78-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	86
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	85
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1883	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	92½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	65
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4,	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	6	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	6	" "	"	1908	....
Plain bonds	81,900	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia	1937	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	44 ,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Det ot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1879	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1878	100
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	96½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $32,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1880	...
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	96½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	98½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	130,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	103½
3d Mortgage	4,582,000	7	" "	" "	1883	96
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	91
5th Mortgage convertible	709,000	7	June & Dec.	" "	1888	97
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12 076,000	7*	" "	NY & London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	57
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1883	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,800,000	7*	Jan. & July.	New York.	1909	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	N,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	500,000	8	Jan. & July.	"	1893	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	125,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765.	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 857	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,768	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	425,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	85
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	82½
1st Mort. (Q. & Palm. R. R. 15 m)	100.000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	106
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1886	....
Hudson Connecting (N Y & O Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	104½
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1883	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	....
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol.	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	897,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.&MSo.	840,000	8	Jan. & July.	New York.	1888	65
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,0 0,000a)	6,455,000	5*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	248,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	....	1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1 65.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. &N. W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.&Ph.	1899	88
2d Mort. gold tax free and conv.	3,500,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1870	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1900	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1900	90
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1890	89
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1889	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N. I.	3,256,000	7	May & Nov.	" "	1886	105
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	97½
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1857 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	256,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	3,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	101½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1899	....
Long Dock (Erie):						
1st Mortgage guaranteed	2,500,000	7	June & Dec.	New York.	1892	95
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	6	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	92½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1908	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	280,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	800,000	7	Jan. & July	Boston.	1889	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	80
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	75
1st Mort. (Scioto & H. Val. R.R.)	800,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	43
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	111
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	95½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	98
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	89
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95½
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,254,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1890	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 5*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1909	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	6,000,000	7	March & Sept.	New York.	1914	102
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	90½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.-stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	99
2d Mortgage	1,358,500	7	May & Nov.	"	1896	98
Chattel Mortgage	360,000	10	April & Oct.	"	1877	111
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	85
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	....
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& N.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	....
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	79
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln.)	590,000	7	April & Oct.	"	1882	55
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	68
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	95
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	86½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	99
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	79½
Consolidated Mort.	1,646,500	7	Jan. & July.	New York.	1882	77½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar by(C.B.& Q.)	1,250,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	81
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(U.C of N.J):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	99½
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	95
2d *Mortgage* (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	92
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	380,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	300,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	89
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	91½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	100
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	97
	Dollar registered	3,414,000	7	" "	"	1911	99½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	99
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1908	90
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1888	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	105½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	98½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	100
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		2 0,0 0	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	" "	1889	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):							
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	91½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	74
Rich., Fredericksburg & Potomac							
Sterling Loan		87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1876	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Richmond.	1875	....
1st Mortgage		175,000	6	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20.000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1890	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1894	76½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	92
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 1st, 1st 4 g'ar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 18 8 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	[illegible]80½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort. (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1869	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500.000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.old gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	800,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16.000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, lan grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16 000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $.00,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	80
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1836	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	66½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1888	....
Troy & Bennington (T &):						
1st Mortgage skg fund, uar.	100,800	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds	648,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	92
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	91¼
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	92½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	83
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	75
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	84¼
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	82
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	75½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	68
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	53½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'90-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, sk'g fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	98
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90½
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, sk'g fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	21
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795,500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,00	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79½
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	76
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1900	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	103½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	818,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	83
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	5	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	103½
West Wisconsin:						
1st Mort. land gr., gold sk'g fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	76
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1895	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, sk'g fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,572	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,0. 0,000	6	F. M. A. & N.	"	1897	90
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	86
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	70
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage sk'g fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds-(Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1888	76
Boat and Car Loan	628,100	7	" "	"	1889	85
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,600	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	80.2	—	2.1	131.0	3	4	2	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	57.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Canal	Co.)	1,341,228	423,821	7	100	92½
Sept. 20, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,158	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	25.8	.....	(Phila.&	Reading R.	R.)	.....	.....	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	48	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In progress to N. Mexico.)	.....	.....	.....	.....	—	100	15½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,578	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,198	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point .....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn.& O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	....
Dec. 31, 1872	287.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	350,991	—	347.5	625,250	93,234	.....	983,966	339,539	—	100	....
Sept. 30, 1872	406.0	20.0	31.0	160.0	78	29	18	832	Atlantic, Mississippi and Ohio....Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,589,843	.....	.....	428.0	1,427,688	222,575	530,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶. N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No returns furnished.)		.....	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶. Missouri & Ind.Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H.& Vt.	7,654,689	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,082,200	—	.....	.....	735,700	129,000	.....	.....	—	.....	.....	.....	.....	73,000	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	83,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	—	.....	.....	471,200	.....	.....	—	53.2	.....	(Leased to	Pennsylvania.)	.....	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶ ....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	164
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	893,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washington, May 1, 1872.)		.....	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operated by Maine Central.)			.....	36.000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	5	567	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218.608	—	100	....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80.192	174.29	110,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582.346	—	—	—	468,000	—	—	—	—	—	—	—	—	—	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	161	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,336	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	143
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner..... .Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82.064	85,157	17,490	69,356	7.650	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171.511	92,186	670,349	121,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252.345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,055	1,295.969	241,016	8	500	127½
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,832	1,144,587	775,992	525,480	6,816,331	—	1,341,582	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	115½
Sept. 30, 1872	44.0	14.5	66.0	—	36	67	11	452	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	263,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,899	465,347	10	100	148
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	9	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Company in bankruptcy.)			.....	.....	—	100	....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,330,000	—	—	—	950,000	2,380.000	—	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Emporium, Pa.)		139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	....	.....	(In progress.)		.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Completed to Mo. Line May, 1873.)			.....	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	—	.....	.....	4,000,000	3,500,000	.....	—	160.0	.....	(Recently	completed.)	.....	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsylvania R.	R. Co.)		.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	82,388	1,215,870	1,058,400	54.907	9,384	67.0	213,639	417,186	69,324	467,036	212,119	3½p	50	64
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsylvania R.	R. Co.)		.....	.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	—	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	—	.....	(Recently	completed.)	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod .....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,521	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	—	—	—	355,500	200,000	7,150	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	—	—	—	455,433	150,000	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	—	—	—	426,000	—	—	24.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.)	572,104	183,169	7 p.	50	30
Sept. 30, 1872	14 8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	—	—	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)		128,646	113,400	—	100	....
Dec. 31, 1872	71.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,283,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic &	North Western R. R.)		.....	.....	—	100	....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	.....	101.0	(No returns furnished.)			.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	102.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000.000	4,000,000	.....	.....	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.0	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushing & N. Side R. R.)			.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209.000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	93
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	787	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,650,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	40½
Dec. 31, 1872	883.0	339.0	110.4	600 0	157	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,093	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,900	1,158.0	.....	588,533	746,153	11,963,841	6,952 362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652.107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39 140	.....	.....	60,440	20.440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	782,785	2,836,883	13,398,407	18.624.953	3,387,461	—	227.0	611.475	141,973	115,473	777.632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	—	—	—	Chester and Tamalco.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

Sept. 30, 1872	58.0	—	11.2	—	28	22	10	469	Cheshire	New Hampshire.	2,337,707	361,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	6	100	....	—	50	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,000	*	....	....	871,900	500,000	955,000	—	—	(Phila. a	nd Reading	g R. R. Co	mpany.)	—	—	—	—	—	100	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	303,778	649.1	5,902,102	772,506	1,601,798	5,158,326	1,879,147	10	100	101
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 mont	hs on 825	miles.)	7,564,575	2,839,866	10	100	92½
Dec. 31, 1872	698.8	552.6	287.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	....	....	960,000	1,500,000	....	....	60.0	(Opened	d in Full o	f 1872.)	....	....	—	100	....
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	....	....	2,975,000	3,325,000	345,068	....	110.0	....	....	....	627,930	237,553	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	....	1,500,000	1,000,000	....	....	73.0	(No inf	ormation	furnished.)	....	....	—	100	....
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	....	2,500,000	4,425,000	....	....	131.0	(No inf	ormation	furnished.)	....	....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	....	....	1,350,000	1,750,000	1,000,000	—	—	Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	....	....	4,200,000	810,000	....	....	—	(Chic. &	Northwes	tern R. R.	Co.)	....	8	100	....
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	....	....	1,188,400	5,320,000	....	....	170.0	482,640	240,169	128,562	500,985	218,500	—	100	....
Dec. 31, 1872	170.0	25.0	59.6	55.0	26	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	*	....	....	35,875,644	20,474,000	724,269	1,465,694	1,271.0	....	2,224,705	2,510,016	11,402,161	4,592,135	—	100	44
May 31, 1872	1,383	—	200.0	120.0	269	277	85	5,982	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,343,919	....	....	....	....	....	—	(Operat	ed by cus	tomer—N	o report.)	....	—	100	....
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	*	....	....	1,350,000	540,000	....	....	—	....	(Being co	nstructed.	....	....	—	100	....
Dec. 31, 1872	60.0	—	6.0	160.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	....	(No infor	mation.)	....	....	....	....	....	—	....	....	....	....	....	—	100	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,859,900	2,109,406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	92½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	....	(Under	construct	ion—no	informati	on)	....	....	—	(Chic., R	ock Islan	d and Pacif	ic R. R.	Co.)	—	100	....
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	*	....	....	7,000,000	5,000,000	1,658,551	—	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	100	....
Dec. 31, 1872	36.	—	2.3	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	....	....	....	365,000	500,000	....	....	—	(Mt. Ver	na and Cin	cinnati R.	R. Co.)	....	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	....	....	....	673,000	314,000	118,463	....	60.0	549,574	750,687	564,542	1,204,865	495,576	8	100	....
Mar. 31, 1873	60.0	—	118.2	—	32	30	13	422	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,883,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,576	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	....	....	(Sold un	der force	close, for	$1,000,000	123.0	....	....	....	512,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.0	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	....	....	....	400,000	400,000	....	....	39.0	(Until re	cently lea	sed to Ind.	Cin. & La	fayette.)	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	10	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,188	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	6	1	4	16	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,350	....	42.0	....	....	....	229,685	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	....	....	....	2,000,000	1,800,000	....	....	91.5	....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.0	—	2	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	....	....	4,729,037	3,261,330	18,108	....	216.5	741,280	254,436	283,393	850,755	339,244	—	100	10½
Dec. 31, 1872	25.0	—	....	276.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	....	(Under	construct	ion—no	report.)	....	....	....	25.0	20,360	4,032	....	....	7,047	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind.	Ohio & Ind	16,295,579	*	1,929,844	1,427,549	14,961,275	3,005,000	1,446,286	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,626	7	100	75
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	*	....	....	2,059,200	1,164,000	....	....	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	466	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	*	....	....	1,200,000	2,300,000	....	....	114.5	133,000	135,607	176,909	390,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,460,700	2,538,644	669,162	219,052	11,236,150	2,834,344	396,663	440,411	225.0	2,310,159	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	82
Dec. 31, 1872	681.9	—	65.0	—	158	54	27	1,682	Col., Chic. & Ind. Cent.	Ohio, Ind & Ill	37,014,719	*	....	....	13,328,589	23,555,174	130,974	....	681.0	4,500,545	640,459	1,390,597	4,411,995	783,881	—	100	22
Dec. 31, 1872	76.6	4.0	....	161.0	3	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,360	....	....	....	1,474,300	525,000	....	....	40.0	....	....	....	90,216	14,967	—	100	....
Dec. 31, 1872	76.7	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,672,739	288,658	59,994	1,203,810	2,148,000	291,199	330,219	89.0	499,522	124,999	681,819	854,892	442,663	25	50	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.	Ohio.	2,000,000	....	....	....	1,000,000	1,000,000	....	....	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	12	811	Concord	New Hampshire	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,785	1,049,115	150,759	10	50	162
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	....	....	....	350,000	....	....	....	—	(Concor	d R. R. Co	mpany)	25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,486	*	261,151	125,946	2,127,273	1,357,100	89,767	246,371	143.7	458,581	167,112	171,923	812,768	308,902	6	100	83½
Sept. 30, 1872	60.0	5.2	23.3	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,000	250,000	415,226	405,778	55.5	324,053	985,504	583,770	729,311	215,481	10	100	137
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	....	....	1,033,500	998,000	973,000	7,890	45.0	69,293	265,441	16,077	144,851	7,390	—	100	....
Sept. 30, 1872	45.0	—	4.7	—	6	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	....	....	1,504,026	2,436,500	96,823	....	68.3	146,880	151,638	60,467	223,565	65,612	—	100	....
Sept 30, 1872	66.7	—	7.6	—	8	10	2	270	Connecting (Phila.)	Pennsylvania.	2,278,300	....	....	....	1,278,300	1,060,600	....	....	—	(Phila.	and Trent	on R. R. C	ompany.)	....	6	50	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Cooperstown and Susquehanna	N. York.	458,914	*	....	....	308,405	100,000	22,240	....	17.0	....	....	....	39,911	14,727	—	100	....
Sept. 30, 1872	10.0	1.0	1.6	—	2	2	1	17	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	930,583	141.6	275,889	238,817	322,017	581,004	287,989	8	50	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	*	....	....	684,235	1,400,000	....	....	—	(Leased	to Pennsy	lvania R.	R. Co.)	....	—	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danbury and Norwalk	Connecticut	1,106,448	145,383	....	....	600,000	407,500	86,050	25,681	33.8	101,553	159,330	44,653	172,120	69,796	10	50	....
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	....	....	9,000,000	2,440,000	....	....	90.0	(Recently	y opened	—No repo	rt.)	....	—	100	....
Mar. 31, 1873	90.0	32.0	....	20.0	....	....	....	....	Davenport and St. Paul	Iowa & Minn.	....	....	....	....	4,102,700	382,741	....	158,468	142.0	....	....	....	1,034,567	279,623	3½	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	630	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	....	....	....	31.8	116,316	64,344	94,955	131,148	52,209	—	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	....	....	82,000	527,445	....	....	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....
Jun. 30, 1874	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	....	....	....	Sunk.	701,000	....	....	—	....	....	....	....	....	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware ¶	Delaware.	2,114,184	—	76,154	71,523	1,317,290	870,000	—	74,470	99.3	317,068	....	....	448,841	121,046	6	100	....
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4,258	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	15,000,000	13,038,385	....	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	90
Dec. 31, 1872	116.0	—	110.0	—	128	20	9	1,389	Delaware, Lack. and Western	Penn.	15,512,767	*	....	....	20,000,000	5,394,000	4,239,545	....	115.0	3,254,286	249,578	3,247,671	4,746,678	2,867,965	10	100	....
Dec. 31, 1872	116.0	—	110.0	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,690	*	....	....	2,500,000	2,500,000	....	....	121.0	....	19,795	43,862	371,903	196,997	—	100	....
Dec. 31, 1872	100.0	15.0	5.1	—	6	4	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	....	....	2,000,000	3,000,000	....	....	155.0	(Operati	ons by Co.	commence	d Jan. 1, 1873.)	—	100	....
Dec. 31, 1872	118.0	31.8	5.6	732.0	19	11	2	292	Des Moines Valley	Iowa.	13,808,255	*	....	....	6,523,600	5,070,000	930,000	....	250.0	447,679	108,599	198,360	776,254	127,228	—	100	....
Dec. 31, 1872	260.0	—	20.0	—	27	10	10	540	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	....	....	1,000,000	1,500,000	....	....	—	(R	ecently op	ened—no	returns.)	....	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	146	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	....	....	343,150	1,470,000	....	....	65.0	(R	ecently op	ened—no	returns.)	....	—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit and Milwaukee	Michigan.	10,213,528	*	....	....	2,917,140	7,295,388	....	19,259	189.0	775,746	438,074	830,559	1,381,603	442,155	—	100	....
Dec. 31, 1872	189.0	—	26.0	—	34	37	20	502	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	....	....	1,707,000	4,070,000	....	....	166.0	....	....	....	610,000	....	—	100	....
Aug. 31, 1872	104.0	2.0	2.0	22.0	....	....	....	....	Dexter and Newport	Maine.	300,000	....	....	....	122,000	175,000	....	....	—	(Leased	to Maine	Central.)	....	18,000	6	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dorcester and Delaware	Del. & Md.	....	....	....	....	....	....	....	....	—	....	....	....	....	....	—	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	33.5	12,838	7,781	22,792	7,175	—	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	5,000,000	880,000	....	....	—	(Boston	and Maine	R. R. Co.)	....	29,000	6	100	....
Dec. 31, 1872	142.9	—	153.1	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,493,200	....	....	....	1,174,977	550,000	12,247	61,057	—	(Leased	by Illinois	Central.)	....	....	6	100	55
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	49,161	....	....	1,200,000	1,400,000	189,907	....	54.8	....	....	....	161,458	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,566	*	....	....	1,488,487	1,500,000	554,407	....	68.0	....	....	....	169,262	2,004	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	....	....	350,000	....	42,239	2,160	17.5	....	100.711	6,262	84,048	1,434	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	....	....	9,870	89,800	175,000	....	....	—	(Pennsy	lvania R. R	Co.)	....	....	—	50	....
Oct. 31, 1872	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	....	....	....	1,269,200	425,000	....	....	—	(Phila. &	Reading	Co.)	....	....	6	50	....
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	....	....	....	1,970,024	3,882,900	198,593	3,735,377	270.0	....	....	172,395	1,201,492	366,692	—	100	....
Jun. 30, 1872	242.0	28.0	27.0	—	48	38	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,851	*	54,750	661,293	4,262,600	6,746,160	701,841	495,582	264.6	1,463,179	5,000,399	423,320	1,973,623	574,201	—	100	94½
Sept. 30, 1872	41.4	71.7	61.6	—	75	133	35	854	Eastern	Massachusetts	7,438,949	1,767,261	1,532,256	1,579,078	....	....	....	....	23.0	49,312	22,107	41,308	129,305	21,728	—	100	....
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	....	....	....	....	....	....	....	....	40.0	....	(No state	ment furni	shed.)	....	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	—	—	—	—	Eastern Shore ¶	Maryland.	895,000	*	....	....	295,000	600,000	....	....	18.5	(R	ecently o	pened—no	returns.)	....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	—	—	—	—	Elizabeth and Paducah	Kentucky.	6,000,000	*	....	....	3,000,000	3,000,000	....	....	—	(Northe	rn Central	R. R. Co.)	25,000	25,000	5	100	....
Dec. 31, 1872	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	....	....	....	500,000	....	....	....	—	(Northe	rn Central	R. R. Co.)	165,000	162,000	5	50	....
Dec. 31, 1872	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620 000	....	....	....	1,000,000	1,620,000	....	....	954.0	12,318,504	3 595,988	5,564,274	18,371,885	4,720,285	1½	100	48½
Sept. 30, 1872	469.0	495.0	505.5	—	488	302	76	10628	Erie	New Jersey, N. York & Pa.	97,048,084	11,191,472	568,131	1,138,257	86,536,910	26,398,800	2,517,301	....	125	....	....	....	....	....	—	100	....
Sept. 30, 1872	12.5	—	0.8	6.7	—	—	—	—	Erie and Genesee Valley	New York.	191,392	....	....	....	144,900	120,000	....	....	66.0	52,000	30,160	38,344	74,404	27,338	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,200	47,046	1,045,450	890,000	536,502	....	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	81.5	3.7	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	*	....	....	2,000,000	3,297,000	....	....	114.0	154,290	298,082	....	367,574	165,289	—	100	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	502	European and North American	Maine.	8,725,907	....	....	....	1,272,550	4,788,772	8,230,360	....	114.0	154,290	298,082	....	366,379	218,645	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana	2,870,748	*	24,449	92,188	1,144,253	1,127,000	20,630	704,452	132.0	359,515	146,636	....	....	....	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	5	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	....	....	750,000	750,000	....	....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....
Sept. 30, 1872	5.8	—	....	....	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	234,633	271,986	213,351	5.8	11,988	100,787	....	42,378	15,608	—	100	....
Sept. 30, 1872	5.8	—	....	....	—	—	—	—	Fayette County	Pennsylvania.	130,000	....	....	....	107,400	....	....	....	—	(Phg. &	Connella	v. R. R. Co.)	....	....	7½	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	.... Qy.	4,000,000	....	....	611,300	93.3	716,246	1,869,427	740,123	1,350,289	323,935	8	100	129
Sept. 30, 1872	10.3	48.8	84.7	—	38	46	12	876	Flemington	New Jersey.	391,095	—	—	—	150,000	—	214,095	—	—	(Belv. D	elaware R.	R. Co.)	16,217	L. 16,186	—	100	....
Dec. 31, 1872	12.5	—	1.0	—	—	—	—	—																													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	318,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,596	650,000	112,698	80	—	(Boston	Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,775	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,060	2,051,465	552,840	.....	.....	85.0	30,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	66,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,385,369	415,005	4,200,000	676,500	187,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	166,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	357.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶ .....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,503	91,597,296	4,870,346	1,515	1,877.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,186	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,4e7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—		(Not r	egularly o	perated.)		—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17.528	17,489	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	150.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,618,638	320,828	415,363	2,464,670	670,529	—	100	24½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123 550	.....	40,000	68,151	7.9	21,096	79,998	14.397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,120	34,401	123 424	82.388	24.356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,462,042	1,120,651	6,500,000	550,000	50,547	1,043,724	78.5	782,172	1,303,158	721,848	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶. R.I., Ct & N.Y.	4,201 486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367.533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	38,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242.218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	781,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	236,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,388,226	1,352,156	2 039,321	8,026,784	2,103,107	10	100	101
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,160,000	277,029	.....	117.0	212,293	.....	.....	264,390	90,205	—	100	...
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R.R. Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,102	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	2'8,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	116,876	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,865	224.0	1,061,102	658,633	468,436	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	...
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6.131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.6	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln ..... Maine.	2,725,798	*	.....	138,305	861,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,209	362,294	2,213.010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,078	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727,553	792,000	96,097	.....	—		(Not yet i	n operatio	n.)		—	100	...
Dec. 31, 1872	5-1.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477.534	2,112.833	4,382,243	17,591,629	3,118,598	8	100	73½
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,038	2.000 000	93,314	.....	—	(Opened t	hrough in	July, 187	3.)		—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4 8	76.0	7	2	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74 0	101,685	163,267	69.137	219,389	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased by Housatonic R. R. Co.)			lem R. R. Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased by New York & Har			.....	.....	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford .N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	592 579	4,483,554	1,769,809	10	100	128
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased by New York Cent.			R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3 3	—	5	1	1	131	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112.067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140.397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,468	159,695	—	100	....
Jun. 30, 1873	72 0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.			(No a	ccounts o	btainable.)				72.0						—	100	....
Oct. 31, 1872	55.6	12.1	68.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,088.930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	(No accounts.)		.....	.....	—	100	....
Dec. 31, 1872	95 0	45.2	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	888,571	880,119	1,336,938	592,322	5s	50	98
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	1,284	Northern Central †.....Md. and Penn.	11,6 6 830	3,223,438	2,750,000	928,678	6,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	60
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102.000	266,800	154,576	52.6	506,848	195,406	411,888	706,355	217,103	8	100	104
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased to Erie Railway Co.)			273,054	37,604	8	100	....
May 31, 1873	153.0	106.0	....	1,441	72	36	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,297,142	1,908,838	601.394	.....	.....	50,000p.m	.....	.....	559.0		(No statement published.)				—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass	2,463,983	*	84,706	109,188	2,384,400	759,000	35,526	731,947	66.4	410,089	372.841	346,367	771.002	293.328	10	100	129½
Jun. 30, 1872	113.0	32.0	14.6	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194.167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,743,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171 894	417,373	1,005,979	263,867	6	100	69½
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53 0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,765	404,765	708,799	3,343,845	984,008	—	100	28½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	28
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441 553	588,443	5,103,506	3,521.000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897.438	630,249	6½	100	110
Dec. 31, 1872	9.0	2.0	3.1	—	...	35	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984 817		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9 6	—	26	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,864	865,431	.....	292.6	713,252	196.894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Orange Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased by Pacific (of Mo.)R. R. Co.)				35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased by Rome, Watertown & Ogd. RR.Co.)					—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction: no returns.)					—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Lessees.)			—	(Leased by Atlantic & Pacific R. R. Co.)					—	100	....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	2,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	5	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234.608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under construction: no returns.)					—	100	....
Dec. 32, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718.680	1,232,602	10½	100	100
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	(No statement furnished.)					—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	660,000	.....	.....	.....	620,000	.....	.....	.....	—	(Leased by Erie Railway Co.)			53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250.000	500,000	.....	.....	—	(Leased by Erie Railway Co.)				35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248.000	100,000	.....	.....	—	(Leased by Erie Railway Co.)			30,178	30,178	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,676,000	*	.....	.....	1,500,000	1,076.000	.....	.....	—	(Leased by Tol. Wab. & Win. Co.)					—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342.150	160,000	36,542	.....	—	(Leased by United Co.)			31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased by N. Jer. Sth'n R.R. Co.)					—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,268	*	.....	.....	1,995,000	2,779,000	142.262	.....	165.0	.....	83,491	46,383	109.913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania	31,283,385	11,154,553	53,506,985	20,413,980	53,271,937	35,972,309	19,395,422	8,910,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	3,247,852	10	50	98½
Dec. 31, 1872	47.0	15.9	57.0	—	23	5	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,997,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376.772	23,033	.....	—	20	50	.....
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del	1,200,000	.....	.....	.....	482.297	700,000	.....	.....	—	(Leased to Penna. R.R. Co.: recently opened.)					—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,428	623,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190.369	1,268,527	1,608,257	437.135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200.000	600,000	.....	.....	—	(Leased by Chic. R. I. & Pac. Co.)			125,000	8	100	....
Dec. 31, 1872	82.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,229,700	*	.....	.....	1,229,700	2,000,000	.....	.....	83.0	280,093	77,372	124,505	502,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Operated by Penna. R. R. Co.)			.....	.....	—	100	....
Dec. 31, 1872	64.0	18 0	8.0	—	12	9	5	120	Petersburg †.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500 000	361,083	.....	82.0	228,000	44,292	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,299	177,474	.....	.....	220,606	2,600,000	53,418	.....	58.1	176,312	515.515	134,367	295,591	105,205	—	100	....
Dec. 31, 1872	287.0	—	114.3	—	130	38	20	2,956	Philadelphia and Erie †.....Pennsylvania.	21,822,990	—	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	36
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	46	18	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	25.6	(Leased by Phila. & Read'g.)			287,816	271,179	12	50	166
Dec. 31, 1872	98.4	172.1	421.7	—	377	262	53	14132	Philadelphia and Reading..Pennsylvania.	45.922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9.573,405	12,125,038	4,823,300	10	50	100½
Dec. 31, 1872	20.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,584,479	*	529,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1.561.080	1,124,640	1,759,758	.....	10	50	118
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890.736	*	2,318 306	175,395	11 485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747.195	449,780	2,814,274	1,188,614	8	50	102½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,249	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,180 50	606,902	1,429,115	3,856,619	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,550	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,250	.....	502.6	7,318,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	88
Dec. 31, 1872	14.0	—	3 1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	(In operation only three months.)				—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	490	Pitt-b'g, Washington & Dalton...Pa.& Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,892	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased by Boston & Albany R.R. Co.)			27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719.000	450,000	.....	.....	—	(Leased by Pennsylvania Co.)					—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To completion)		1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3 5	60.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945 560	161,149	97,156	20,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55.592	37,850	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	.....	(Earnings used in construction.)					—	100	....
Dec. 31, 1872	27.5	—	2 8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250.000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	213	Portland and Rochester.....Me. & N. H.	1,9 0,554	*	45,000	10,296	656,037	1,120,000	200,033	.....	52.5	141,640	120,099	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	—	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	.....	(Leased by Eastern R R. Co.)				10	100	123
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	.....	(Operated for benefit of contractors.)				25	.....	
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770 000	2,000,000	.....	.....	—	.....	(Leased by Eastern R.R. Co.)				6	100	90
Sept. 30, 1872	41.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	.....	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,014	10,40	53,079	14,063	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,005,257	521,806	895,897	239,928	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,025	.....	.....	437,917	50,000	63,611	.....	13.8	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.... .....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,251	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.8	3	2	2	46	Quincy, Alton and St. Louis.....Ill.	1,950,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.6	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	165,300	102,935	1,500,000	.....	92,150	160,085	97.6	.....	31,228	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,937	.....	—	100	....
Sept. 30, 1872	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	161.0	861,480	664,000	556,934	1,748,915	604,224	7	100	100
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,000	510,171	236,066	295.9	526,732	134,435	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	5	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,158,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	3.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)	.....	.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,803	*	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie Railway Co.)	.....	.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.8	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.6	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,600	38,359	.....	218.2	675,016	441,909	338,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,787,992	—	1,256,719	.....	6,641,300	1,701,000	1,180,628	—	239.0	(Leased	to Central Verm'nt.)	.....	434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	...	St. Joseph and Denver City..Kan. & Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	64.0	5.0	6.1	—	9	15	6	98	St. Lawrence and Ottawa.....Canada	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,256	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	15.0	29.0	—	13	9	7	552	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	607,719	220,002	—	100	....
Dec. 31, 1872	196.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,961	1,951,989	1,088,796	163,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,639	687,639	3	100	65
Dec. 31, 1872	310.0	48.0	25.0	50.0	45	26	12	1 17.	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	15.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton	R.R.Co.)	240,000	.....	—	100	....
Jan. 31, 1873	383.0	—	17.6	—	88	38	19	1 51	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,76	429,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	168.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,386	682,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	18	6	4	194	St. Paul and Sioux City.....Minn.	4,550,966	*	179,795	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,509	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	842	Savannah, Albany and Gulf.....Ga	7,592,283	*	525,789	1,171,804	4,479,577	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,986	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.5	—	10	9	5	80	Savannah & Charlestor.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished:	very small.)	.....	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,670	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	4	4	126	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,009	1,423,000	10,000	.....	80.5	60,500	32,313	31,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	50,220	58,860	32,395	—	50	....
Jun. 30, 1872	106.8	—	11.5	—	11	8	5	133	*Sioux City and Pacific*.....Neb. & Iowa.	5,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 182	*	568,382	.....	2,800,000	1,740,000	460,494	.....	—	(Run by c	ontractors:	no returns.	.....	.....	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama.....Ala.	7,491,764	*	.....	.....	3,488,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,235	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,340	256,736	71,474	243.6	856,782	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	176.0	—	5.5	—	11	7	4	40	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	397,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	886,782	.....	57.0	236,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	6	3	243	Southern Minnesota.....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,692,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	5	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,960	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,480,000	140,000	.....	—	(Not in o	peration at	date.)	.....	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,996,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,431	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29 914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,313	*	1,583,484	191,840	1,988,150	800,000	616,344	1,175,143	99.3	.....	190,997	834,850	1,070,554	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	1	9	1,169	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,460,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.0	153.0	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,198,661	637,050	1,349,052	6,003,978	1,578,182	—	100	451
Sept. 30, 1872	84.9	—	9.0	—	11	12	6	2 2	Troy and Boston.....New York.	1,934,146	378,415	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	282,765	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	—	.....	.....	86,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,666	4,092,032	—	100	194
Dec. 31, 1872	165.0	—	160.0	—	24	281	3	1,76	United Companies of New Jersey..N. Jer.	22,450,328	—	13,216,919	427,838	19,950,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	115
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,355	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	126	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,553	62,061	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,131	.....	.....	2,908,000	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.5	—	—	—	—	—	Vermont and Canada.....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont	Central	R. R. Co.	at 8 p.c.)	8	100	64
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	—	.....	.....	5,000,000	6,500,000	.....	.....	775.0	.....	.....	[2 yrs.	8,497,442	493,487	—	100	....
Sept 30, 1872	56.0	24.1	9.2	—	13	19	5	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	63,899	157,751	88.1	24,299	275,181	131,458	557,196	163,523	2	100	....
Feb. 29, 1872	140.0	—	7.5	—	24	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	151 285	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.5	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	—	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co.)	.....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,001,400	—	.....	.....	1,800,000	1,201,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio.....Virginia.	1,435,176	128,577	128,775	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.6	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	180.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	135.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	Owned by	Sta e	of Georgi	a & leas	ed to a co	mpany for	$300,000	a year.)	138.0	.....	.....	125,632	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.9	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,969	682,193	1,800,000	109,069	.....	60.0	217,766	134,665	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,065	—	.....	.....	1,022,450	1,800,000	1,023,556	.....	—	(Leased	by Pennsylvania R.	R. Co.)	.....	.....	—	50	....
Dec. 31, 1872	60 7	—	16.2	—	18	6	3	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,683	.....	123.9	330,555	642,728	28,443	664,777	291,363	8	100	164
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	5	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,688	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	301,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	13	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	760,062	2,332,300	108,610	.....	63.6	230,554	132 365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	2	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,393	1,456,290	1,619,160	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,853	—	100	....
Dec. 31, 1872	130.0	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,691,500	.....	.....	—	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H. & Mass.	2,212,144	*	85,701	48,143	1,425,400	310,300	30,516	573,774	45.7	359,641	381,954	368,042	587,359	195,453	12	100	121
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,962,316	*	255,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	231,715	4	50	....
Dec. 31, 18 2	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,894	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	50	....
Dec 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	108
Dec. 31, 1872	43.0	22.6	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,748	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,030	*	.....	.....	8,784,650	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	57
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,164	110,000	8,054	.....	85.0	.....	.....	2,059,934	196,149	159,121	9	50	...
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	80,194	7	50	96
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,360	*	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	.....	.....	907,573	555,164	loss.	—	50	25
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,235,573	271,467	.....	4,385,798	8,576,332	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,200,181	649,352	634,169	1	50	14
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,092,700	2,757,310	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	54.0	.....	.....	124,989	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	.....	.....	1,100,000	743,000	295,219	.....	.....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	16
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	100
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	....
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	80
Camden and Amboy,* guaranteed..	5,847,800	10	10	115
Camden and Atlantic, preferred.....	763,549	7	3½	....
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.	789,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	93
Central Ohio,* preferred	411,550	6	6	40
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	74
Chicago and Alton, † preferred.....	2,425,400	...	10	....
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	....
Chicago and North-Western, pref...	21,289,563	7	7	69
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	82
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	....
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	....
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	69
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	35½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	....
Huntington & Broad Top Min, pref.	190,750	7	....	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	9,101,650	6	....	....
" " 2d pref....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	328,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	58
Mine Hill,* guaranteed.....	3,856,450	8	8	50
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	88
Nesquehoning Valley,* guar.....	2,000,000	10	10	....
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,246,200	10	10	....
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	....
" " *com. & guar.	8,500,000	8	8	....
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	....
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	....
" " pf. & *guar.	2,000,000	8	8	....
Ohio and Mississippi, preferred.....	4,030,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	....
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	—	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	166
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	....
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	88
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	....
Rochester & Genesee Valley,* guar.	557,560	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	45½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	33
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	....
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref..	1,000,000	7	7	....
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	....
" com. and * guar.....	1,695,000	4	4	....
Schuylkill Navigation, preferred....	2,808,977	6	6	20

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	51 — @	— —
Gartsherrie		49 — @	50 —
Glengarnock		46 — @	47 —
Eglinton		— — @	45 —
Pig, American, No. 1		42 — @	43 —
Pig, American, No. 2		33 — @	35 —
Pig, American, Forge		29 — @	31 —
Bar, Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold).	— — @	137 50

—Store Prices.—

Bar, Swedes, 1¼ x ⅜ & ¼ 1¼ x ½ to ½ & ½ sq. 1¼ to 5x¾ to ¾ & ½ to 2sq. 6 to 12 x ½ & ¼	175 —	@ — —
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in	82 50	@ 85 —
Bar Refined, 1¼ to 6 by ¼ & 5-16 in	87 50	@ — —
Bar Refined, 1 & 1¼ by ¼ & 5-16	90 —	@ — —
Large Rounds, 2¼@2½ to 3¾ @4 in	92 50	@107 50
Scroll	102 50	@135 —
Ovals and Half-round	110 —	@130 —
Band, 1 to 6 in. by 3-16 to No. 12	102 50	@105 —
Horse Shoe	117 50	@ — —
Rods, ½@1-16 inch	92 50	@135 —
Hoop, ½ by No. 22 to 1 & 1¼ by 13 & 14	120 —	@160 —
Nail Rod	per lb. —	9 @ — —
Sheet Russia, as to assortment	(gold) —	18 @ — 18½
Sheet, Single, D. and T. Common	—	5½ @ — 7
Sheet, Doubles and Trebles, Charcoal	—	7 @ — 8½
Sheet Galvanized	List 10 per ct. disc.	
Rails, English	(gold) per ton.	62 — @ 63 —
Rails, American, at Works in Penna	c'y.	70 — @ 75 —
Anvils (Eagle)	per lb. currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18@— 23
English Spring (2d and 1st quality)		— 9@— 10½
English Blister (2d and 1st quality)		— 14@— 18½
English Machinery		— —@— 14½
English German (2d and 1st quality)		— 12½@— 14½
American Blister		— —@— 11½
American, Cast, Tool		— —@— 17
American, Cast Spring		— —@— 11
American Machinery		— 11½@— 12
American German Spring		— 9@— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	— —@ 4 75
8d. and 9d. "		— —@ 5 —
6d. and 7d. "		— —@ 5 25
4d. and 5d. "		— —@ 5 50
3d. "		— —@ 7 —
2d. and 3d. Fine		— —@ 8 75
Cut Spikes, all sizes		— —@ 5 —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— —@— 34
Straits	(gold).	— 30½@— 30½
English	(gold).	— —@— 27½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 9 75 @10 —	11 25 @ 11 75
I. C. Coke	8 — @ 8 50	9 25 @ 9 75
Coke Terne	7 — @ 8 25	8 25 @ 9 25
Charcoal Terne	9 50 @11 —	11 — @ 11 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@43 gravity (in bulk)	—	5½@— —
Crude 40@47 gravity (in shipping order)	—	10½@— 11
Refined, Standard White (in ship'g order)	—	17 @ — —
Refined, S. W. (in jobbing lots)	—	17½@— 17½
Refined, S. W. (in tin)	—	21 @ — 25
Naptha, Refined (65@73 gravity)	—	9½@— 10
Residuum (in shipping order)	per gall.	10 @ — 10½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —@— 38
Copper, Bolts		— —@— 40
Copper, Braziers' (over 16 oz.)		— —@— 40
Copper, Nails		— —@— 45
Copper, Old Sheathing, &c., mixed lots		— 22 @— 23
Copper, American Ingot		— 24½@— 24½
Copper, English Pig		— —@— —
Yellow Metal, New Sheathing & Bronze		— —@— 27
Yellow Metal, Bolts		— —@— 32
Yellow Metal, Nails, Sheathing & Slating		— 27 @— 30

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— — @ 7 —
German Ordinary	(gold)	— — @ 7 —
English	(gold)	— — @ 7 —
Bar		— — @ 9 25
Pipe		— — @10 50
Sheet		— — @10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. per lb.
Tatham's improved Tin-Lined Lead Pipe 16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 — @18 —
Liverpool House Cannel		21 — @22 —
Anthracite (by cargo)	per ton of 2000 lb.	5 50 @ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	Th. 2.	F. 3.	Sat. 4.	M. 6.	Tu. 7.	W. 8
Boston, Hart. & Erie...	1½	2	2	1½	2	....
Canton Co	....	....	....	....	....	....
Central Pacific 6s	93½	93	93	94	93	93½
Central of N. Jersey	90½	93	95	95	93½	93
Chicago & Alton	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	....	....	90½	....	....	....
" 8s, 1883	....	....	....	....	110	....
Chic. & Northwestern	41½	43½	45½	45½	44½	44
" pref	67	68½	70	71	70	69
" 1st M	....	....	....	....	95	96
" S. F	....	....	....	....	....	....
" Consol	....	....	86	85½	86	85½
Chic., Rock Isl. & Pac	89	93	94½	96½	94½	92½
Chi., R. I. & Pa. 7s, 1896	98	98	99	....	100	....
Clev., Col., C. and Ind	78	....	75	75	....	....
Clev & Pittsburg guar	80	80½	....	82	82	82
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	100	....
" 4 M	....	....	....	....	86	86
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	22½	24	24	24	23½	22
" 1 M	....	83½	83	83½	83	82½
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	106	105	106	107	109	108
Del. Lack. & Western	87½	92	92	93	91½	90
" 1 M. 7s	....	....	....	100	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	51½	53½	....	49½	47½	48½
" pref	70½	70½	70	70½	69½	69
" 1 M. 7s. 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880 91	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	....	81	....	83	
Hannibal & St. Joseph	23½	25½	25	25	24½	
" pref	....	35½	35½	....	....	
" 8s, conv	....	....	....	....	....	
Hudson River	....	....	....	....	....	
" 2 M. S. F	....	....	....	....	....	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	100	....	100	....	98½	101
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th	71½	75	78	77½	75	73½
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	79	79	76½	76½	76	....
" S.F. 8s, 1882	....	....	....	....	....	111
M. S. and N. I. 1 M. S. F	....	....	....	....	....	....
" 2 M	95	....	....	....	97½	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Milw. and St. Paul	32½	33½	35½	35	33½	33½
" pref	55	57	58½	58½	59½	58
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	102	102	....	104	....	103½
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	85½	86½	88	85	89½	89½
" H. & St. J. 8s	....	....	....	....	85	....
Morris and Essex	87	88	....	88	88	88
" 1st mort	101½	102	....	....	....	....
" 2d mort	89	97	....	....	....	....
N. Y. Cen. & Hud. Riv.	91	93½	94½	94½	93½	92½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	....	....	....	....	90½	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	109½	115	115	119	115	113
" pref	....	....	....	....	....	....
" 1 M. 7s. 1873	....	....	....	....	....	....
N. York N. Hav. & Hart.	125	....	....	130	130	128
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	27½	29½	29½	30	29	28½
" pref	....	....	....	63	....	....
" 2d M	....	77½	....	79	....	....
Pacific Mail S. S. Co	34	35½	36	36½	35	34½
Panama	98	97	....	100	99	100
Pitts., Ft. W. & Chi. gtd.	86½	88½	89	90	....	88
" 1 M	....	....	....	104	....	105½
" 2 M	....	....	....	98	98	98½
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	22	....	23	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	35	33	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	....	....	79	....	81	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	71½	74	73	....	74½	....
" new	72	73	73½	74	74½	74
Tol., Wab. & Western	42½	43½	48½	48½	46½	45½
" pref	....	....	....	....	....	....
" 1 M	90	93	....	....	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	....	....	75
" St. Lou. Div	....	....	....	82	....	....
Union Pacific	19½	20½	20½	20½	20½	19½
" 1st mort	70½	72	75	75½	77	75½
" L. Gt. 7s	62	62	64	....	68	68
" Inc. 10s	53	53	53½	53½	53	53½
Virgin. 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	48	....	....
" def. cert	....	....	....	....	....	11½

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	108¼	109¼	109¾	....	....	....
U. S. 5s, 10-40s, coup	108	....	108¾	109¼	109¾	....
U. S. 5s, 1881, reg	108½	....	....	....	....	....
U. S. 5s, 1881, coup	108¾	109	109	109	108	....
U. S. 6s, 1881, reg	112¾	113	....	114¼	115¼	115⅝
U. S. 6s, 1881, coup	113¼	115¼	115¼	114¾	115½	115⅝
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	109	108¼	....	108⅜	109	....
U. S. 6s, 5-20s, reg. '64	107¼	....	....	....	....	110
U. S. 6s, 5-20s, c. 1864	109	....	....	109¼	....	....
U. S. 6s, 5-20s, reg. '65	107¼	....	....	109	....	110
U. S. 6s, 5-20s, c. 1865	110	....	111	111½	111	
U. S. 6s, 5-20s, r. n. '65	112¼	....	....	113½	....	
U. S. 6s, 5-20s, c. n '65	113¼	113½	113¾	113⅞	113	
U. S. 6s, 5-20s, reg. '67	112¾	112¾	....	113½	113⅞	....
U. S. 6s, 5-20s, c. 1867	114¾	114¾	114¾	114½	114½	114¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	114	114	114½	115	114½	....
U. S. 6s, Pac. RR issue	109¼	110¼	110¾	....	111¼	111⅜

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

	W.1.	Th.2.	F.3.	Sat 4.	M.6	Tu.7
Catawissa preferred	38	38	38½	40	40	40
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	91	....	....	....	96	96½
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	25½	25	25¾	28	28¼	28½
" 6s, 1884	....	....	....	....	....	....
" Gold L	....	....	86	86½	86½	86
" R. R. L	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R	56	57½	57½	57¾	58½	58½
" 6s new coup	....	....	....	94	....	....
" 6s new reg.	96	....	96	96	....	....
Little Schuylkill R.R	....	....	....	....	45	45
" 7s	....	....	....	....	....	....
Minehill	50	50	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	99	....	....	99
" 7s	....	....	99	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Allegh. Riv.	18½	19	19	....	....	....
" 7s	....	....	....	....	....	....
Pennsylvania R. R	47¾	49	50½	49½	49½	49½
" 1st M	....	....	....	....	....	....
" 2d M	....	....	....	....	....	95
" Gen. mort	....	....	....	....	....	....
" " reg	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	102	102	102	102	102	....
" 6s, 3d series	....	....	....	....	....	....
Philadelphia City, 6s	....	....	....	....	....	97
" new	99½	100	100½	100½	100	101
Philad., Germ. & Nor	80	82	83	....	83	....
Phila. & Reading	50¾	51½	52½	52	52½	53
Philadelphia and Erie	18	....	....	18	....	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	10½	....
" 6s, 1882	....	....	....	71	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	75	....	....
United Co. of N. Jersey	116	....	116	....	115	115
Hestonville, (Horse)	....	....	....	16¾	17	18½
Chestnut & Wal.	....	....	....	....	....	59
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	57	57	....
Spruce and Pine	....	25	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 7.

	W.1.	Th.2	F.3	Sat 4.	M.6.	Tu.7
Baltimore City 6s, 1875	....	....	93	93	93	93½
" 1886	....	....	....	....	....	....
" 1890	95½	96	96	96	95½	9 ¼
" 1884	....	....	....	....	....	....
" 1900	....	....	96	....	....	....
Balt and Ohio	157	....	165	....	....	164
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	94
Marietta & Cin. 1st M	....	....	96¾	....	93	....
" 2d M	88	87¾	....	....	....	89
" 3d M. 8s	76	....	....	....	....	76
Northern Central	30	30	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	87½	87¾	....	....	90
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	44¼	44¾	45	48	49	49¼
" Defer. Certif	....	....	8	....	10	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 8.

	Th.2.	F.3.	Sat.4.	M.6.	Tu.7.	W.8
Boston and Albany	141¾	143	....	143¾	143	143
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	114¾	115	115¾	115¾	115¼	115½
Boston and Providence	....	....	146	....	148	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	22¾	24¾	25½	24¾	24¾	23¾
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	88	88½	90	92	94	92
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	94¾	94¾	95	....	94¾	....
Fitchburg	....	....	....	129	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	78	76¾	76¾	76¾	76	76¾
Northern, N. H	102	....	104	....	104	....
Ogdens. & Lake Champ	....	....	59	....	60	59½
" pref	....	94¼	....	94¼	....	....
Old Colony	....	109	....	109½	110	110
Ph., Wil. & Baltimore	52¾	52	52	....	....	51¾
Portl'd, Saco & Ports	....	120	....	123	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	70¾	....	....	75	73¾
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	53	....	....	52¾	53¾
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	....	....	....	....	....
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls "	....	....	....	23¼	23¼	22½
Franklin "	4¼	4¼	4¼	4¼	4¼	....
National "	....	....	....	....	....	....
Quincy "	37	....	37	36	35¼	36

London Stock Exchange.

	—Closing Prices.— Sept. 26.	Sept 19.
Atlantic & Gt. W. 1st mort., $1,000	73 — 75	74 — 76
Do. 2d mort., $1,000	59 — 61	63 — 65
Do. Con. mort. B'nds Bisch's Cert.	33 — 38	39 — 41
Do. Reorg. Scrip	97 — 99	97 — 99
Do. Leas. Lines, Rental Bonds	85 — 89	89 — 91
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	42½ — 43	43½ — 44½
Do. 6 per cent Convertible Bonds	95 — 96	— —
Cons. Mort. amount autho. to be issued for conv. of existing bonds	90 — 93	92½ — 93½
Illinois Central $100 shares all paid	82 — 84	84 — 86
Do. Redemption mort. bonds 6 p.c	102 —104	102 —104
Illinois & St. Louis Bridge 1st mort.	102 —104	102 —104
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 88
Michigan Central 8s 1882, conv	85 — 90	85 — 90
Panama 2d mort	84 — 86	84 — 86
Panama General mort	97 — 99	97 — 99
Pennsylvania, 2d mort	96½ — 97½	96¼ — 97¼
Do. General mort	96 — 98	99 — 99
Do. $50 shares	41 — 43	40 — 43
Philadelphia and Erie 1st mort	99 — 100	99 —100
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, October 11, 1873.

Stock Exchange and Money Market.

The Money movement, though very gradual in its progress, has been more favorable to responsible borrowers. The supply has been on the increase, and rates have been settling to a more uniform and less oppressive basis. Call loans have been quoted off to the legal rate of 7 per cent, and in instances a fractional commission, for prompt accommodation. And in the discount line, the quotations have been from 10@18, generally 12@15 per cent per annum, on marketable grades of business paper. The demand for aid has been, of course, quite active, but lenders have been meeting it with more readiness and liberality. The city banks have been considering their resources, and have made encouraging headway in this direction. Their deposit line has been augmented, indicating reviving confidence in the general situation. They have not as yet resumed the publication of their weekly averages, and probably will not do so until they shall have retired and cancelled the interest bearing certificates made use of during the severity of the pressure for Clearing House purposes, and the need for which is now diminishing with the improvement in business affairs, and the certain, even if tardy, return of financial and commercial negotiations to their legitimate channels.

The U. S. Sub-Treasury, last week, reduced its currency balance $1,322,697, and added to its coin reserve $2,952,033. Its currency balance at the close of the week was $3,084,639; and its coin reserve $54,330,884.

The Gold movement has been less active, and under the influence in part of the free importations of specie from England, the price has declined and closed weak. The range of the price during the week as far as reported has been from 109⅝@110⅞, and the quotation on Wednesday was 109¾ against 110⅞ on Wednesday of the preceding week. The specie outflow last week, was $674 861, mainly in silver.

The cash balances of the Treasury Department on Tuesday were: Currency, $3,946 857; special deposits of legal tenders for the redemption of certificates of deposit, $11,300,000; coin, $81,-407,244. Coin certificates, outstanding, $38,589,-200; outstanding legal tenders, $358,649,000.

The customs demand for Gold last week, averaged $352 000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $100,431,349, against $119,-420,941 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $55,235,-229, against $59,361,321 during the same time in 1872. The export drain of specie since January 1, 1873, has been $42,940,112 against $60,483,350 during the same portion of 1872.

Foreign Exchange has improved in price, and has been of readier sale, though closing irregularly, and rather lower. Bankers' sixty day bills on London closed on Wednesday at 107@107¼; sight bills on London, at 108@108¼. The week's exports of Domestic Produce have been to the enormous currency value of 8⅜ millions.

A much more confident demand has been noted for Government securities, prices of which have advanced, closing firmly and buoyantly. The inquiry has been mostly from investment buyers.

U. S. sixes of 1881 closed on Wednesday of this week at 115¼@115½; U. S. Five-Twenties of 1862, 109@109¼; U. S. Five-Twenties of 1864 at 110@110½; U. S. Five Twenties of 1865 111@111½; U. S. Five-Twenties of 1865 consolidated 113¾@114; U. S. Five Twenties of 1867, 115¼@115½; U. S. Five-Twenties of 1868, 114¼@114½; U. S. Ten-forties at 109½@110; U. S Fives of 1881 (Funding Loan) 107¾@108¼; Six per cent. currency Sixes from 111¼@111⅜.

Business in Railway and Miscellaneous securities has been more active at advanced prices, closing, however, rather variably.

There has been a fair average investment inquiry noted for State and Railway bonds, at much steadier prices. Central Pacific first mortgage six per cents closed at from 93½@94.

From the Central Pacific Railroad, the September statement of earnings is a very encouraging one; showing a total increase from earnings, for that month, of the large sum of $1,392,125, which largely exceeds those of any month since the road opened. The corresponding month last year the total receipts were $1,254,688 or $137,-437 less than the month just closed.

The import entries of foreign merchandise at New York, including dry goods, amount for the past week to $7,764,447.

General business has been quite brisk in the line of dealings in Breadstuffs, especially for export, at firmer prices. Cotton, has been offered less freely and quoted higher, but has been quiet. Provisions have been moderately sought after, closing irregularly. Petroleum and Naval Stores in better demand, and held more confidently. Tobacco, Wool, Hemp, Seeds, and Metals have been quiet; Metals closing in favor of buyers. Groceries have been inactive and depressed. Live Stock have been held higher, but have been quite moderately dealt in. Ocean freights closed less firmly, on a tamer movement.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Atlantic and Pacific pref., 16; Rensselaer and Saratoga R. R., 100; St. Louis and Iron Mt. R. R., 65; do. 1st mort., 92; do. 2d mort., 80; Delaware, Lackawanna and Western 7s, conv., 96½; Boston, Hartford and Erie 1st mort., 24; Lake Shore div. bonds, 89; Milwaukee and St. Paul 1st mort., LaC. div., 84; do. Iowa div., 80; Toledo, Peoria and Warsaw 1st mort., E. D., 86; do. W. D., 80; Gt. Western 1st mort. 1888, 92; Clev., Col., Cin. and Ind. 1st mort., 99½; North Missouri 1st, mort., 80½; Ohio and Miss. consol., S. F., 89; Long Dock bonds, 95; Galena and Chicago 2d mort., 96; Louisville and Nashville 7s, consol., 1898, 92½ Lake Shore and Michigan Southern 7s consol., coupon, 90; Cedar Falls and Minnesota 1st mort., 75; Central of New Jersey 1st mort., new 101½; Western Union Telegraph, 68¾; do. 7s, 95; Consol. Coal of Md., 46; Maryland Coal, 17½; Spring Mt. Coal. 40; Adams Exp., 84; U. S. Exp., 57½; Wells-Fargo Exp., 68; Am. Exp., 58; N. Y. State 7s, B. L. reg., 104¾; South Carolina 6s, new, Jan. and July, 11; Brooklyn 6s, W. L., 92.

Philadelphia.—Pennsylvania and New York 7s, 97½; Philadelphia and Reading 7s, 1893, 100; do. 7s, new conv., 99; do. Gen'l mort. 7s, reg., 99¾; do. coupon, 97; do. deben. bonds, 77; Lehigh Valley 7s, 101¾; Steubenville and Indiana 6s, 70; Huntingdon and Broad Top 2d mort., 85½; Ithaca and Athans 7s, 100; Camden and Atlantic R. R., 32; Philadelphia and Trenton R. R., 118; Catawissa R. R., 15; do. 7s new, 95; Allegheny County 5s, 80; Fulton Coal, 5½; Camden City 6s, 100. The latest quotations are: City 6s, 97@100; do. free of tax, 100¾@101; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 101@102; do. 3d series, 105@107; Philadelphia and Reading 52½@53; do. Gen'l mort. 7s, coup., 96½@97½; do. reg., 99½@100; do. mort. 6s, 1880, 92@—; do. 7s, new, conv., 98@99; United New Jersey R. R. and Canal Co., 116@—; Camden and Amboy 1st mort. 6s, 1889, 95@97; do. 1883, 89@91; do. 1889, 87@88¾; Pennsylvania R. R., 49@49⅛; do. 1st mort., 95@101; do. 2d mort., 94⅛@95½; do. General mort. coupon, 85@90; do. reg., —@93½; Little Schuylkill R. R., 44½@45½; Morris Canal, 45@—; do. pref., 120@—; do. 6s, 89@—; Susquehanna Canal, 6@9; do. 6s, 65@75; Schuylkill Nav., 6@7; do pref., 9@11; do. 6s, 1882, 65@72; do. 1872, 78@79; Elmira and Williamsport pref., 36@38; do. 7s, 1873, 93@94; 5s, do. 55@60; Lehigh Coal and Navigation 28½@28⅝; do. 6s, 1884, 86@88; do. R. R. Loan, 90@92; do. Gold Loan, 85¾@86¼; North Pennsylvania, 45@49; do. 6s, 98@100; do., 7s, 96@100; do. Chattle 10s, —@112; Philadelphia and Erie, 18@24; do. 6s, 85@87; Minehill, 50½@51; Catawissa, 13@15; do. pref., 39¾@40; do. 7s, 1900, 94@97; Lehigh Valley, 58¼@58⅜; do. 6s, new coupon, 93@95; do. reg., 96@97; do. 7s, 101@101¾; Fifth and Sixth streets, (horse,) 52@56; Second and Third, 57@58; Thirteenth and Fifteenth, 19¼@21; Spruce and Pine, 25@30; Green and Coates 45@46; Chestnut and Walnut, 58@60; Hestonville, 15½@17; Germantown, 34@—.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 10¼; Connecticut and Passumpsic Rivers R. R. pref., 83¾; Boston and Lowell R. R. new, 105; Rutland pref, 45¼; Worcester and Nashua R.R., 121¼; Atchison, Topeka and Santa Fe 7s, 61½; do. 7s, L. G, 62; Eastern R. R. 6s, 1874, 96¾; do. 7s, 1882, 98⅛; Boston and Albany 7s, 1892, 103½; Burlington and Missouri River R. R. in Iowa, 88; do. in Nebraska, 43; do. 8s, in Nebraska, 90; Michigan Central 7s, 1892, 95¾; Boston Water Power Co., 18; Cary Imp., 7⅜; Brookline Land, 4¾; New Hampshire 6s, 97; Boston 5s, 1883, gold, reg., 97½; do. 6s, 1880, currency, 99; St. Louis 6s, 1888, 86; Chicago 7s, 1892, 96; Cook Co., Ills., 7s, 1892, 94¾, Cambridge 6s, 1903, 92; Roxbury 6s, 1876, 97⅜; Bangor 6s, 1894, 86⅞; Nashua 6s, 1875, 96; Allouez Mining Co., 10½; Calumet and Hecla, 143; Pewabic, 8; Rockland, 1⅝; Shuniah Silver, 25c.; St. Clair, 1¼.

Baltimore.—Virginia consols, coupons, 75; Maryland Defense 6s, 102½; Union R. R. 1st mort., 91; Orange, Alex. and Manassas 7s, 77¼; Atlantic Coal, 2 25. The latest quotations are: Wilmington, Columbia and Augusta bonds, 72@76; Wilmington and Weldon bonds, 90@—; Pittsburg and Connelisville 7s, 1898, 88@90; Baltimore and Ohio, 161@170; do. 6s, 1875, 96@98½; do., 1880, 97@97; do., 1885, 91@94; Parkersburg Branch, 9@11; Northern Central, 29@31; do. 6s, 1885, 85@92; do., 1900, 82@85; do., 6s, 1900 gold 86½@90; N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, —@95; Marietta and Cincinnati 1st mort. 7s, 1892, 97½@100; do., 2d mort., 7s, 88@90; do., 3d mort., 8s, 75½@76; Central Ohio, 29@30; do. pref., 40@40; do. 1st mort., 82½@84¾; Western Md. 1st mort. 6s, 1890, 84@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 92@96, do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 72@74; Orange and Alexandria 1st mort. 6s, 90@95; do., 2d mort. 6s, 85½@87; do., 3d mort. 8s, 87½@89; do., 4th mort. 8s, 75@79; Orange, Alex. and Manassas 7s, 76@78; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@77; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 98⅛@98½; do., 1884, 94½@95; do. 1886, 96@96; do. 1890, 95⅞@96; do., 1893, 96@96; do. 1893, exempt, 100@101½; do., 1900, exempt, 95@95; do. 1900, new, 96¼@96½; do. 1902, 95@95¾; Memphis City 6s, —@50; Maryland Defense Loan, 1883, 102½@103; Virginia 6s, old, 37@—; do. coupon old, 33@36; do. consol. 6s, 48¼@48⅞; do. coupons, 70@75; West Virginia, 10@11; City Passenger R. R., 16@22; George's Creek Coal, 115@150.

Coal and Iron—Coal Superseded—Vapor Fuel.

It has been well said that iron and coal are the corner stones of England's commercial supremacy. But we think it also true that a cunning hand and an inventive brain were equally efficacious and essential in arriving at that result.

Whether this or that nation is henceforth to take the lead in the arts and manufactures, or whether the United States are bound to distance all other nations in the great international struggle for control of the markets of the world, we are not now to stop to inquire.

This point alone we wish simply to record just here and now. The sceptre of "King Coal" is about to pass away. A new heating agent has been discovered and utilized, that is a complete substitute for coal in its every possible application.

We may properly state that we have recently secured for the JOURNAL, the services of a writer and scientist who has made the subject of fuels and combustion, a practical study continuously, for ten years past, and therefore knows whereof he speaks.

The line of his researches has been in the direction of gaseous or vapor fuel rather than solid fuels.

This writer, who is an inventor or discoverer as well, assures us that when the results of those discoveries shall practically be made known, and the new fuel system put into general use, the great coal monopolies and combinations will melt away like snow at the touch of fire.

Those monopolies have chosen the worst possible time for attempting to rivet upon the public their schemes of extortion; for the new fuel, Vapor Fuel as it is properly called, or rather the basis of it, Petroleum, is at this very time being produced in almost fabulous quantities, in all the old and in some new oil bearing districts in our country.

Yes, Petroleum, and all similar substances, are the articles to be used for the production of this new fuel. It is first converted into a gas, and then intermixed with the requisite amount of air and steam under proper conditions, and this product conducted in pipes to the place of combustion and thus ignited and burnt in suitably constructed furnaces.

As a steam fuel, coal, by comparison with it, is nowhere, for its various advantages in this respect admit of no comparison. For reducing and refining ores, for working in iron, steel and metallurgy generally, its merits are infinitely superior to any other fuel.

From the total absence of sulphur and all other hurtful ingredients, Vapor Fuel produces from the poorest of ores, even a better than charcoal iron.

While the results obtained are so greatly superior, it is gratifying to know that the cost of this fuel is less than half that of coal, and the supply increasing and unlimited.

We deem it most fortunate that this great discovery has been perfected at this time, when the price of coal seems to be going up, and the supply of Petroleum so very abundant and cheap.

The great industries of the countries are in process of rapid developement and change, especially

in all those branches relating to iron and steel; and who knows or can predict what important results will be due to the discovery and application of "Vapor Fuel" to the various uses we have named. That it is destined to become a substitute for coal, and to become also an important adjunct to metallurgy no one can doubt.

In this connection we may also state that Petroleum is already being used in many places to furnish illuminating gas, and the gentleman already referred to, connected with this office, informs us he has also devised a method whereby Petroleum and other Hydrocarbons may be successfully utilized to furnish all the fuel and heat of towns and cities, for warming, cooking, &c., in the same manner that illuminating gas is now served out and used.

This is indeed a novel and momentous innovation, and one well worthy the attention of oil producers, as affording a new field for its use, and a profitable relief from the evils of an increasing and already overcrowded supply.

Our associate will doubtless make himself heard soon through these columns on the above and similar subjects.

Safety Car Lamps.

It is only a few days ago that a careless employee on one of our railroads dropped his lighted kerosene lamp, and almost instantly a frightful volume of flame filled half the car, sending the passengers flying for their lives through the windows and every other way. Being an ordinary passenger car, they fortunately escaped with their lives, though many were seriously burned and otherwise injured.

But suppose this thing had occurred at dead of night, in a sleeping car filled with men, women and children, all wrapped in deep slumber. Filled with the most combustible of materials, cotton drapery and the like, instead of a miraculous escape, we would have had to record the sickening details of another fearful holocaust of fire; for in such case it would be a miracle indeed if one should escape.

Here, then, is a loud warning to all railroad companies; for we believe there are excellent devices for lighting up cars, whereby such accidents may be rendered impossible. Then we say, let a knowledge of all such inventions be heralded far and wide, and brought home to the knowledge of every company; and after that, if officers of roads neglect to employ the best known preventives of similar disaster, they will be called to a terrible reckoning in every case of fatal accident arising from such neglect.

☞ The receipts of the Central Railroad Company of New Jersey for the nine months ending September 30, 1873, were $6,552,033 13, the expenses $3,254,282 92, and the net receipts, $3,297,750 21. In the corresponding period of 1872 the receipts were $5,383,675 85, the expenses $3,138 083 01, and the net receipts $2,245,592 84—showing an increase in receipts of $1,168,357 28, in expenses of $116,199 91, and in net receipts of $1,052,157 37.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Sept. 22, are: freight, $46,596 72; passengers, $33,847 92—total, $80,444 64.

New Steam Passenger Car.—Rapid Transit.

The season is fast approaching when long-suffering New Yorkers must nerve themselves up to endure, as best they may, the terrible discomforts incident to snow blockades, and long, cold, weary hours passed in the horse cars going to and from business.

We see no way of avoiding for the coming winter, and indeed for many winters yet to come, the growing evil of past seasons, but in the immediate application to existing lines of a new steam passenger car, designed to take the place of horses and of dummies entirely.

The last Legislature authorized the employment of any new propelling power on the roads in any city, subject to the regulation of the municipal authority.

It is not a moment too soon to bestir ourselves in this matter.

The plan of the Improvement, as shown and explained to us, comprises a small steam motor of peculiar construction, placed underneath the car, propelled by steam generated by vapor fuel—the whole being noiseless, and without smoke, coals, ashes, cinders, or any puffing whatever. This motor can be worked anywhere from 5 to 20 horse power, can be applied to present cars, and will as readily draw a train of 4 to 6 of them, as one; and if the track could be cleared would run from the City Hall to Harlem in 15 minutes.

For humanity's sake let us try something this season—anything that promises relief, and thus afford some sort of an escape valve for the mountains of pent up indignation that are sure to be engendered by the lack of quick, comfortable transit during the long winter months, so near upon us.

We understand the owners of both the steam car and the rotary engine, as is usual with inventors, are without capital to push matters. Here, then, is a splendid opportunity for somebody.

By way of adding our mite, we will undertake to put any inquirers through this office in immediate communication with the inventor.

A New and Powerful Steam Engine.

We have been shown a small working engine of an entirely new style, which seems to overcome every objection hitherto urged against the rotary principle. Experts in such matters assure us that this machine possesses all the elements of complete success, and a perfect rotary, a desideratum long sought after by steam engineers. It is pronounced at once simple, extremely compact, of great power, economical to run, and can be built and sold for about half the price of any other machine of equal power.

That Fire Extinguisher.

What has become of that wonderful Fire Annihilator, the Stanton Fire Extinguisher, we believe it was called, over in Brooklyn, about which so much was promised, a little time ago? Has it gone up, or what's the matter? We are moved to make this inquiry because several of our friends have been making inquiries about it lately, who were waiting to buy, if it would perform half it promised.

☞ The earnings of the St. Louis, Kansas City and Northern Railway in September, 1873, were $286,242, against $232,819 in September, 1872—an increase of $53,424.

The principal of the public debt of the United States, July 1, 1870, amounted to $2,480,672,427, against $2,353,211,332 on the 1st of July, 1871, $2,253,251,328 on the 1st of July 1872, and $2,234,482,993 on the 1st of July, 1873. This last statement is made without regard to the interest due and unpaid, or accrued, or cash in the treasury at the dates named. By adding interest due and unpaid, and interest accrued, and deducting cash in the treasury for the past two fiscal years, we have the following result: Balance of obligations July 1, 1872, $2,191,486,343 62; balance of obligations, July 1, 1873, $2,147,818,713 57; leaving a net reduction during the fiscal year of $43,667,630 05. The reduction for three years, from July 1, 1870, to July 1, 1873, is $246,189,434. The net reduction during the last fiscal year being only $43,667,530, is rather less than one-fifth of the whole reduction as shown by the aggregate figures given. But this, as assumed by the *New York Evening Post*, is because the net receipts of the year 1872 exceed those of the year 1873 by forty one and a half millions, while the total expenditures of 1872 fall short of those of 1873 by thirteen millions. The cause of this falling off in receipts need not be specifically examined at present, further than to say that the tariff has furnished less by almost thirty millions than it did last year, and the Internal Revenue Department shows a falling off of almost seventeen millions. Five millions more of the income of 1873 than of that of 1872 are, however, credited to miscellaneous sources.

☞ Mr. S. S. Blair, superintendent of the Baltimore Division of the Northern Central Railway, between Baltimore and Harrisburg, has been transferred to the Tyrone Division of the Pennsylvania Railroad, where he will be superintendent of about one hundred and seventy five miles of road, viz: Tyrone to Clearfield, Tyrone to Lock Haven, on the Philadelphia and Erie road, and Tyrone to Lewisburg, (about being completed,) on the Philadelphia and Erie road, six miles north of Sunbury. Mr. Blair has held his position on the Baltimore Division for over ten years. Mr. George C. Wilkins has been appointed to the position made vacant by Mr. Blair. He has been superintendent of the Tyrone Division for several years.

☞ The earnings of the Central Pacific Railroad for the month of September, 1873, were $1,892,125, against $1,254,688 in September, 1872, and $995,921 in September, 1871. For the first eight months of 1873 the earnings have been $10,183,178 against $9,307,441 for the first eight months of 1872, and $6,916,474 for the first eight months of 1871—an increase this year over 1872 of $875,734, and over 1871 of $3,266,704.

☞ The earnings of the Erie Railway Company for the week ending Sept. 30, 1873, were $432,800, and since July 1, $5,378,201—an increase over the corresponding period of the previous year fo $447,936.

☞ Mr. Robert V. Dohaney has been engaged by the Annapolis and Elkridge Railroad as Master of Machinery on the road.

☞ The Eastern Railroad of France owns 905 locomotives, 2,386 passenger carriages and 22,936 goods trucks and wagons of various kinds.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of September, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool	$2,478,130	$2,870,605
" cotton	1,492,261	1,247,509
" silk	2,009,211	2,168,343
" flax	973,468	923,069
Miscellaneous dry goods	622,092	548,125
Total entered for consump.	$7,575,162	$7,757,651

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool	$3,251,322	$1,949,632
" cotton	758,396	500,970
" silk	1,859,851	944,449
" flax	470,900	565,710
Miscellaneous dry goods	221,063	212,287
Total withdrawn from warehouse	$6,061,532	$4,173,048
Add entered for consump	7,575,162	7,757,651
Tot. thrown on the market.	$13,636,694	$11,930,699

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool	$1,707,557	$1,467,071
" cotton	621,012	417,823
" silk	884,784	563,470
" flax	588,717	578,781
Miscellaneous dry goods	142,422	125,101
Total entered for wareh'g.	$3,944,492	$3,152,246
Add entered for consump	7,575,162	7,757,651
Total entered at the port.	$11,519,654	$10,909,897

The imports of foreign dry goods at New York for nine months ending with September, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool	$19,722,255	$20,580,733
" cotton	17,132,202	16,181,971
" silk	21,543,641	15,745,444
" flax	10,114,698	9 051,033
Miscellane's dry goods.	7,563,529	5,602,355
Total entered for cons'p.	$76,076,325	$67,161,536

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool	$15,886,288	$12,908,927
" cotton	7,246,590	7,167,560
" silk	8,276,083	7,789,796
" flax	5,026,893	5,450,546
Miscellaneous dry goods.	1,654,849	1,509,689
Total withdrawn from warehouse	$38,090,703	$34,826,518
Add entered for consump.	76,076,325	67,161,536
Total thrown on the market	$114,167,028	$101,988,054

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool	$17,497,619	$12,202,039
" cotton	7,737,092	6,370,876
" silk	9,468,967	7,016,374
" flax	5,557,365	4,668,791
Miscellaneous dry goods.	2,115,550	1,474,092
Total entered warehouse.	$42,376,593	$31,732,172
Add entered for consump.	76,076,325	67,161,536
Total entered at the port.	$118,452,918	$98,893,708

☞ The last stone of the International bridge across the Niagara river at Fort Erie, was laid on the 2d inst. The bridge is expected to be ready for the passage of trains on the 27th instant.

☞ The extent of new line opened in France from April 1, 1872, to March 31, 1873, was 323¾ miles. The aggregate length of line worked March 31, 1873, was 11,165 miles.

☞ At a meeting of the stockholders of the Toledo, Wabash and Western Railway, at Toledo, Ohio, on the 1st inst., the following gentlemen were elected directors: John F. Tracy, Sidney Dillon, Milton Courtright, John S. Casement, P. L. Cable, John Ross, J. D. Cox, A. J. Crawford, A. Schell, Kenyon Cox, William L. Scott, George Cecil, E. C Benedict, John R. Cecil, and S. W. Phelps. After the election the new board organized and elected ex-Secretary of the Interior J. D. Cox as president.

☞ The Lynchburg *Republican* learns that the track layers on the Lynchburg and Danville Railroad have reached Otter River, distant nineteen miles from Lynchburg. This stream will be crossed with a trestle bridge, the work on which will be urged with all possible expedition, the timbers being all ready to be placed in position.

Statement of the Public Debt of the United States October 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest
5 per cent. bonds, 1858	$20,000,000 00	$250,000 00
6 per cent. 1881 bonds, 1881	18,415,000 00	276,225 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	14,175 00
6 per cent. 1881 bonds, 1861	189,321,350 00	2,839,820 25
6 per cent. 5-20 bonds, 1862	187,932,510 00	4,698,313 75
6 per cent. 1881 bonds, 1863	75,000,000 00	1,125,000 00
5 per cent. 10-40 bonds, 1864	191,567,300 00	810,647 08
6 per cent. 5-20 bonds, 1864	946,600 00	23,665 00
6 per cent. 5-20 bonds, 1864	58,185,000 00	1,454,625 00
6 per cent 5-20 bonds, 1865	152,842,750 00	3,821,068 75
6 per cent. consols, 1865	202,759,250 00	3,041,388 75
6 per cent. consols, 1867	311,178,700 00	4,667,680 50
6 per cent. consols, 1868	37,474,000 00	562,110 00
5 per cent. funded loan of 1881	274,000,000 00	2,283,333 33
Aggregate of debt bearing coin interest	$1,723,567,500 00	$25,868,102 41
Interest due and unpaid		5,712,958 22

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$105,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	2,260 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$107,260 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$64,174 81
5 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	22 00
6 per cent. bounty land scrip, 1847	3,500 00	226 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,150 00
5 per cent. bonds, 1860	10,000 00	625 00
per cent. 5-20 bonds, called 1862	14,435,450 00	170,765 43
-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,070 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,250 00	1,440 05
5 per cent. 1 year notes, 1863.	81,885 00	4,106 35
5 per cent. 2 year notes, 1863.	56,350 00	3,819 67
6 per cent. compound interest notes, 1863-64	464,190 00	92,561 30
7 3-10 per cent. 3 years' treasury notes, 1864-65	267,850 00	22,429 69
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	75,560 00	7,343 80
3 per cent. certificates called.	5,000 00	344 31
Aggregate of debt on which interest has ceased since maturity	$15,753,130 26	$381,177 99

DEBT BEARING NO INTEREST

Demand notes, 1861-62	$79,742 50	
Legal tender notes, 1862-63	356,000,000 00	
Certificates of deposit	11,250,000 00	
Fractional currency, 1862-3-4.	46 229,391 53	
Coin certificates, 1863	33,935,400 00	
Unclaimed interest		13,664 84
Aggregate of debt bearing no interest	$447,494,534 03	$13,664 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,235,000,200 00	
Bonds at 5 per cent	488,567,300 00	
	$1,723,567,500 00	$31,581,060 63
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	107,620 00
Debt on which interest has ceased since maturity	15,756,130 26	381,177 99
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$356,079,742 50	
Certificates of deposit	11,250,000 00	
Fractional currency	46,229,391 53	
Coin Certificates	33,935,400 00	
	$447,494,534 03	
Unclaimed interest		13,664 84
	$2,201,496,164 29	$32,083,523 46
Total debt, principal and interest, to date, including interest due and unpaid		$2,233,579,687 75

AMOUNT IN TREASURY.

Coin		$80,246,757 54
Currency		3,259,032 04
Special deposit held for redemption of certificates of deposit as provided by law		11,250,000 00
		$94,785,789 58
Debt, less amount in Treasury, Oct. 1, 1873		$2,138,793,898 17
Debt, less amount in Treasury, on the 1st ult.		2,140,695,356 33
Decrease of debt during the past month		$1,901,407 16
Decrease of debt since March 1, 1873		18,586,802 36
Decrease from March 1, '69 to March 1, '73.		36,082,559 43

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$388,276 80
Kansas Pacific bonds, 1862-64	6,303,000 00	94,545 00
Union Pacific bonds, 1862-64.	27,236,512 00	408,547 68
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	24,000 00
Western Pacific bonds, 1862-4	1,970,560 00	29,558 40
Sioux City and Pacific bonds, 1862-64	1,628,320 00	24,424 80
Totals	$64,623,512 00	$969,352 68

Interest paid by United States, $20,147,986 26; interest repaid by transportation of mails, &c., $4,422,111 38; balance of interest paid by United States, $16,025,874 88.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, September 30, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

☞ The first rail was laid on the 7th inst. on the Rochester and State Line Railway from Rochester to Salamanca, and connecting the Atlantic and Great Western and the New York Central Roads thus forming a new and direct route between the East and West.

☞ The Westinghouse and Heberlein brakes are about to be submitted to careful trials on the Belgian State lines. Recent accidents have directed a large amount of attention in Belgium just now to the question of brakes.

☞ The Supreme Court of Illinois has decided that telegraph companies are bound to transmit messages correctly in the first instance, and that an additional charge for repeating, to insure correctness, is a fraud upon the public. A similar decision has been given in Ohio.

☞ A contract was executed on the 4th inst. for the leasing of the contemplated Lowell and Andover Railroad to the Boston and Maine R. R. Co. for 99 years, which ensures its construction, for which proposals will immediately be issued.

☞ A new iron bridge is to be built over Little river, between Middletown and Cromwell, (Conn.) at a cost of $4,000.

Steam on the Canals.

We believe the time is near at hand when the final trial is to be made of the numerous devices for more rapid transit on our canals.

As at present advised we don't think the prize offered by the State for the best method has been earned by anybody.

We understand the manipulators of the Baxter scheme are going to make another desperate effort to capture the award of $100,000.

Can anybody tell us what there is about the Baxter machine that entitles it to serious consideration?

In our opinion the time should be extended for further and more effectual competition.

And by the bye we call upon our friend, E. Myers, Esq., now sojourning in this city, to come forward and help us if possible in this emergency. If we are not mistaken, he stands at the top of the engineering profession in London, is perfectly familiar with all the European styles of Canal transit, and, "blue blooded Briton" though he be, surely will not feel himself above lending a hand toward solving this most difficult canal problem—and more especially as the little matter of £20,000, is to be the reward of the successful inventor.

New York, Oct. 5th, 1873.

To the Editors American R. R. Journal:

I am engaged in constructing a line of railroad in one of the Western States, something over two hundred miles in length, and am continually making purchases of various kinds of railroad supplies.

I have carefully looked over the columns of the Journal with a view of ascertaining the best kind of truck for freight and passenger cars, the most approved self-coupling device, and also the best and most effective car brake in use.

Seeing nothing of the kind advertised, I wish to inquire if you can furnish me the desired information respecting the articles named, and oblige

Truly Yours,

E. M.

The writer of the foregoing letter is a gentleman with whom we are personally well acquainted, and he is one of the most reliable, soundest business men in the country. Whatever kind of rail road supplies should be deemed best and accepted by him, would doubtless be adopted by some 6 or 8 other roads building or about commencing in his State. And here, again, is a most forcible proof of the great utility of advertising all such things in the columns of such journals as are read by all railroad people.

☞ At the annual meeting of the stockholders of the New York, Providence and Boston Railroad Company, held at Stonington, Conn., on the 30th ult., the report of the directors for the year ending Aug. 31, was submitted. It showed that the receipts for that period from the business of the road were $933,631, and the current expenses $550,311, making the net earnings $383,319. Dividends and interest to the amount of $272,825 were paid, leaving a surplus of $110,494. The general balance sheet, which includes bonds sold and new stock issued, shows a total of receipts of $1,202,985, and expenditures equalling the same, with the exception of $29,066 cash on hand. The business of the road shows a large increase over the year 1872.

Worcester County Railroad.

The third annual statement of the Worcester County, Maryland, Railroad Company (extension of the Salisbury and Berlin Railroad to Snow hill), has just been made public. The statement covers the operations of the road for ten months and twenty days, and shows the net earnings to have been $2,335 26⅔. The gross earnings were $10,029 40⅙, and the aggregate expenses $7,694 13½, of which $7,111 11⅔ were paid the Washington and Potomac Company for operating the road. Some idea of the value of the road may be inferred from the outlet which it has furnished for the products of the country through which it passes. There were shipped of grain 21,661 bushels; of lumber 1,505,200 feet; of berries 39,510 pounds; of oysters 18,262 bushels, and other things in like proportion. There are few of the old Peninsula Railroads which can show a better annual statement than this. When we remember that there are but three stations on the road the statement is surprising.

Illinois Central Railroad.

The statement of this Company for the month of September, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,633.44 for	$21,369 03
Acres Interest Fund Lands Sold	..... for	.....
Acres Free Lands Sold	120.00 for	1,080 00
Total sales during the m'th of September, 1873	2 753.44 for	$22,449 03
To which add Town Lot Sales	..... for	70 00
Total of all	2,753.44 for	$22 519 03
Cash collected in Sept., 1873		$45,958 49

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$426,702 00	$144,370 00	$571,072 00
Passengers	125,211 35	48 514 20	173,725 55
Mails	6,375 00	3,059 24	9,434 24
Other sources	119,625 00	2,555 76	122,180 76
Tot'l Sept. '73	$677,913 25	$198,499 20	$876,412 55
Total actual earn'gs, Sept., 1872	$578,489 24	$166,292 99	$744,782 23

☞ The Staunton (Va.) *Vindicator* gives the following as the present condition of the Valley Railroad: "The directors have resolved to build the line to Salem as they did the line from Harrisonburg—that is, the heavy work first and the light work last—and with this view the light parts of the work are not put under working orders, and contractors for them cannot go on. It is stated that the company favorably considers the idea of building the road twenty-four miles to Fairfield, and putting it in running order right away. This would involve the expenditure of $1,000,000 in this section. It is hardly likely any important move will be made, however, until the financial crisis is over. The company propose to adhere to their original intention of finishing the whole road to Salem in three years."

☞ The tax of three Prussian pennies, hitherto levied upon every newspaper sent from this country to Germany, being in direct contravention of the postal treaty between the two countries, is no longer to be enforced.

Preservation of Sheet Iron.

The direction of the Government Railroads of the Netherlands has published the results of some experiments in regard to the preservation of sheet iron used in railroad bridges. From thirty-two sheets half were cleaned by immersion for twenty-four hours in diluted hydrochloric acid; they were then neutralised with milk of lime, washed with hot water, and while warm dried and rubbed with oil. The other half was only cleaned mechanically by scratching and brushing. Four of each kind were then equally painted with red lead, and with two kinds of a red paint of oxide of iron, and with coal tar. The plates were then exposed to the weather, and examined after three years. The result was: (1) That the red lead had kept perfectly on both kinds of plates, so that it was impossible to say if the chemical cleansing was of any use. (2) That one kind of iron oxide red paint gave better results on the chemically treated plate than on the other; in fact, a result equal to that of the plate painted with red lead, while the other kind of iron oxide red gave not very good results on the plates when only scratched and brushed. (3) That the coal tar was considerably worse than the paint, and had even entirely disappeared from those iron sheets which had not been treated chemically, but only cleaned by brushing.—*Engineer.*

☞ During the nine months since the opening of the Chesapeake and Ohio Railroad there have been opened on its line seventeen coal mines, seven iron ore beds, and twelve iron furnaces. The furnaces already built, or to be early completed, represent an annual production of about 120,000 tons of pig iron, and to convert the ore into rails or other manufactured iron will be require a consumption of nearly 1,000,000 tons of coal.

☞ The change of gauge on the Grand Trunk Railway of Canada was completed on the 4th inst. over the entire line, and the trains resumed their regular trips on the 6th. The International bridge at Buffalo will be completed on the 27th, after which trains can pass between Canada and the Eastern and Western States.

FOR SALE.

TWO (2) NEW PASSENGER CARS—47 fee long—low price—can be seen at

Philadelphia Car Works.
31st and Chestnut St.,
PHILADELPHIA.

NICKEL
AND
SILVER PLATING,
Bronzing and Coppering
IN ALL STYLES BY
A. W. LADD,
5 Dey St., Room 7, N. Y.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

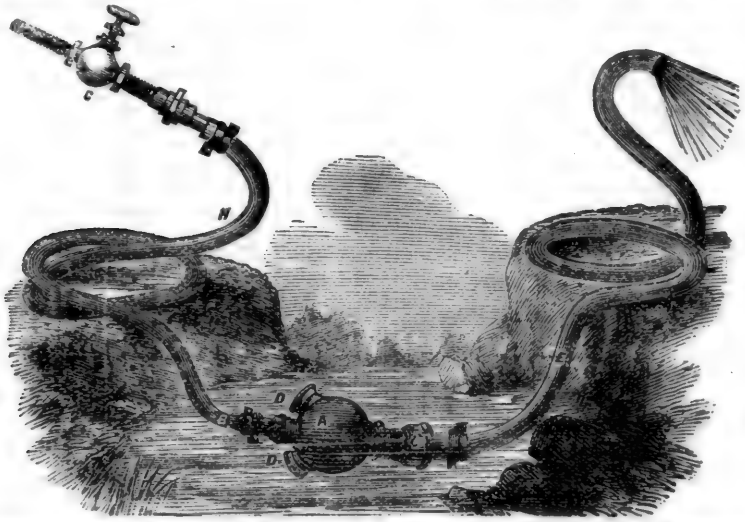
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LANSDELL'S

Patent Portable Railway Syphon.



The Portable is invaluable on a freight or construction train, being used to take water at points where there are no water stations. With it water can be taken from any point within one hundred feet of the track where there is water six inches or more in depth. The valve C is tapped into the locomotive boiler; steam is let on through the hose B; water is drawn through the orifices D D, and forced through the hose E into the tender, filling any tender with warm water in from six to twelve minutes.

Lansdell's Patent Steam Syphons, Double Suction, adopted by the United States Board of Supervisors, and approved by the Secretary of the Treasury for use on Steamboats.

For Price and particulars, apply to the General Agents of the Steam Water Station Company,

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No. 4 FLETCHER STREET, NEW YORK.

Sole Agents for Crodeuda Steel Gun Barrels and Moulds, and the Cold Drawn Patent Weldless Steel Tubes.

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All the leading Telegraph Companies in the United States.

WELLAND CANAL
ENLARGEMENT.

Notice to Contractors.

SEALED TENDERS, Addressed to the undersigned, and endorsed "Tender for Welland Canal," will be received at this office until noon of

Saturday, the Eighteenth Day of October Next,

For the construction of fourteen Locks and fourteen regulating Weirs, a number of Bridge Abutments and Piers—the excavation of the Lock and Weir Pits—the intervening Reaches, Face ways, &c., on the new portion of the WELLAND CANAL, between Thorold and Port Dalhousie.

The work will be let in sections, six of which, numbered respectively 2, 3, 4, 5, 6 and 7, are situated between Port Dalhousie and St. Catherines Cemetery, and three (numbered 12, 13 and 14) extend from the northern side of the Great Western Railway to near Brown's Cement Kilns.

Tenders will also be received for the enlargement and deepening of the prism of the present Canal between Port Robinson and the Aqueduct at Welland; work to be let in sections, each about a mile in length.

Tenders are also invited for the completion of the deepening and enlargement of the Harbor at Port Colborne.

Maps of the several localities, together with Plans and Specifications of the work, can be seen at this office, on and after THURSDAY, the TWENTY FIFTH day of SEPTEMBER instant, where printed forms of Tender will be furnished. A like class of information relative to the works north of Thorold, may be obtained at the Resident Engineer's Office, Thorold; and for works at and above Port Robinson, Plans, &c., may be seen at the Resident Engineer's Office, Welland.

All Tenders must be made on the printed forms supplied, and to each must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

By order,

F. BRAUN.
Secretary.

Department of Public Works
Ottawa, 4th Sept., 1873.

Established 1820.

William J. Young & Sons,

SUCCESSORS TO

WM. J. YOUNG, WM. J. YOUNG & CO., WM. J. YOUNG & SON,

MATHEMATICAL & ENGINEERING

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AT THEIR OLD LOCATION

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PHILADELPHIA,

Have so increased their facilities as to believe they can in future keep a full supply of instruments on hand.

RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

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720 North Second Street, St. Louis.

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—AND—

Machine Works,

(Branch of Harrisburg Car Manufacturing Co.)

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SUCH AS

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W. T. HILPRUP, Treasurer.

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10 Cornhill, E. C.

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STEEL AND IRON RAILS.

Sole Agents in the United States for

SAMUEL FOX & CO.'S

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2,000 tons best Welsh make 56 lbs.
1,000 " Extra quality 56 lbs.

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THE undersigned, agents for the manufacturers are prepared to make **CONTRACTS FOR RAILS** delivered free on board at ports in England, or exship at ports in the United States.

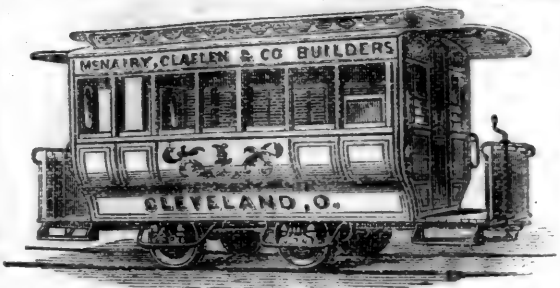
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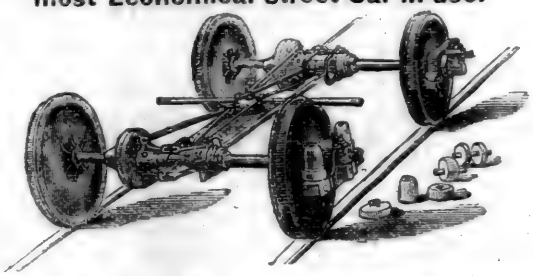
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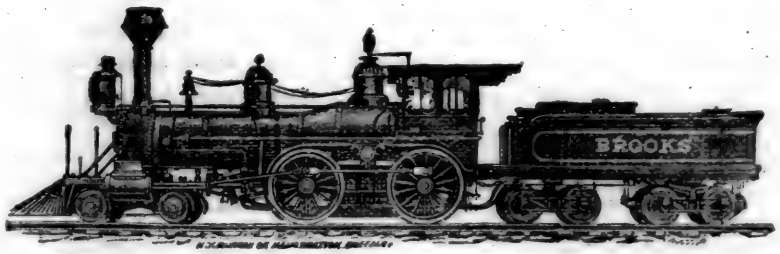
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Orders Solicited for Locomotives Adapted for Every Class of Railway Service.

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Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

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Of the Wharton R.R. Switch Co.
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YORK CAR WORKS.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

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This old established firm continue to build all kinds of Freight Cars to order.

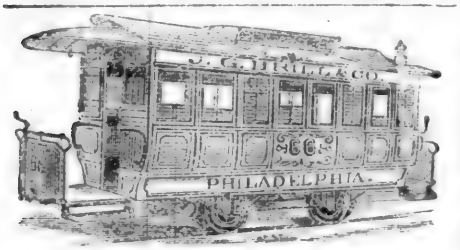
Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Painesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Cedar Falls R. R., C. A., and others.

Photographs of Narrow Gauge cars sent by mail.

C. Billmeyer. D. E. Small. J. H. Small.



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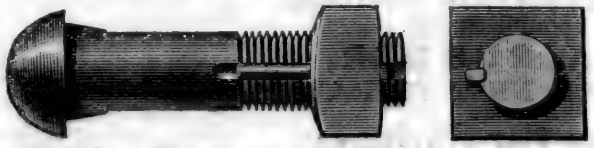
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No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

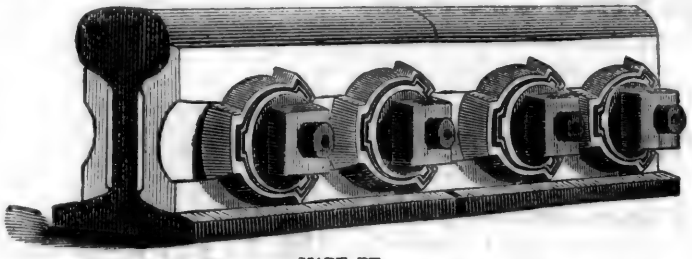
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

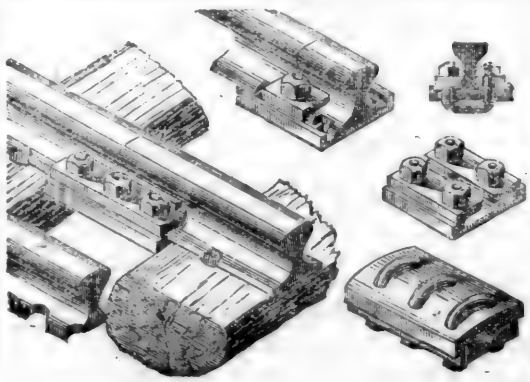
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

AMERICAN RAILROAD JOURNAL.

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SECOND QUARTO SERIES, VOL. XXIX., No. 42.] SATURDAY, OCTOBER 18, 1873. [WHOLE No. 1,956, VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 18, 1873.

Incombustible Building Material.

At last we have it. If the material and the process we are about to describe briefly, will not afford complete guarantee against the ravages of fire, then we utterly despair of ever finding anything that will protect us against that demon of destruction.

In our issue of the 27th ult., we were led to inquire if there was not some method whereby the roofs especially of the more exposed buildings, such as railroad sheds, depots and the like, might be more effectually protected from the constant danger to which they are now necessarily exposed. That short paragraph has elicited information on the above subject of the highest importance and which we deem it our duty to lay before the public without delay and in the fullest manner that our columns will admit.

Experience has shown that marble, granite and other forms of building material, disentegrate and succumb in the presence of great heat; and brick, though considered superior to all other material commonly used in its resistance to fire, yet like them it proves no adequate safeguard during such terrible conflagrations as those of Chicago and Boston.

But there is a material that absolutely laughs at fire. Asbestos is the article referred to, and exists in great quantity in almost every State of the Union. It is a sort of semi-fibrous, mineral-like substance, found in the earth, appearing sometimes to be almost a mineral, then again it has a soft, silky texture; but in whatever form it comes, it invariably presents the same dogged, obstinate resistance to fire. It is not only absolutely incombustible, but is entirely water and weather proof, as well as the most perfect non-conductor of heat.

Any kind of structure composed in part or whole of iron, if properly and even cheaply coated with this substance, may bid defiance to the fiercest fire—a most valuable auxiliary to our iron manufacturers. It is also specially adapted as a weather coating for corrugated iron.

Asbestos, or Amianthus, for they are really one and the same substance, was well known to the ancients in the time of the Pharaohs, and how much further back towards Adam's time, we cannot trace; but that in those early days it was put to a variety of valuable uses we do know. In later ages, the means of utilizing this article have been lost or forgotten.

It seems to have been reserved to Gen. Joseph J. Bartlett, of this city, to have discovered or worked out again the means for making Asbestos useful in a thousand ways to mankind.

In fact it seems to us that Gen. Bartlett has really been instrumental in recovering one of the long lost arts—an art, too, destined we believe, by his researches and developing hand, to prove of incalculable benefit to present and future generations.

But let us hasten briefly to name a few of the innumerable uses to which this most valuable invention is adapted.

Provention being always preferable to cure, as an auxiliary to fight the fire fiend, it is worth more than all the Fire Departments in the world. Indeed we are fully satisfied, that any house of however combustible material, if reasonably painted or coated over with this substance, would not be burnt down if a fire were kindled up all around it and in every room. It is our firm conviction, based upon observation and experiment with this substance, that had any wooden building suitably coated and sheathed with it, been placed in the hotest centre of the great Chicago conflagration, it would have come out unscathed, and stood there alone, when all others had utterly melted away.

We cannot afford space to enumerate all the uses of this great improvement; but in addition to the protection of buildings, the material itself, being both liquid and plastic may be moulded into any form the fancy dictates, and used for ornamental and decorative purposes wherever required. Any house at trifling cost, may have one or more rooms or closets made absolutely proof against fire for the safe keeping of valuables, &c.

Still another most valuable element is its remarkable facility for the reception and retention of all kinds of colors. In its limpid form, therefore, it may be used externally or internally as a paint, and thus secure every known color and shade, from the deepest navy blue, to the most delicate tints of orange or pink.

In slabs, blocks and even in thick coatings this material is susceptible of a very high polish, and hence is invaluable for statuary, tables, stands, panels, mantels and the like.

In roofing, it may be applied in immense sheets without seam or joint; and being impervious to the weather, and perfectly insensible to atmospheric changes, contraction and expansion, if any, are quite imperceptible.

Whether used in a plastic form, in coating, &c., or as paint with a brush, its power of adhesion is really wonderful, and all the same, whether laid upon wood or iron. Though temperature does not affect this substance, still there is a slight degree of natural elasticity about it, whereby it readily accommodates itself to the warping of wood or any degree of expansion, &c., of the iron or other material on which it may be laid.

In regard to the tenacity with which it adheres, we have ourselves tried to peel or chip off some of the coating shown us on a piece of sheet iron, but were unable to make any impression on the material whatever.

We also witnessed the following most severe test. A three-quarter inch pine board was produced on which was a coating of Asbestos about

one-eighth of an inch thick. Being laid on the floor in such a manner as to give opportunity for deflection, a gentleman weighing about 180 pounds jumped around on it in a very rough manner. A close examination showed only slight scratches from the heavy boot nails; no crushing, cracking or fracture whatever to be seen.

For interior decoration of all places where perfect immunity from fire is the great desideratum, this is just the thing; and in steamships and steamboats it is equally useful, and can be made extremely ornamental. It adjusts itself as readily to the shrinkage of wood as to the expansion of metals, and can be applied while the vessels are in service, and without the least interference with their ordinary business.

We venture the prediction, that ere long this article will be turned to the manufacture of the various kinds of fancy ware that are now made of lava, china, porcelain, &c. Indeed we have already seen a box or jewel case so made, and which might be placed in a heated furnace; and such is the heat-repelling power of Asbestos, that the delicate works of a watch or jewels placed therein, receive no injury.

In our judgment, this invention of Gen. Bartlett is destined to revolutionize several of the trades, and notably the safe and vault manufacturing business. And we might add, a strange thing to our mind is, the fact, that no one of our safe makers, has yet had the shrewdness to secure the right of using this material in the composition of his safes; for it is well known they would thus be made absolutely fire-proof, under any amount of the hotest roasting. With the Asbestos prepared under this process and suitably worked into these structures, entire immunity from fire would be reached, and absolute perfection in safe making attained.

This Invention of Gen. Bartlett, duly secured by Letters Patent, is not of course for the discovery of Asbestos, but for the means and processes of preparing, working and applying it.

A company has been organized under the name and style of "The Indestructible Building Material Company" of New York, Gen. Jos. J. Bartlett, President, office at 194 Broadway, and already business is offering, almost to the extent of their working capacity.

In a word, we look upon the utilization of this hitherto worthless substance, to the thousand and one purposes for which it is adapted, as one of the leading improvements of the day; and in point of importance, well deserves to rank in the same line of invention as the steam engine, the electric telegraph and the sewing machine.

Western Union Telegraph Co.

At the annual meeting of the stockholders of this company, held on the 8th inst., the following gentlemen were elected directors: Wm. Orton, James H. Banker, Alonzo B. Cornell, Harrison Durkee, Norvin Green, Joseph Harker, Edwin D. Morgan, Augustus Schell, W. K. Thorne, C. Vanderbilt, Frank Work, Chester W. Chapin, Ezra Cornell, Cyrus W. Field, Wilson G. Hunt, David Jones, C. Livingston, Geo. H. Mumford, O. H. Palmer, Geo. M. Pullman, E. S. Sanford, Hiram Sibley, John Steward, Moses Taylor, W. H. Vanderbilt, W. R. Vermilye, E. B. Wesley, Stillman Witt, and E. D. Worcester. At a subsequent meeting of the directors, the following officers were chosen: President, William Orton; vice-presidents, A. B. Cornell, Aug. Schell, Norvin Green, Geo. H. Mumford and Harrison Durkee; executive committee, William Orton, A. B. Cornell, Jas. H. Banker, Norvin Green, Harrison Durkee, Jos. Harker, Edwin D. Morgan, Aug. Schell, W. K. Thorne, C. Vanderbilt and Frank Work.

The report of the President for the fiscal year ending June 30, 1873, was presented. From this we learn that the amount of capital stock on that day was $41,073,410, of which there was outstanding $33,778,175 and owned by the company $7,295,235. The debt of the company on that day was $6,038,410, of which there was due on October 1, 1873, for American Telegraph Company bonds, $89,500; in November, 1875, for Western Union Telegraph currency bonds, $4,448,900; in November 1902, for Western Union Telegraph gold bonds, $1,500,000.

The gross receipts of the company for the year, from all sources were $9,338,018 51; the gross expenses, $6,575,055 82; and the net earnings, $2,757,962 69.

This amount has been applied as follows:

Construction and purchase of new lines	$1,242,205 97
Interest on bonds	317,793 00
Real estate	62,214 40
Purchase of sundry stocks of Telegraph Companies in Western Union Company's system	41,577 69
Paid for $50,000 Western Electric Manufacturing Company's stock	39,000 00
Patents (on account of Stearns Duplex)	19,258 00
Miscellaneous	401 50
Total	$1,722,450 56
The balance carried to the credit of income account	1,035,512 13
Total	$2,757,962 69

On the 1st of July, 1872, the company were operating 62,032 miles of line and 137,190 miles of wire, using 5,237 offices. A year later, the lines in operation were 65,757, the miles of wire 154,471, and the offices used, 5,740. The increase during the year has been 3,725 miles of line, 17,281 miles of wire, and 503 offices. The number of messages sent during the year ending June 30, 1872, were 12,444,499, and for the year ending June 30, 1873, 14,456,832, an increase of 2,012,333. The average tolls collected upon each message for the year were 61 cents, the average cost of transmission 42 cents, and the average profit per message 19 cents. During the past year $706,789 58 was expended for repairs of the line, and $632,758 for reconstruction.

The net profits of the company for seven years from July 1, 1866, to June 30, 1873, have been $20,312,618 81. Of this sum $4,857,239 34 has been distributed in dividends to stockholders, and $2,216,194 98 was paid for interest on the company's bonds. The Western Union has purchased during the past year the control of the International Ocean Telegraph Company, whose lines extend from Lake City, Florida, to Havana, Cuba, at a cost of $1,038,400. They have also secured a majority of the stock of the Pacific and Atlantic Telegraph Company. They are now operating more than 150,000 miles of wire, and during the past two years have been extending at the rate of 20,000 miles of wire per annum. They have expended up to July last on the new building at the corner of Broadway and Dey streets the sum of $1,224,981 70, and it is expected that it will be finished early next spring.

For the construction, reconstruction and repair of lines there were used 141,498 poles, 261,715 cross arms, 1,033,270 insulators, and 1,103,265 pins and brackets. There were in the employ of the company on the 30th of June, 1873, 9,196 persons. Of these four were general superintendents of divisions, 29 superintendents of districts, 5,514 managers and operators, 1,830 messengers, 661 clerks, 539 foremen of construction and repairmen, 116 mechanics in factories, 84 batterymen and 275 miscellaneous. There were in use on the lines of the company at that date 6,250 sets of instruments for reading by sound, 1,373 recording instruments, 8,601 relay magnets, 8,905 transmitting keys, 227 repeaters, 15 printing instruments, 94 sets of duplex instruments, 2,662 switch boards, 3,472 cut-offs, 3,029 lightning arresters, 21,777 cups of main battery, and 11,717 cups of local battery. The cost of new instruments and apparatus supplied during the year was $140,877 52, and of battery material and supplies, $146,793 68.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1872 and 1873, were as follows:

	1871-'72.	1872-'73.
From passengers	$3,260,654 06	$3,509,702 28
" freight	7,521,275 09	8,614,260 25
" express	232,484 16	237,530 75
" mail	208,862 17	205,837 31
" miscellaneous	178,885 96	169,776 16
	$11,402,161 44	$12,736,606 75
Expenses, viz:		
Repairs of engines	$536,780 42	$680,777 64
" cars	669,970 74	920,522 70
" buildings	114,333 36	131,408 87
" fences, etc	78,647 11	80,897 99
" bridges	148,346 10	175,545 94
" track	1,458,516 39	1,616,968 56
" tools, etc.	91,986 99	148,858 19
Fuel used by locomotives	682,110 59	853,046 06
Fuel and lights used in cars and at stations	120,515 97	135,458 85
Oil and waste used	85,926 62	114,712 32
Office and station furniture and exp.	55,803 12	68,603 59
Furniture & fixtures for cars	12,084 16	20,804 38
Foreign agents	41,272 01	44,721 96
Advertising	11,391 96	15,227 30
Stationery, etc	68,814 43	62,961 39
Enginemen, etc	544,704 93	637,952 54
Conductors, etc	349,363 05	409,730 23
Laborers and switchmen	636,409 07	724,469 95
Agents and clerks at stations	457,579 04	560,850 18
Superintendence	92,611 97	117,986 44
Rents	24,328 78	21,089 92
Loss and damage	77,728 78	76,291 57
Injury to persons	48,163 18	55,988 00
Teaming freight, etc.	9,130 01	9,826 59
Insurance		12,145 00
Miscellaneous exp.	51,681 99	49,821 97
Operating exp	$6,463,100 72	$7,776,168 18
Taxes	235,845 67	369,787 59
Losses, expenses and renewals account Chicago fire	111,079 51	32,280 99
Total expenses	$6,810,025 90	$8,178,236 71

Balance of earnings..	$4,592,135 54	$4,558,370 04
From which deduct—		
Interest on bonds ($1,406,838 01, less received for interest and exchange $49,953 21).....	$1,356,884 80	
Sinking funds.....	88,120 00	
Rent of Chicago, Iowa and Nebraska R. R..	389,407 50	
Rent of Cedar Rapids and Missouri River Railroad.....	530 015 59	
Dividends on Chicago & Milwaukee Railway stock.....	1,028 62	
		2,374,456 51
Net earnings for the year.....		$2,183,913 53
From this amount, dividends of 3½ per cent were declared on both the common and preferred stocks in December last, and a dividend of 3½ per cent also declared on the preferred stock for the six months ending May 31, 1873, amounting in all to the sum of..		2,019,640 00
Leaving a surplus for the year of		$164,273 53
To which add the balance standing to credit of income account on the 31st of May, 1872..		1,465,694 31
Leaving balance to credit of income account May 31, 1873.....		$1,629,967 84

It will be seen that the gross earnings were $12,786,606 75, against $11,402,161 44 the previous year—a gain of $1,384,445 31, or 11.70 per cent. The operating expenses were $7,776,168 18, equal to 61 05 per cent of the gross earnings, against 56 68 per cent in the previous year; and including increased taxes, and renewals on account of the Chicago fire, they were $8,178,236 71, or 64.21 per cent, against 59.72 per cent for the preceding year. The net earnings after deducting all charges against the property for operating expenses, taxes, renewals, rent of Iowa leased roads, sinking funds, dividends on Chicago and Milwaukee Railway stock, and interest on the bonded debt, amount to $2,183,913 53 for the year, and are $434,410 25 less than the amount for the previous year. The difference, resolved into specific items, shows that $284,890 46 accrued from interest on increased bonded debt; $48,000 on account of sinking funds; $71,812 67 on account of rentals for increased business on Iowa leased roads; $941 62 on account of Chicago and Milwaukee stock dividends, and the balance, $33 765 50, is the excess of gain of expenses over the gain of earnings for the year.

The item of interest paid on increased bonded debt is disproportionate to the revenue derived from the new miles of road added during the year from the unfinished works of the company, as these works, when completed as main lines, will increase their traffic and greatly augment the earnings of the future.

The Common stock has been increased $100, for stock issued in exchange of Beloit and Madison Railroad stock, and $182,000 issued in exchange for Peninsula Railroad bonds converted, making $182,000 issued, (less $60 of Common stock scrip, canceled,) or a total increase of $182,040 of Common stock.

The preferred stock has been increased $182,000 for Peninsula bonds converted, and $234,400 in exchange for the same amount of Chicago and Milwaukee Railway stock. Total increase, $416,400 of Preferred stock.

During the year the amount of $419,000 of Consolidated Sinking Fund Currency bonds, and $9,000 of Chicago and Milwaukee Railway Company Consolidated bonds have been issued, in exchange for the same amount of Appleton Extension bonds, Green Bay Extension bonds, Funded Coupon bonds, Galena and Chicago, Elgin and State Line, Peninsula, Beloit and Madison, bonds and Old Chicago and Milwaukee and Milwaukee and Chicago Railroad bonds taken up and canceled, during the same period, (excepting a $500 General First Mortgage bond, which was canceled in 1871,) making the total amount of Currency bonds outstanding at the close of the year the same as at its beginning, save the increase of $500, for the bond canceled in 1871, for which no issue had before been made.

The total amount of Currency bonds outstanding at the end of the year, including Chicago and Milwaukee and Beloit and Madison bonds, was $14,624 500; the description of which will be found in General Balance Sheet.

The issue of Gold bonds, stated in the last Annual Report, for the purpose of constructing the Extension from Fort Howard to Escanaba, 114 miles, and the Madison Extension, about 129 miles, amounted to,.....		$5,850,000 00
To which should now be added, the issue during the last year of the New Consolidated Gold bonds of the company amounting to.....		4,534,000 00
Making a total of Gold bonds, of...		$10,384,000 00
The property of the company, included in the foregoing statement of its affairs, is represented by		
Common stock and scrip.....		$14,993.020 40
Preferred do. and do		21,484,063 42
		$36,477,083 82
Currency bonds.....	$14,624,500	
Gold bonds.....	10,384,000	
		25,008,500 00
Surplus of Income Account..... ..		1,629,967 84
Total.....		$63,115,551 66
For which, there is the cost of the railroad and equipment at consolidation in 1864.....		$39,979,262 62
New construction and equipment since that time.....		22,106,835 98
Balances of sundry accounts.....		299,795 36
Cash on hand		729,657 70
Total.....		$63,115,551 66

The extent of road in operation on the 31st of May, 1872, (not including the lines of the Iowa Midland, the Winona and St. Peter, and the La Crosse, Trempeleau and Prescott roads, whose operations are not embraced in the earnings and expenses of the Chicago and North Western,) was 1,314.10 miles; the number of miles in operation on the 31st of May, 1873, was 1,459.52, being an increase of 145.42 miles during the last year.

This increase is composed of 20.42 miles of extensions and short branches, made necessary to accommodate new mines and increased production of iron ore on the Peninsula Division; of 64.6 miles of new road from Escanaba to Menominee, and 0.3 of a mile from Menominee to Marinette, which forms the last link in the connection of our line of railway between Chicago and Negaunee; of 43.6 miles of the Madison Extension, put into operation as the line progressed during the year; of 8½ miles constructed between Tipton and Stanwood, connecting with the Iowa Division; of 3 miles of the extension of the St. Charles Branch to the stone quarries in the town of Batavia, on the Galena Division, and of 5 miles built to connect the Wisconsin and Galena Division tracks just outside of the city limits, on the west of the City of Chicago—in all, 145.42 miles of new road, of which 108.5 miles are on the main lines, and 36.92 miles are distributed on the various extensions and branches, for the better development and working of the main lines.

A considerable portion of the 145.42 miles of increased road was not put to use till late in the year, and including the branches to the mines, and the Chicago Cut-off track, whose operations gave additional facilities for working the road rather than contributed to its earnings, the average number of miles in operation may be stated at 1,382.18, or an actual increase of 68.08 miles for the whole fiscal year.

Of the above mileage there were, on the

Wisconsin Division	....	364.27 miles.
Galena	"	305.11 "
Iowa	"	359.39 "
Madison	"	145.75 "
Peninsula	"	122.66 "
Milwaukee	"	85.00 "
Total		1,382.18 miles.

Exclusive of construction expenditures on account of other railways which are owned and controlled by this company, the amounts expended for construction purposes and for the equipment of the Chicago and North Western during the past year, have been as follows:

For the extension from Fort Howard to Escanaba, (now in operation,) including new ore dock at Escanaba, $1,555,254 24; for extensions to iron ore mines on Peninsula Division, $149,861 84; for extension to Breen Mine, $10,472 64; for changing main line, Svene to Madison, $20,830 96; for account of the Madison Extension, (now nearly completed,) $1,554,644 48; for St. Charles Branch, $1,042 75; for Batavia Branch $66,764 94; for right of way and depot grounds, $3,286 94; for construction of new buildings, $54,867 85; for construction telegraph, $84 75; for renewals with steel rails, being the difference in cost between iron and steel, to replace the former, $48,087 92; for new side tracks, $142,225 58; for balance due on Bain rolls for repairing rails $31,397 75; for new Cut off Branch Road, near Chicago, (completed,) $162,383 19; for Clark Street Viaduct, Chicago, $16,458 55; for Canal Street Viaduct, Chicago, 3,675 17, (less $13,603 40, received from other companies on account of tracks and viaducts in Chicago;) for account new shop grounds, new engine house and new repair shops near Chicago, 152,134 65; for new building for general offices in Chicago, $13,500; for discount on securities provided for construction purposes, $472,795 92; for new engines, $416,742 57; for new iron ore cars, $329,592 25; for new passenger, baggage, mail, freight and working cars and car equipment, $690,929 14; making the amount of $4,446,116 72 expended for construction, and $1,437,263 96 for equipment. Total, $5,883,380 68.

To provide for these outlays, and to complete and equip the railroads connected with our system and belonging to the company, mention of which will be made in subsequent pages of this report, and to put the property in a condition of highest efficiency for economical and successful operation—now made imperative in view of the largely increased traffic on its older lines—by the substitution of steel rails for iron, and by constructing iron and stone bridges as fast as such renewals can properly be made; and to provide

new machine shops, of sufficient capacity to enable the company to combine and consolidate its present old, inadequate, outgrown and expensive shops at Chicago, and to supply requisite housing for its largely increased locomotive equipment, and for general improvements of this character, the company concluded, in November last, to create a new mortgage on all its railroads, equipment, franchises, leaseholds, land grant lands, and all other property—subject to existing liens—of sufficient amount not only to provide means for the above purposes, but also to embrace provisions for the ultimate consolidation of its entire bonded debt, and the bonded debt of the other railroads owned and controlled by this company, now existing under separate organizations, whenever the said railroads shall become consolidated with the Chicago and North Western Railway Company. To this end a new mortgage was created, with the Union Trust Company of New York as trustee, authorizing the issue of $48,000,000 of seven per cent. Consolidated Gold bonds, running thirty years from the first day of December, 1872, in registered coupon form, at the option of the purchaser, with interest payable in gold at the office of the company in the city of New York, on the first of June and December in each year, and a sinking fund after the first year established, of one per cent on the amount outstanding in each and every year thereafter. Of this issue, the amount of $18,749,500 of the bonds is reserved, and can only be issued at the option of the company, for and in place of the like amount of other issues of bonds which constituted at that date all of the outstanding bonded debt of this company, and of the companies embraced in the consolidation, as specified in said mortgage; and there is also reserved in said mortgage the further amount of $16,599,500 of bonds to provide, in like manner, for the retirement and exchange of the bonds of other companies, for which this company is liable, by ownership and control of the roads, viz.: of $1,724,500 of Chicago and Milwaukee Railroad line currency bonds; of $1,350,000 of the bonds of the Iowa Midland Railroad Company; $1,000,000 bonds of the La Crosse, Trempeleau and Prescott Railroad Company; $9,025,000 of bonds of the Winona and St. Peter Railroad Company, and $3,500,000 of the bonds of North Western Union Railway Company, upon consolidation of these companies respectively with the Chicago and North Western Railway Company. All of which reservations are specifically set forth in the mortgage. The total amount so to be reserved is $35,349,000, and the residue, to wit, $12,651,000, is authorized to be issued for uses of the company. As before stated in the description of the bonded debt., $4,534,000 of these bonds were sold during the last fiscal year.

The important work of construction in which this company is interested are hapidly approaching completion, and by the first of October next, or sooner, the entire line of the Madison Extension, and of the North Western Union Railway, between Milwaukee and Fond du Lac, and of the Winona and St. Peter Railroad Company, will be in successful operation. Trains have been running regularly over the extension, between Fort Howard and Escanaba, since last December, and the result of the traffic fully justifies the anticipations of that enterprise; the steamboats, which before were necessary to connect the line between these points by navigation of Green Bay, have since been sold.

Besides these outlays for the Chicago and North Western, the further sum of $4,578,773 23 has been expended during the year for construction on other lines, which are embraced in the system of roads operated by this company, and included in the provisions of the general consolidated mortgage last created, to wit: For construction of the extension of the Winona and St. Peter Railroad to the Minnesota State Line, $1,979,930 20; for the same in Dakota, $193,992 01; for the Mankato Branch, $4,812 16; for account of the Mississippi River Bridge at Winona, $3,291 97; for the La Crosse, Trempeleau and Prescott Railway, $7,979 69; for the Stanwood and Tipton Branch, $144,482 47; for the State Line and Union Road to Geneva Lake, $2,495 11; for the Iowa Midland, $28,509 25, and on account of the North Western Union Railway, between Milwaukee and Fond du Lac, including extensive and valuable depot grounds in Milwaukee, $2,213,280 47.

The aggregate sum expended by all these corporations during the year, for construction and equipment purposes, amounts to $10,462,154 01, apportioned as follows:

Chicago and North Western Co.:		
Construction	$4,446,116 72	
Equipment	1,437,263 96	
		$5,883,380 68
Winona, and St. Peter R. R. Co.	2,178 922 21	
Winona, Mankota and New Ulm Co.	4,812 16	
La Crosse, Trempeleau and Prescott R. R. Co	11,271 66	
Stanwood and Tipton Co	144 482 47	
Iowa Midland R. R. Co	28,509 25	
State Line and Union R. R. Co	2,495 11	
North Western Union Railway	2,213,280 47	

On some accounts, the last year may be regarded as exceptional to any that has preceded or that will follow it, in completing or bringing to an approximate close many large an important works of construction that could not be postponed without loss, especially in respect to the land grant roads.

The total quantity of land secured to the entire line north of Fort Howard, by completion of the extension of last year, is computed at a little more than 1,000,000 acres. Many of these lands are well timbered, and it is not unreasonable to suppose that some may contain valuable deposits of iron ore. Steps are being taken to examine and ascertain their value, which will constantly appreciate and add to the worth of the company's property.

Various improvements on all the lines of the company, and a further increase of equipment, which was indispensable to the business, have been supplied, and are mentioned in the general manager's report. Ample grounds, lying just west of Chicago limits, have been acquired for new engine house, machine and car shops, and buildings for a large part of these works are far advanced.

Of the lines under construction, owned by this company, the Winona and St. Peter was a land grant road, and the time for its completion expired on the 3d of March last. This road would have been finished last fall, but for the early winter which set in in November, and made further progress impossible. An extension of six months' time was granted by Congress, and the line will be fully completed within that period. The quantity of land which will be obtained for the extensions made since the purchase of the road in 1367, is estimated at upwards of 1,200,000 acres. The land is of the best quality to be found in either Minnesota or Dakota, and with great quantities of Government land on the alternate sections, now for the first time opened up to settlement, will attract early occupation and improvement. It will be the policy of the company to encourage actual settlers, and to build up traffic for the railroad, by the sale of lands at low prices, and minimum rates for transportation.

The only other work of large proportions which had been undertaken in the interests of this company, was the Fond du Lac Division of the North Western Union Railway. This line, of 62.7 miles, was put under contract, from Milwaukee to Fond du Lac, last summer, is nearly completed, and will be in readiness for the fall traffic.

The necessity for this line to protect our business north of Fond du Lac, from the effect of the competition of new roads on shorter lines to Milwaukee and Chicago, was none to soon seen and provided for. With this connection, a new route for all that region is opened to Milwaukee, a fine local business insured, and by the use of this line, and of our Chicago and Milwaukee road, a shorter route by at least 29 miles is made for all the Chicago business.

The original conception of the North Western Union Railway to provide this line and the branch between Milwaukee and Lodi, has only been partly realized.

Great encouragement was had from some of the most substantial citizens in active business in Milwaukee, that material aid would be gladly rendered to put the enterprise on its feet, but subsequent experience proved the error of this view, and that portion of the road extending to Fond du Lac has been built at great expense for necessary depot grounds, and right of way in Milwaukee, and at a cost of over $2,200,000, without equipment. These enormous outlays, except in the most imperative cases for the protection of the property, cannot be afforded, and however disappointed the company may be in not bringing its Madison Extension line, and the La Crosse, Trempeleau and Prescott, and Winona and St. Peter roads, with their valuable trade and products, in direct communication with Milwaukee by the Lodi line, it has saved the expenditure of its construction, at a time when the importance of other enterprises demanded the best efforts of the company.

The earnings and expenses of the several roads owned by this company, whose business is not included in the earnings and expenses of the Chicago and North Western Railway Company, are as follows, for the year ending May 31, 1873:

Winona and St. Peter	$718,924 98
La Crosse, Trempeleau and Prescott	230,551 19
Winona, Mankato and New Ulm	4,690 65
Iowa Midland	84,781 16
	$1,038,947 98
Their operating expenses and taxes were	$748,842 55
Their interest on bonds	605,392 46
	$1,354,235 01

showing a deficiency of $315,287 03 in the operating of these roads for the year.

The earnings of the Winona and St. Peter give no fair criterion of the results which may be expected when the whole of that road shall be finished, and connected with our main lines, by the completion of the Madison Extension. Its business is now rapidly increasing, the month of June, since the close of the last fiscal year, showing gross earnings of $117,700, against $63,400 for the same month in 1872. A large increase is anticipated for the entire year.

The La Crosse, Trempeleau and Prescott is self-sustaining, and affords a margin of profit for repayment of the advances made to it by this company. The Winona, Mankato and New Ulm is a short branch to Mankato, whose business can never be very remunerative in competition with other lines at Mankato; but the traffic it contributes as a feeder to the Winona and St. Peter, is of more account than its own local earnings.

The Iowa Midland has not proved profitable as a local line, and the benefits it confers as a feeder to the Fulton Air Line at Clinton, can only be estimated by the increase of traffic which it furnishes to and from Chicago on the Galena Division. Full balance sheets of all these roads, as combined in their accounts with the Chicago and North Western, are appended in the last pages of this report. By reference thereto, it will be seen that in case the entire deficiency which has ever accrued in operating these roads, shall be taken from the balance of income account belonging to the Chicago and North Western Company—which stood at $1,629,967 84 at the close of the last fiscal year—there will still remain a clear balance of income, over and above the total deficiencies of all the combined roads, of $764,264 91, on the 31st of May last.

It is believed that the time is not far off when these roads, taken together, will prove self-sustaining and valuable feeders to our trunk lines, and become profitable in their net results, aside from the value of the lands which, by the construction of the Winona and St. Peter road, are secured to that company.

A contract has been entered into with the Green

Bay and Lake Pepin Railway Company, whose road extends from Green Bay, west, about 200 miles, entirely across the State of Wisconsin, for the use of a portion of the La Crosse, Trempelean and Prescott Railway and the Mississippi River Bridge, for the western terminus of that road to reach the city of Winona. This arrangement will bring the large lumber regions traversed by the Green Bay and Lake Pepin Road in easy communication with the prairies of Minnesota and Dakota, and will furnish to the farmer a choice of markets for his grain at either of the three principal grain ports of Lake Michigan—Chicago, Milwaukee or Green Bay—by the most direct and shortest routes of transportation.

The general condition of the entire property has been improved by the addition of facilities afforded by new construction and equipment, and by the renewals and repairs put upon the road during the last year. The greatest economy of operations is, however, attainable only by the substitution of steel rails on all our main lines, where the traffic is heavy, and where the destruction of iron reaches its maximum at great cost to the company. The first important step has been taken, and ten thousand tons of steel rails have been ordered, which will be laid down as fast as they can be delivered within the next ensuing few months. Constant progress must be made in this direction, until the entire track shall be renewed with steel. This, with sufficient equipment, will constitute the chief want of the company hereafter for the movement of the large traffic which will press upon the road, when all its three trunk lines shall become connected and continuous as great thoroughfares of commerce.

The company had on the 31st of May last 219 first-class, 29 second class, and 53 switching locomotives; total, 301. Of these 159 are wood burners and 142 coal burners. The car equipment consists of 131 first-class and 27 second-class passenger cars, 4 business, 125 caboose and way, 65 baggage and express, 15 mail, 18 boarding, 4,151 box, 1,009 platform, 386 stock, 25 dump, 1,955 iron ore, and 11 wrecking, etc., cars.

The number of passengers carried during the year was 2,479,202; do. carried one mile, 111,071,927. Number of tons of freight carried, 2,958,390; do. carried one mile, 366,475,480. Earnings per passenger, $1.41; earnings per ton $2.91. Earnings per passenger per mile, 3.16 cents; earnings per ton per mile, 2.35 cents.

GENERAL BALANCE SHEET, May 31, 1873.

Old construction:		
Cost of road and property in accordance with terms of consolidation, to May 31, 1872		$39,976,662 62
For purchase of stock of the Beloit and Madison R. R. Co. during the year ending May 31, 1873		100 00
For purchase of stock of the Chicago and Milwaukee Railway Co. during the year ending May 31, 1873		2,500 00
		$39,979,262 62
New Construction:		
Balance to debit of this account May 31, 1872		10,386,492 63
New construction for year ending May 31, 1873		4,446,116 72
New Equipment:		
Balance to debit of this account May 31, 1872		5,836,962 67
New engines and cars for year ending May 31, 1873		1,427,263 96
General assets	$3,912,489 18	
Less liabilities	1,506,804 03	
		2,405,685 15
Materials on hand		1,581,742 18
		$66,023,525 93
Common stock		$14,993,020 40
Preferred stock		21,484,063 42
Funded debt:		
Preferred S. F. bonds	$1,245,500 00	
Appleton Ext. bonds	147,000 00	
Green Bay Ext. bonds	284,000 00	
Funded coupon (interest) bonds	750,000 00	
General First Mortgage bonds	3,588,000 00	
First Mort. bonds of G. & C. U. R. R. Co.	1,775,000 00	
Second Mort. bonds G. & C. U. R. R. Co.	938,000 00	
Elgin and State Line purchase bonds	129,500 00	
Mississippi River Br. bonds	200,000 00	
Seven per ct. equipment bonds	101,000 00	
Consolidated S. F. currency bonds	3,105,000 00	
First Mortgage bonds Peninsula R. R. of Michigan	331,000 00	
		12,594,000 00
First Mort. bonds C. & M. R. R. Co.	$389,000 00	
Second Mort. bonds M. & C. R. R. Co.	182,000 00	
Third Mort. bonds M. & C. R. R. Co.	9,500 00	
First Mort. bonds C. & M. R. W. Co.	1,144,000 00	
First Mort. bonds B. & M. R. R. Co.	306,000 00	
		2,030,000 50
Madison Extension gold bonds	$3,150,000 00	
Menominee Extension gold bonds	2,700,000 00	
General Consolidated gold bonds	4,534,000 00	
		10,384,000 00
Floating debt	$4,855,541 01	
Less assets	2,057,566 74	
		2,797,974 27
Balance due D. N. Barney et al., on Winona and St. Peter Railroad purchase		110,000 00
Income account—balance to credit May 31, 1873		1,629,967 84
		$66,023,525 93

President.—ALBERT KEEP.

Vice Pres't. Sec. and Treas.—M. L. SYKES, Jr.

Directors.—A. G. Dulman, Geo. S. Scott, M. L. Sykes, Jr., Charles R. Marvin, Harvey Kennedy, A. B. Baylis, David Dows, R. P. Flower, Francis H. Tows, New York; Wm. L. Scott, Milton Courtright, Erie; Albert Keep, John F. Tracy, Henry H. Porter, Wm. H. Ferry, Chicago; B. F. Allen, Des Moines, Iowa; J. L. Ten Have, Frzn, Amsterdam, Holland.

Asst. Secretary and Treasurer.—S. O. HOWE.

General Manager.—JAMES H. HOWE.

Gen'l Superintendent.—MARVIN HUGHITT.

☞ By the mutual consent of all parties interested, Mr. Lewis Rice of Boston and William J. Harrison of Alabama have resigned their position as receivers of the Alabama and Chattanooga Railroad, to be succeeded by Mr. A. Murdock, president of the Mobile and Ohio Railroad Company, and Mr. J. Foster Elliott of the banking house of Duncan, Sherman & Co. of New York. This arrangement secures to the road important connections with prominent southern railroads, which will greatly add to its passenger and freight business, and also places its financial matters on a basis that will compare favorably with the first-class railroads of this country.

Northern Pacific Railroad.

A statement by Mr. A. B. Nettleton, trustees' agent of the Northern Pacific Railroad, dated at Philadelphia, on the 8th instant, undertakes to give a definite account of the present condition of the road. The company have built and equipped 428¼ miles, embracing the Minnesota and Dakota divisions of their road, extending to Bismarck on the Missouri river; and the Pacific division, nearly completed, is 105¼ miles long. Adding 24 miles of main line between Thompson Junction and Duluth, jointly owned and used by the N. P. and L. S. & M. Railroad Companies, and 131 miles of the latter road, leased by the former, the whole length of the road operated by the Northern Pacific is 740 miles. It is expected that the Pacific division will be complete by November 10. Freight and passenger trains are running on all the divisions. The Minnesota and 65 miles of the Pacific division have been accepted by the government, and the Dakota division is ready for examination. The policy of the company has been to make each completed section as nearly as possible independent of through connections, and to constitute them with allied lines a remunerative transportation system in themselves. Thus the Eastern division has railroad and water connections at Duluth, St. Paul, Minneapolis, and the crossing of the Red River, and at Bismarck, the present end of the track, with steamers on the Missouri. The Pacific division connects with a steamer line navigating the Columbia River, and three-fourths of whose shares are controlled by the road; also at Tacoma, its northern terminus, with the boats of the North Pacific Steamship Company. The traffic of this division indicates that it will be more than self-sustaining at the outset.

The earnings of the several completed sections have equalled the expectations of the company's officers, and have shown a fairly rapid increase from the beginning. It is believed that the time required to develop the business of the road now constructed to such an extent that the net earnings will meet the interest on its cost will not exceed the period required for the average of new roads. The rolling-stock of the road consists of the following: 72 locomotive engines, 22 passengers cars, 6 mail and baggage, 4 immigrant, 25 dump, and 1,525 box and platform freight cars.

The number of acres sold up to the present time, fifteen months after the date of the first conveyance, is 59,353—equivalent to 94 square miles. This is exclusive of several tracts aggregating some 200,000 acres, selected by colonies and reserved for them under more or less definite stipulations of gradual purchase. The average price per acre realized is $5 48, and the total proceeds are $325,653 96. Of this amount $172,582 59 has been received in cash and bonds, and the remainder is due in yearly payments from purchasers, with a lien on the land sold. At the average price above named, the company's lands already earned would produce about $55,000,000, or nearly double the cost of the finished portion of the road.

The title to lands is in no way dependent upon the completion of the road across the continent, nor is it at all affected by routine delay in the issuing of government patents. Six hundred and forty nine thousand acres have thus far been patented to the company, and other patents are only delayed by the government surveys and the clerical labor of preparation.

It is the trustees' emphatic belief that every department of the company's service is managed with clean hands, with rigid economy, and with good judgment. Every mile of the road has been built under contracts let to the lowest responsible bidder after public advertisement and competitive bidding. The Northern Pacific Railroad is not more "premature" than were nine-tenths of all Western roads when built.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571.836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,900,126
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	.....	.....	.....	.....
Chicago and Alton:													
1867	248,787	157,832	235,061	282,165	335.510	342,358	354,244	415,982	408,999	426,752	359,102	330,166	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384.504	404.012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	348,182	315.099	388,727	328,390	345,833	402.854	351.045	493,232	506 623	468,212	397,515	340.851	4,681,563
1870	281,109	316,037	342.897	348,039	408,686	408,659	418.709	506.681	497,519	475.608	441,197	404,264	4,849,405
1871	353.235	342.369	384,099	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	371.708	332,902	373.217	379.879	409,264	419,196	488.352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ....	.....	.....	366,100	281.334	296,160	473,156	551,122	435,945	407.688	2.811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669.605	729.750	716,378	563,400	6.114,566
1865	541,005	482,164	499.296	468,358	585.623	747,942	702,691	767,508	946.707	932.683	754.871	647.842	7,976,490
1866	623,566	399,917	523,845	537,519	858.948	925,983	808.524	797,475	1.000.086	1,200,216	1,010,892	712.359	9,299,430
1867	696,147	574,664	766,398	774,280	895,712	893.658	888.214	1,063.237	1,448,942	1,541,057	1,211,590	879,900	11,632,739
1868	724,890	807,478	850,192	1,094.597	1,211,150	1.180.933	1,076,674	1,251,940	1,507.479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139.284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,894	900.376	1,074.779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	937,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,206	236.160	242.509	236,435	193,959	203 696	218,347	271,425	287.451	293,296	262,793	230,061	2,918,342
1869	204,112	180,840	239.522	247,661	241,456	259,408	253,367	341,783	320.025	293,615	271,555	242,621	3,095,966
1870	208,089	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,264	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,922	372,974	381,113	373,619	341.104	326,298	401,252	417.328	439,581	389,830	358,743	4,492,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	426,283	432,139	.....	.....	.....	.....
Erie:													
1871	1,055.469	971.193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694.651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1.294,076	1,460,174	1,548.813	1 775,324	1,493,961	1,550,023	1,525,243	1,643,484	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,984	1,774,570	1,918,247	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549.714	794,325	889,967	931.530	685.401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841.363	979,401	914.406	814,413	696,677	8,823,482
1870	628.383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	599,617	563,598	620,228	713,142	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575 393	559,871	648,956	659,363	609.846	783.255	744,782	881,693	696 476	698,063	8,026,754
1873	680,499	562,949	651,962	544,035	687,630	724,983	672,917	748,634	876,413	.....	.....	.....	.....
Kansas Pacific:													
1871	173,678	152,264	267,411	303 915	306 944	266,086	282,723	332,555	368,446	387,999	303 305	210,197	3,321 518
1872	189.606	191,738	300,783	322 875	341,843	322,359	329,838	357,302	349,468	449,418	314,513	223,240	3,993,183
1873	150,567	194,786	300,719	352,300	352,764	312,614	323,251	328,189	383,785	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1.368,948	1,402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1 498,408	1,528.250	1,479.945	1,323,476	1,225,708	1.459 360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,.85	1,735 736	1,694,643	1,650 968	1,585,365	1,451,762	1,582,531	1,776,420	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95.924	108,413	126 556	121,519	125,065	119 169	121,408	1.294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	103,629	1,380,922
1870	90,177	98,275	101.379	106,246	110,213	111,177	111,127	158,407	132,998	153,581	144 023	141,376	1,418,869
1871	130,883	126,224	140.740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	197,341	208,977	207,911	204,196	2,029 927
1873	170,023	162,585	180,467	190,562	165,683	185,953	181,865	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,960	353 569	473,546	490,772	448,419	374,542	4.744,154
1870	337,992	329,128	384,431	412,630	409,283	363,187	326.891	378,880	467,990	511,447	458,573	387.827	4,758,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422 015	529,890	628,660	582,802	5?7,434	507,050	5,940,102
1872	411,113	384,068	449,463	485,550	487,282	398,300	402,084	460,1?1	536,903	641,807	487,603	464,163	5,608,117
1873	379,856	440,261	567,314	556,181	542,959	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	393,508	436,412	565,718	458.191	423,396	522,682	1,024.045	1,037,464	556,917	468 880	6,517,646
1869	454,590	350,090	420,951	469,288	630,844	678,923	586,531	525,647	794,732	1,040,102	801 195	496,594	7,250 069
1870	396,171	382,823	377,571	443,132	790,700	755,737	636,434	661,920	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	682,368	658,017	451,113	505,557	815,346	841,150	644,625	473,295	6,990,695
1872	460,986	387,565	423,226	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334,716	423,716	555,005	509,286	805,799	925,210	834,341	767,803	1,193,209	.....	.....	.....	.....
Pacific of Missouri:													
1869	194.112	207,202	294.302	278,247	264,273	249,849	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,374	282,550	283,221	263,328	260,449	343,195	353,677	341.373	321,659	236,108	3,438,930
1871	212,065	219,504	319,795	295,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,923	293,504	305,755	260,560	304,512	265,406	315,699	338,407	384,193	337,920	360,404	3,678,682
1873	227,897	261,546	344,632	321,047	301,521	272 600	267,734	325,093	382,098	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956.658	837.351	586,779	9,256,284
1868	427,487	518,174	651.019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	689,924	8,735,082
1869	479,236	525,490	755,433	904,834	999,463	930,680	1,232,903	1,454,026	1,294,621	1,235.366	1,476,405	828,447	11,816,904
1870	479,872	574,706	679,332	814,493	893,966	617,058	869,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,902	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,564
1872	657,318	645,090	823,663	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,193,695	1,?22,847	1,127,03)	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149.164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,023	127,817	175,950	171,568	157,398	154,133	144.164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164.525	137,678	162,936	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,?27	158,700	1,927,471
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,632	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127.412	126,775	124,983	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194.450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310.800	450.246	470,720	422.369	323,377	434,284	4,242,348
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508.043	451,294	425,687	515,618	4,454,464
1871	385,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,295	531,080	516,935	5,736,666
1872	139,780	431,949	460 646	447,311	510,792	462,868	434,465	614,176	565,811	621,351	459,341	466,081	5,944,570
1873	379,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500,189	539,238	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570.168	606,063	7,654,094
1871	479,573	373,925	498,809	584,540	724,466	728,174	673,686	681,865	800,402	777,362	708,142	469,932	7,521,682
1872	373,936	534,116	566,861	741,802	890,442	835,450	742,382	769,567	843,754	980,706	916,727	757,851	8,892,606
1873	533,975	481,783	708,250	881,266	1,007,831	969,863	876,883	837,277	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'72	8.00	114	40	Albany.....N.Y.	163,000	111,400	40,000	—	92,241	29,165	11	100	100	....
Sept. 30,'72	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	3,407	1,050	—	100	100	....
Oct. 31,'72	3.64	13	5	Allentown.....Pa	33,428	86,600	5,000	5,000	—	—	6	100	100	....
Sept. 30,'72	23.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	1,010,000	650,000	460,000	—	133,634	24,250	—	100	100	....
Sept. 30,'72	11.83	344	48	Avenue C (N. Y. City).....N. Y.	534,264	500,000	900 000	133,634	289,133	89,887	—	100	100	....
Sept. 30,'72	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,777,048	900,000	694,000	4,000	308,671	60,728	—	100	100	....
Sept. 30,'72	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,353	6.8	50	50	....
Sept. 30,'72	1.39	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,500	—	100	100	....
Sept. 30,'72	10.76	239	47	Broadway (Brooklyn)...N.Y.	327,600	200,000	100,000	12,361	163,711	45,226	12	100	100	....
Sept. 30,'72	10.35	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,806,668	2,100,000	1,500,000	200,000	906,812	357,230	6	100	100	....
Sept. 30,'72	7.00	8	22	Brooklyn, Bath & Coney I.N.Y.	219,133	—	80,000	—	47,521	18,140	—	—	100	....
Sept. 30,'72	81.50	1868	373	Brooklyn City.....N.Y.	2,313,005	1,99?,032	300,000	—	1,448,461	241,567	12	100	100	....
Sept. 30,'72	22.00	235	68	Brooklyn City & Newtown.N.Y.	650,603	200,000	400,000	11,856	165,939	45,081	—	100	100	....
Sept. 30,'72	19.83	180	43	Brooklyn, Cross-Town.....N.Y.	637,003	300,000	300,000	15,470	169,799	42,412	—	100	100	....
Sept. 30,'72	15.81	262	83	Buffalo street.....N.Y.	493,174	73,000	352,214	68,745	240,627	44,042	—	100	100	....
Sept. 30,'72	11.00	131	21	Bushwick (Brooklyn).....N.Y.	336,005	302,000	52,000	4,178	88,897	8,255	—	100	100	....
Sept. 30,'72	28.81	—	—	Cambridge (Boston).....Mass	740,000	740,000	150,000	—	69,681	69,641	9	100	100	....
Sept. 30,'72	1.93	23	4	Central City (Syracuse)....N.Y.	29,092	21,130	6,000	—	19,961	9,441	12	100	100	....
Oct. 31,'72	72.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,846,175	1,175,700	838,000	116,303	639,304	39,487	—	100	100	....
Oct. 31,'72	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	—	284,291	88,946	7	50	50	....
Oct. 31,'72	5.50	206	40	Citizens' (Pittsburg).....Pa.	270,671	184,000	50,000	4,000	184,299	78,695	16	50	50	....
Oct. 31,'72	2 87	12	3	Coatsville.....Pa.	45,436	53,500	—	1,000	10,995	3,348	—	100	100	....
Sept. 30,'72	14.83	....	....	Coney Island (Brooklyn)..N.Y.	698,806	500,000	307,000	33,065	267,449	118,139	—	100	100	....
Sept. 30,'72	10.73	861	122	Dry Dock,E.B.&B.(N.Y.C.)N.Y.	1,016,798	1,200,600	700,000	—	777,995	221,219	8	100	100	....
Oct. 31,'72	1.63	14	3	Easton and S. Easton.....Pa.	25,962	29,562	—	—	10,946	3,321	5	25	25	....
Sept. 30,'72	18.00	950	110	Eighth Avenue (N.Y.City)N.Y.	1,586,034	1,000,000	203,000	65,300	804,283	150,720	12	100	100	....
Oct. 31,'72	7.75	—	—	Empire.....Pa.	192,000	000,000	150,000	3,200	102,704	13,120	—	50	50	....
Oct. 31,'72	2.04	24	6	Erie City.....Pa.	36,957	19,897	20,242	2,100	15,188	2,185	—	50	20	....
Oct. 31,'72	5.50	60	23	Federal St. & Pl. Val. (P'bg.).Pa	132,842	69,250	75,000	15,000	45,737	2,665	—	25	25	....
Sept. 30,'72	10.26	434	57	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	209,000	—	377,675	92,155	10	100	100	....
Oct. 31,'72	17.04	389	56	Frankford & Southwark(Phila.)Pa.	844,171	492,200	255.500	35,000	368,135	91,127	7	50	50	52
Sept. 30,'72	9.00	133	30	Gr'd st. & Newtown (Bk'n)N.Y.	320,467	170,000	90,000	24,571	97,135	13,539	—	100	100	....
Sept. 30,'72	8.00	123	24	Gr'd St. Prosp. Pk.& Flatb..N.Y.	419,185	200,000	200,000	33,407	74,057	—	7	100	100	....
Oct. 31,'72	33.75	360	64	Germantown (Phila.).....Pa.	562.270	307,545	350,000	—	370,775	124,179	6	50	50	25
Oct. 31,'72	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	150,000	—	180,268	45,700	20½	50	15	46
Oct. 31,'72	2.01	10	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	7,185	Loss.	—	25	25	....
Sept. 30,'72	11.75	126	17	Harlm.Br.,Morr. & F'dham.N.Y.	275.7.9	299,100	138,500	—	95,737	21,637	—	100	100	....
Oct. 31,'72	11.00	378	60	Hest., Maut. & F'mount (Ph.)Pa.	388,437	299.423	127,100	—	272,610	71,442	2.2	50	50	16
Sept. 30,'72	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500	—	99,164	35,904	11½	25	10½	....
Sept. 30,'72	4.03	55	22	Lowell Horse.....Mass.	81,701	56,000	—	3.500	34,979	3,138	—	100	100	....
Sept. 30,'72	11.62	235	35	Lynn and Boston.....Mass.	277,581	200,000	50,000	43,697	182,774	2,562	—	100	100	....
Sept. 30,'72	3.60	—	—	Malden and Melrose (Btn).Mass.	60,240	165,000	75,000	—	—	—	—	100	100	....
Sept. 30,'72	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,240	1,886	—	50	50	....
Sept. 30,'72	5.41	50	7	Merrimac Valley.....Mass.	63,000	50,000	—	589,390	37,445	9,521	—	100	100	....
Sept. 30,'72	46.29	1220	358	Metropolitan (Boston) ....Mass.	2,219,747	1,500,000	—	—	986,041	174,384	10	50	50	....
Sept. 30,'72	26.06	300	53	Middlesex (Boston).....Mass.	603,702	400,000	184,500	158,822	284,306	43,497	6	100	100	....
Sept. 30,'72	3.31	20	8	New Bedf'd & Fairhaven..Mass.	54,849	38,000	—	16,353	5,475	1,815	—	100	100	....
Sept. 30,'72	3.75	2	6	New York Elevated.....N.Y.	.....	350,000	—	25,000	13,744	501	—	100	100	....
Sept. 30,'72	12.20	201	20	Ninth Avenue (N. Y. City)N.Y.	994,842	797,320	187,000	19,209	108,030	Loss.	—	100	100	....
Sept. 30,'72	8.37	99	24	North 2d St. & Middle Vil..N.Y.	173,075	134,600	25,000	13,368	70,579	14,167	—	100	100	....
Sept. 30,'72	3.20	11	2	Northampton & Wunburg..Mass.	300,000	300,000	—	6,499	7,421	—	—	100	100	....
Dec. 31,'72	11.71	172	33	Orange and Newark .....N.J.	1,073,555	200,000	700,000	109,852	203,734	30,273	—	100	100	....
Sept. 30,'72	14.40	90	31	Park Avenue (Brooklyn)..N.Y.	337,343	200,000	200,000	20,000	55,555	6,044	—	100	100	....
Dec. 31,'72	4.91	101	15	Passenger (Cin.).....O.	200,000	150,000	50,000	67,209	71,812	33,111	—	100	100	....
Oct. 31,'72	9.56	40	17	Peoples' street (Scranton)...Pa.	140,387	125,500	—	—	36,447	13,556	2	100	100	....
Oct. 31,'72	9.04	40	10	Peoples' (Lucerne Co.).....Pa.	140,387	125,500	—	—	36,448	13,572	5	100	100	....
Oct. 31,'72	3.00	396	73	Philadelphia City (C. & W.)Pa.	454,397	225,000	200,000	29,397	347,283	107,633	37½	50	15	59
Oct. 31,'72	1.09	—	116	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	—	—	4	20	20	....
Oct. 31,'72	13.17	144	25	Philadelphia & Gray's Ferry.Pa.	299,126	290,175	6,500	—	124,473	38,750	11	30	25	31
Oct. 31,'72	8.75	116	27	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	23,000	25,236	149,066	54,721	33½	50	50	....
Oct. 31,'72	6.50	100	17	Pittsburg and Birmingham..Pa	136,239	120,000	13,600	47,949	71,132	720	—	50	50	....
Oct. 31,'72	7.25	72	14	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	67,000	5,636	42,596	6,359	—	50	50	....
Oct. 31,'72	4.43	91	18	Pittsburg and Ormsby.....Pa.	83.487	100,000	28,500	13,116	37,238	Loss.	—	25	25	....
Sept. 30,'72	2.50	35	11	Poughkeepsie City.....N.Y.	59,367	31,500	15,500	14,088	18,929	1,402	—	100	100	....
Oct. 31,'72	13.70	254	40	Ridge Avenue.....Pa.	414,572	336,000	59,000	20,772	244,658	65,484	15½	50	28	....
Sept. 30,'72	10.00	108	26	Rochester and Brighton ...N.Y.	135,989	70,000	20,000	17,500	72,545	7,074	5	100	100	....
Sept. 30,'72	6.03	54	20	Salem street.....Mass.	203,784	150,000	35,900	1,800	51,253	Loss.	—	100	100	....
Oct. 31,'72	3.31	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	(Leas. by Phila. & Gray's Fer.)				10	50	50	....
Sept. 30,'72	20.00	295	120	Second Avenue (N.Y. City)N.Y.	2,376,131	1,099,500	1,163,500	68,181	626,732	163,300	8	100	100	....
Oct. 31,'72	39.50	560	86	2d and 3d street (Phila.).....Pa.	736,255	621,576	109,300	—	508,545	143,274	10	100	100	57
Oct. 31,'72	6.75	248	40	17th and 19th street (Phila.)..Pa.	186,694	160,000	75,000	35,307	152,400	36,467	—	50	16	....
Oct. 31,'72	5.50	198	31	13th and 15th streets (Phila.).Pa.	227,326	334,529	—	—	155,697	42,601	12	50	16½	21
Sept. 30,'72	8.37	797	87	Sixth Avenue (N.Y. City)..N.Y.	1,904.754	750,000	250,000	90,000	744,758	106,988	8½	100	100	....
Sept. 30,'72	4.03	—	—	Somerville horse (Boston)..Mass	98,000	98,000	—	—	—	5,650	5½	100	100	....
Sept. 30,'72	7.68	300	52	South Boston.....Mass.	440,323	450,000	—	—	296,572	46,701	10	100	100	....
Sept. 30,'72	6.50	80	21	South Brooklyn & Park.....N.Y.	253,414	150,000	100,000	11,741	45,051	985	—	100	100	....
Sept. 30,'72	3.02	22	6	Springfield street.....Mass.	63,356	50,000	—	2,400	24,282	1,605	—	100	100	....
Sept. 30,'72	8.00	35	13	Staten Island Shore.....N.Y.	31,000	(Sold $31,000 '72.)	—	—	18,666	Loss.	—	—	—	—
Sept. 30,'72	2.53	20	5	Stoneham street (Boston)..Mass	41,969	33,000	—	750	15,399	1,494	—	100	100	....
Sept. 30,'72	2.70	19	7	Syracuse and Geddes.....N.Y.	26,478	25,000	25,000	—	17,784	7,521	7	100	100	....
Sept. 30,'72	2.89	16	3	Syracuse and Onondaga ....N.Y.	38,620	37,000	—	—	14,019	5,476	8	100	100	....
Sept. 30,'72	4.32	35	8	Taunton street.....Mass.	53,414	40,000	—	7,500	20.346	5,797	—	100	100	....
Sept. 30,'72	18.00	1939	253	Third Avenue (N.Y. City).N.Y.	3,450,939	1,170,000	2,000,000	161,856	1,621,992	439,774	12	100	100	....
Sept. 30,'72	6.50	80	8	Troy and Albin.....N.Y.	71,532	44,700	35,410	—	20,728	6,873	—	100	100	....
Sept. 30,'72	4.79	—	—	Troy and Cohoes.....N.Y.	50,000	50,000	(Leas. by Troy Lansingburg.)				—	100	100	....
Sept. 30,'72	11.63	226	51	Troy and Lansingburg.....N.Y.	280,287	250,000	75,000	75,805	176,432	39,372	—	100	100	....
Oct. 31,'72	30.00	687	118	Union (Phila.).....Pa	1,032,514	400,000	500,000	—	622,509	125,207	25	50	20	....
Sept. 30,'72	—	693	97	Union street (Boston).....Mass.	445,494	355,500	17,500	132,108	484,633	40,571	7½	100	100	....
Oct. 31,'72	—	4	2	Union street (Phila.).....Pa.	16,187	16,187	(Under construction.)				—	100	100	....
Sept. 30,'72	—	—	—	Union (Freight) street....Mass.	.....	150,000	(Under construction.)				—	100	100	....
Sept. 30,'72	15.50	81	15	Utica, Clinton & Bingham.N.Y.	320.393	121,400	200,000	1,200	69,203	14,163	—	100	100	....
Sept. 30,'72	2.75	5	14	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	20,466	4,690	3½	100	100	....
Sept. 30,'72	3.11	12	5	Waltham and Newtown..Mass.	32 155	23,500	—	13,316	7,791	989	—	100	100	....
Sept. 30,'72	7.25	150	25	Watervliet (Albany) .....N.Y.	331,425	240,000	130,000	—	118,837	39.180	7	100	100	....
Oct. 31,'72	15.50	507	74	West Philadelphia.....Pa.	591,596	400,000	100,000	—	443,477	102,289	15	50	50	....
Sept. 30,'72	3.00	—	—	Winnisimmet (Boston)....Mass.	62,152	50,100	—	—	3,600	3,077	4	50	50	....
Oct. 31,'72	4.37	16	6	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,934	4	50	50	....
Sept. 30,'72	8.02	76	15	Williamburg & Flatbush..N.Y.	474,100	300,000	175,000	5,600	28,164	Loss.	—	100	100	....
Sept. 30,'72	4.38	45	17	Worcester street.....Mass.	99,968	400,000	33,000	27,967	26,171	Loss	—	100	100	....
Oct. 31,'72	2.24	51	14	Williamsport .....Pa.	41,452	40,000	—	4,705	13,824	6,035	....	25	25	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Payable.	Principal Payable.	Market Price.
	$	pc		
Albany: 1st Mortgage.....	40,000	7 J. & J.	1883	....
Avenue C: 1st Mortgage.....	900,000	7 A.&O.	1896	....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	460,000	7 M.&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7 J.&D.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	6 J.&D.	1882	....
Broadway and 7th Avenue: 1st Mortgage.....	600,000	7 J. & J.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7 J.& J.	1890	....
Brooklyn City: 1st Mortgage.....	300,000	7 J.& J.	1883	....
Brooklyn City & Newtown: 1st Mortgage.....	400,000	7 J.&D.	1879	....
Brooklyn Cross-Town: 1st Mortgage.....	352,000	7	1883	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6 J.& J.	1891	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7 F.& A	1882	....
2d Mortgage.....	335,000	7 M.& N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	397,000	7 J. & J.	1879	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7 M.&S.	1875	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7 J.& J.	1881	....
Empire: 1st Mortgage.....guar.	150,000	7 J. & J.	1900	....
42d st. & G'd st. Ferry(N. Y.): 1st Mortgage.....	209,000	7 A.&O	1878	....
Federal St. & Pleasant Val.: 1st Mortgage.....	75,000	7 A.&O.	1877	....
2d Mortgage.....	50,000	7 J.& J.	1881	....
Frankford and Southwark: 1st Mortgage.....	185,500	7 J. & J.	1877	....
2d Mortgage.....	100,000	7 M.& N	1891	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7 J.&D.	.....	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7 A.&O	1887	....
Germantown: 1st Mortgage.....	250,000	7 J.&D.	1879	....
2d mortgage.....	100,000	7	1884	....
Green and Coates street: 1st Mortgage.....	100,000	7 J.& J.	1875	....
Harl. Br.,Morris's & Fordh.: 1st Mortgage.....	138,500	7	.....	....
Hestonv., Mautua & Fairm.: 1st Mortgage.....	125,000	7 J.&D.	1874	....
Lombard and South st.(Phi.): 1st Mortgage.....	62,500	7 J.&D.	1883	....
Malden and Melrose: 1st Mortgage.....	75,000	6 A.&O.	1885	....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	1884	....
2d Mortgage.....	60,000	6	1880	....
3d Mortgage.....	25,000	7	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	187,000	7 J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6 J.& J.	1881	....
2d Mortgage.....	500,000	7 J.& J.	1893	....
Park Avenue (Bkly): 1st Mortgage.....	200,000	7 M.& N	1887	....
Philadelphia City: 1st Mortgage.....	200,000	7 J.& J.	1881	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7 J.&D.	1877	....
2d Mortgage.....	200,000	7 F.& A	1876	....
3d Mortgage.....	150,000	7 A.&O	1885	....
Conv. bonds.....	563,500	7 M.& N	1888	....
Second and Third st. (Phi.): 1st Mortgage.....	83,700	7 J.& J.	1878	....
2d Mortgage.....	15,800	7 A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7 J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	100,000	7 J.& J.	1892	....
Third Avenue (N. Y.): 1st Mortgage.....2,	000,000	7 J.& J.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7 J.& J.	1885	....
Union (Phila.): 1st Mortgage.....	300,000	6 J.& J.	1885	....
General Mortgage.....	200,000	7 J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7 J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7 A.&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7 J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	175,000	7 M.& S.	1890	....
Worcester: 1st Mortgage.....	28,000	7 J.& J.	1879	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov.'73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '73 0
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M. & N.	May '73 4
Boston and Providence..100	3,950,000	M. & N.	May '73 5
Buffalo, N. Y. and Erie*.100	9,950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " pref.100	1,485,900	M. & S.	Sept.'73 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Oct. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,600	— & —	.....
" pref..... 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A.	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J	July '73 5
Central of New Jersey..100	20,000,000	J.A J&O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	June'73 3
" pref..... 50	400,000	J. & D.	June '73 3
Central Pacific 100	54,275,500	.....	Sept.'73 3
Chemung*.....100	380,000	J.A J&O	July '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept.'73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Sept.'73 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,258,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Oct. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	May '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.A.N	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,786,800	M.J.S.D.	June'73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug '73 5
Concord..... 50	1,500,000	M. & N.	May '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 100	1,850,000	J. & J.	July '73 5
Cumberland Valley..... 1	1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 5
East Pennsylvania* 50	1,309,200	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef & Canand*.100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June'73 1½
Fitchburg.....100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug.'73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49 466,500	F. & A.	Aug.'73 4
" " (guar.).100	533,500	F. & A.	Aug.'73 5
Lawrence*..... 50	200,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	Oct. '73 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,646,10[illegible]	J. & J.	July '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N Haven & Northamp..100	605,000	J.A. J.O.	Sept.'72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '73 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 3
N. Eastern (S.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,842,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'73 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristown* 50	1,626,250	M.J. S.D.	Sept.'73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref.. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '73 1½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '73 1½
" Special Imp.100	2,000,000	J.A. J.O.	Oct. '73 1½
Pittsfield & N. Adams..100	440,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,098,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 2
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'70
Shamokin V. & Pottav.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287.300	M. & N.	May '72 3
Summit Branch*..... 50	2,502 250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn.'70 11-4s
Tol., Walt. & West. pref.100	1,000,000	M. & N.	Nov.'72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 5½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,880,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500.000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	600,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..'0	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)....100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 3
Ninth Avenue (N. Y.)...100	197,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.).....100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 1
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 50	400,000	J.A. J.O.	Oct. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'73 4
Delaware and Hudson...100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,888,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	July '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	MJ. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,893,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh'p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	May '73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express....100	6,000,000	F.M.A.N	Aug '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Oct. 1, 1873.					
Loan of June 14, 1858 ..... registered	$8,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,760,000	6	Jan. & July.	1880	113¼
.. .. coupon	4,665,000	6	" "	1880	113¼
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,566,150	6	Jan. & July	1881	113¼
.. .. coupon	63,753,200	6	" "	1881	113¼
Loan of Feb. 25, 1862 (5-20s).....registered	17,°05,400	6	May & Nov.	1882	106
.. .. .. (5-20s).....coupon	170,227,150	6	" "	1882	106¼
Loan of March 3, 1863.....registered	53,553,600	6	Jan. & July.	1881	113¼
.. .. coupon	21,446,400	6	" "	1881	113¼
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	105¾
Loan of June 30, 1864 (5-20s).....registered	24,798,950	6	May & Nov.	1884	105¾
.. .. .. (5-20s).....coupon	33,386,050	6	" "	1884	106¼
Loan of March 3, 1865 (5-20s).....registered	33,925,600	6	May & Nov.	1885	106¼
.. .. .. (5-20s).....coupon	118,917,150	6	" "	1885	107¼
.. .. 2d series (5-20s).....registered	55,547,500	6	Jan. & July.	1885	110
.. .. .. (5-20s).....coupon	147,211,750	6	" "	1885	110
.. .. 3d series (5-20s).....registered	87,491,700	6	Jan. & July.	1887	111⅛
.. .. .. (5-20s).....coupon	223,687,000	6	" "	1887	111⅛
.. .. 4th series (5-20s).....registered	13,699,000	6	Jan. & July.	1888	111
.. .. .. (5-20s).....coupon	23,775,000	6	" "	1888	111¼
Loan of March 3, 1864, (10-40s)....registered	140,477,800	5	Mar. & Sept.	1904	105
.. .. .. (10-40s).....coupon	54,089,500	5	" "	1904	106
Consols of July 14, '70 & Jan. 20, '71.registered	161,716,450	5	F. M. A. & N.	1881	108¼
.. .. coupon	112,283,550	5	" "	1881	107
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	110
U. S. Notes and Fractional Currency.....	402,309,134	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0.0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,390):					
.. War Loan, July 1, 1861, (10-20s).....	708,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	936,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.		....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "		....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	'72-'74	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	'72-'74	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	1886	84
				1890	
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	'90-'92	....
.. Refunded Stock Bonds, 1850	348,000	6	" "		....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1878	....
.. War Loan Bonds, 1861.....	417,000	6	" "	77-'78	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1880	....
Kansas—($1,336,675):			Jan	1880	
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	1881	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "		....
Kentucky—($2,750,510):				'83-'84	
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	55
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,365	6	J. A. J. & O.	1888	102

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	100
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,461	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($360,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	87
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	96½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'78-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'78	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20.675,000	7	Jan. & July.	1877	105
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,839,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1830 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,496,369	6	" "	1881	101
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	102½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	105½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	9
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'75	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1890	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	68
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	71½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($823,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'88-'00	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'67	....
.. Funded Interest sterling, 1867.....	486,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	92
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	96
Loan of 1850-'80	579,500	6	" "	"	1880	97
Loan of 1853-'95	1,710,500	6	April & Oct.	"	1885	93
Loan of 1855-'90 (Balt.) sk'g fd	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund	3,788,762	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	435,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	92½
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	492,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	84
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1896	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	103½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1885	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	23
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1890	....
Mass. L. (sec'r'd by $4,000,000 Bec.)	3,000,000	7*	" "	" "	1900	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	90
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	95
Camden and Burlington County:						
Consolidated 1st Mortgage	338,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,360,000	7	" "	"	1900	95
Chattel Mortgage	158,250	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	73
Cedar Rapids & Mo. Riv. (C. & N.W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	102
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	83
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	89
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	107
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,183,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1894	....
Income (") coupon	300,000	8	" "	" "	1876	99
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	500,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,900,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106
3d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	91
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	105
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	660,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1860	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	90
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold.	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold.	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $10,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	90
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	99
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	95
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs. & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	96
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	89½
Equipm't (Eng. & Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel. & Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1869	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. R. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104.000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	98
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd. skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	488,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	6	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	100
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	86½
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1868	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	81
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	60
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1900	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,600	7	May & Nov.	" "	1898	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100.000	7	Jan. & July.	New York.	1890	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931.000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	95
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450.000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1893	101
East Tenn. & Georgia(E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	94
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	97½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	104½
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	103½
3d Mortgage	4,582,000	7	" "	" "	1883	93
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	92
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	91
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY.& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 50, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1883	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Stg.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1899	....
2d Mortgage (Equipment)	N,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	.....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	.....	....
1st *Preference Bonds* £2,836,385.	14,191,675	5*	Jan. & July.	"	.....	....
2d *Preference Bonds* £1,685,765.	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,567,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	84½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5⅓,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	87½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.R.R55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F.& P.M):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	103½
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N.Y.&O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	100
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	102
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	....
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	100
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1880	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	1*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	35
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(D L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'k.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,133,000	7	J. A. J. & O.	" "	1890	99
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	90
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	89
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	99
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1896	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	100
2d Mort. Oct 31, 1857 "	2,663,000	7	" "	" "	1877	92
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1896	98
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All.& Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia.	1865	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Luckawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	101
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	38½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	94½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	98
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1907	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	92½
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortge (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1880	80½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	97½
2d Mortgage Dollar	2,500-000	7	May & Nov.	"	1896	88
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	72
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	111
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	95¼
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	98
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¼
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	80
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	96
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	102½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	95
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90¾
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	90
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100¼
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	87½
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	100
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1896	96¼
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	86
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	90
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	88
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div).....	433,000	7	Jan. & July.	" "	1874	78½
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond.....	50,000	7	May & Nov.	" "	1883	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	66
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	91½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	85
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	76
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River :						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville .						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	75
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis :						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur :						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway :						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	95
2d *Mortgage* (")stg.	2,232,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	90
State lien for $17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island :						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	85
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	87
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	84½
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(Ca.A):						
1st Mortgage.....	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	809,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)...	309,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	490,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	100
Mortgage Loan of 1856 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	74-'77	....
Consolidated Mortgage June 1, 1871.	{ Dollar coupon... 7,696,000	7	June & Dec.	Philadelphia.	1911	97
	{ Dollar registered 3,414,000	7	" "	"	1911	99½
	{ Gold or stg coup. 7,000,000	6*	" "	Phil. or Loud.	1911	98
	{ Gold or stg reg... 624,000	6*	" "	" "	1911	97½
	{ Dollar coupon... 376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	97
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1867	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	...
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	...
Pittsburg & Connellsville :						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	87½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	100
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific :						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan :						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central :						
1st Mortgage of 1863	210,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester :						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern :						
1st Mort. gold, conv. & tax free..	809,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester :						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis :						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.) :						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92
Quincy & Warsaw (C. B. & Q.) :						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga :						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.).	400,000	7	March & Sept.	New York	1866	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls).....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	72
Rich., Fredericksburg & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec	Rich mond.	1875	....
1st Mortgage.....	176,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payablo in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oawego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	81
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	72
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	90
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	80½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,000	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,600,000	7	June & Dec.	New York.	1894	86
1st Mortgage (W. Div.) 117 m	1,800,000	7	Feb. & Aug.	" "	1896	50
2d Mortgage (W. Div.) 117 m	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m	250,000	7	June & Dec.	" "	1910	86½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	800,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1882	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	93
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. W. R. R. W. D. 100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	92
1st Mort. (Quincy & Tol 84 m)	500,000	7	May & Nov.	" "	1890	91¼
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	92½
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	80
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	75
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	70¼
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	81
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	74
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	65
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	49¼
Omaha Bridge B'ds, stg. £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M. K. & T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville (O. C. & A. Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1890	....
Loan of 1875 (Joint Companies)	875,000	6*	April & Oct.	Philadelphia.	1875	93
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	84
Consolidated (mort.) Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	97
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J. (NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D. & HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	21
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca. R. R.)	795,500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	76
4th Mortgage	843,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O. C. & All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama:						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1883	....
1st Mortgage (M. & W. Point R. R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	818,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	86
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	93
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	90
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	73
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	88
Wilmington and Weldon:						
Sterling Bonds	646,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,665,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L. C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	"	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	I. A. J. & O.	Philadelphia.	1884	88
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	90
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	83
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	98
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	235,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	99
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1888	....
Interest Bonds (Erie Canal) 1850	161,986	7	" "	"	1873	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,450	6	" "	"	1898	75
Boat and Car Loan	628,100	7	" "	"	1889	80
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	73
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1834	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	200,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	2	106	Adirondac ..... New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶ ..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal Co.)		1,341,228	427,821	7	100	92½
Sept. 30, 1872	61.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	61.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley..... Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown ..... Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	360,000	—	—	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) ¶ ..... Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,018	150,000	.....	—	—	.....	.....	.....	7,500	.....	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield..... Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point ..... Georgia.	1,200,129	*	.....	.....	1,282,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶ ..... Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,576	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	—	—	3,994,900	3,483,848	231,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	68.0	—	2.7	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	—	—	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesco and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	58.2	.....	(Leased to	Pennsylvania.)	.....	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶ ....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	161½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	—	—	660,000	240,000	.....	—	—	(Operat	ed by Ma	ine Central.)		36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	867	Belvidere Delaware ..... New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire..... Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	142½
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner..... Mass.	763.114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.0	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg ..... Mass.	1,430,328	646,052	110,250	95,738	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal ..... N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell..... Mass.	2,469,955	252.345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	105
Sept. 30, 1872	80.3	8.5	84.9	36.0	61	102	28	975	Boston and Maine..... Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	158.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	114½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence..... Mass. & R. I.	3,691,138	207,400	573,642	253,320	3,950,000	—	356,478	427,922	66.5	239,182	762,246	765,733	1,716,399	466,347	10	100	140
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa..... Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany ¶..... Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	—	—	—	950,000	2,380,000	—	—	—	(Erie	Railway	Co.)	.....	238,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*..... Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo.	Line May,	1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy..... New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic..... New Jersey.	1,790,623	876,195	138,364	32,388	1,215,870	1,058,400	54,907	9,284	67.0	213,639	417,186	69,321	467,036	212,119	3(p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,862	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)			6	100	.....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central..... Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern..... Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	.....	(Recently	completed	.)	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	28	12	160	Cape Cod ..... Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,787	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa..... Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,109	7 p.	50	26
Sept. 30, 1872	14 8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,000	—	—	—	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,886	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia..... Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island..... New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	3,082	Central of New Jersey..... New Jersey.	12,421,935	7,882,235	7,649,492	4,810,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	93
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio..... Ohio.	5,499,9 -9	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	10½
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific* ¶..... Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,533	746,153	11,963,641	6,952 362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta.... S.Car.	5,512,090	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers ..... Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39 140	.....	.....	60,440	20.440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio..... Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,476	141,873	115,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.2	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa..... Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	53	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	284,284	3,297,300	5,389,000	1,048,609	1,244,673	283.3	888,227	509,975	344,559	1,138,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	360,000	300,000	41,382	.....	10.6	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.6	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	162,092	.....	58,170	499,896	650,000	112,698	: 0	—	(Boston	Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	160.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,224	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,867,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	108,900,746	*	5,197,215	1,348,999	16,977,503	91,197,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	5,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,818,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	3?,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)			—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	.....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,938	320,838	415,368	2,484,670	670,529	—	100	194
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,872	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	...
Sept. 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶..R.I., Ct &N.Y.	4,201 486	598,875	.....	.....	2,037,910	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,416	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R. R. Co.)		10(	...
Sept. 20, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42.248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	86,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,150	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	50	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,388,226	1,352,156	2 039,321	8,026,754	2,103,107	10	100	101
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Buri. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	267	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424.400	600,000	3,388,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,295	—	100	....
Dec. 31, 1872	188.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R.R. Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82.960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,350	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	116,870	48,865	15,041	50	....	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*...Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Central	.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.	)	140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,988	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	....
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. Co.)		8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,884	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	.R.R.Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr.&Gal.	R.R.Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	56	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2.395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	3.0	—	25	10	4	1,516	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1.000.000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727,553	792,000	96,097	.....	—	(Not yet	in operatio	n.)			—	100	....
Dec. 31, 1872	541.3	596.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P.,O. Ind.& Ill.	63,047,176	19,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.6	13,477,534	2,112,833	4,382,243	17,691,629	5,118,598	8	100	66
Jun. 30, 1872	37.0	—	....	—	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,639,662	87,619	138,142	72,922	744,038	2.000 000	93,314	.....	.....	(Opened t	hrough in	July, 1873.)	.....	.....	—	100	....

Dec. 31, 1872	156.0	—	28.0	—	24	14	7	707	Lake Superior and Mississippi	Minn.	7,891,200	*	42,017	101,148	5,125,000	7,422,000	491,092	121,273	211.0	(Leased	by Northern	Pacific.)	731,612	171,001	—	100	....
Oct. 31, 1872	17.4	—	1.7	—					Lawrence	Pennsylvania.	637,607				289,750	355,000	25,000		20.4	94,356	72,942	294,444	157,653	76,960	10	50	....
Dec. 31, 1872	21.3	—	2.1	—					Leavenw'th, Atchison & N. Wtn.	Kansas.	1,200,000				600,000	600,000			—	(Leased	to Pacific	Mo. at 45	p.c. 42,000	42,000	—	100	....
Jan. 30, 1872	144.2	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv.	Kansas.	5,378,151	604,364	4,550,061	125,119	5,000,000	5,880,000	514,522	273,173	208.6	427,541			593,993	198,314	—	100	....
Oct. 31, 1872	101.0	129.0	222.5	—	181	44	25	8,776	Lehigh Valley	Pennsylvania.	14,611,783	5,138,642			21,468,800	9,754,000			239.1	3,676,851	967,850	6,307,604	5,982,949	1,773,794	10	50	111
Dec. 31, 1872	120.0	77.0	63.5	—	53	40	22	703	Little Miami	Ohio	8,950,425	*			6,394 450	2,550,000			197.0	1,240,270	702,241	555,656	1,673,307	403,387	8	100	....
Dec. 31, 1872	100 0	—	....	60.0	7	....	....	100	Little Rock and Ft. Smith	Arkansas.					6,000,000	6,000,000			....							100	....
Oct. 31, 1872	28.3	—	19.9	—					Little Schuylkill	Pennsylvania.	1,416,188				2,646,100	759,500			31.3	(Leased	by Phila.&	Reading.)	271,435	271,435	7	50	90
Oct. 31, 1872	9.5	—	0.6	—	1				Littlestown	Pennsylvania.	115,116				84,850	40,000	1,500		9.5	6,673	7,618	18,388	11,185	4,148	—	50	....
Apl. 30, 1873	92.6	3.6	5.0	—	9	5	3	253	Logans., Crawfordsv. & S. Wtn.	Indiana.	3,500,000	*			1,500,000	2,000,000			117.0						—	100	....
Dec. 31, 1872	24.5	—	3.0	—					London and Port Stanley	Canada.	947,349	80,579	36,323	19,294	442,240	150,800			—	(Leased	by Gt. W	estern Co.)		20,000	—	100	....
Sept. 30, 1872	94.0	64.0	15.9	—	22	43	9	227	Long Island	New York.	5,016,402	*			3,000,000	1,500,000	125,000		159.0				865,192	277,197	4	100	....
Dec. 31, 1872	51.0	50.0	8.6	—					Louisiana and Missouri River	Mo.	5,902,440			2,623,694	4,226,133	4,300,000			—	(Less	by Chicago	and Alton	R. R. Co.)			—	100	....
Jan. 30, 1872	93.5	81.4	23.1	—	39	27	12	351	Louisville, Cincinnati and Lexington.	Ky.	7,684,998	*	1,284,707	270,336	2,474,483	4,101,000	2,614,058		174.9		442,233	244,446	1,038,273	235,799	—	100	....
Jan. 30, 1872	185.0	420.4	58.8	—	118	55	33	1,137	Louisville and Nashville	Ky.	17,260,284	*	9,066,840		8,980,703	12,244,000	3,328,909	1,773,413	920.5	2,192,922			3,200,068	1,213,193	7	100	....
Dec. 31, 1872	288.0	—	17.0	—	36	15	10	454	Louisville, New Albany & Chicago	Ind.	3,000,000	*			3,000,000				288.0						—	100	....
Sept. 30, 1872	12.4	—	2.4	—					Lowell and Lawrence	Massachusetts.	363,158			11,108	200,000	54,700	119,566		—	(Leased	by Boston	and Lowe	ll.)		6	100	....
Dec. 31, 1872	29.0	—	1.6	86.0	2	1	—	2	Louisville New Albany & St. L.	Ind. & Ill.	1,057,495	*	115,500	64,911	1,168,153		68 632	703	29.0							100	....
Oct. 31, 1872	20.0	—	9.9	—					Lykens Valley (Summit Branch)	Penn.	600,000				600,000				—	(Leased	by Summit	Br. Co.)	62,500	62,500	10	100	....
Mar. 31, 1873	78.0	—	3.9	—					Macon and Augusta	Georgia.	2,506,170				1,631,900	770,000	104,270		78.0	(Operat	ed by Geo.	R.R.Co.)	129,758	7,491	—	100	....
Dec. 31, 1872	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick	Georgia.	7,250,000	*			3,500,000	3,750,000			197.5				300,000	120,000	—	100	....
Sept 30, 1872	102.5	—	12.3	—	19	13	6	240	Macon and Western (Central)	Georgia.	2,500,000	*			2,500,000	150,000			199.0				706,647	255,531	10	100	....
Dec. 31, 1872	129.0	228.0	22.0	—	55	58	34	1,000	Maine Central ¶	Maine.	11,910,549	*	324,288	491,169	4,416,720	6,797,301	820,816	691,190	357.0	1,186,883	672,215	359,286	6,928,807	599,825	—	100	55
Mar. 31, 1873	26.0	—	3.1	—					Manchester and Lawrence	N.H. & Mass.	1,000,000	*	72,124	52,902	825,000	175,000	35,920	89,106	26.0	75,178	158,945	79,434	177,083	100,505	10	100	....
Sept. 30, 1872	21.0	—	2.3	—					Mansfield and Framingham	Mass.	766,031		4,527	8,983	300,000	470,000	9,542		—	(Leased	to B.C.& F	.R.R. Co.)	39,903	37,791	—	100	....
Dec. 31, 1872	197.8	86.0	45.2	—	79	27	16	1,106	Marietta and Cincinnati	Ohio.	22,033,380	*	1,058,828	3,323,378	14,004,187	9,304,447	3,106,947		283.8	2,411,100	457,868	667,267	2,029,166	410,452	—	100	....
Jan. 30, 1873	100.0	2.0	4.6	—	6	8	2	112	Marietta and Pittsburg	Ohio.	3,500,000	*			1,500,000	1,000,000			80.0	(Recentl	y complet	ed.)			—	100	....
Dec. 31, 1872	54.0	—	0 5	—	4	2	1	15	Maryland and Delaware	Md. and Del.	1,500,000				500,000	400,000			54.0						—	100	....
Dec. 31, 1872	36.0	2.0	2.0	—					Massawippi Valley	Canada.	800,000	*			400,000	2,000,000			41.0	(Leased	by Conn.	and Pass.	Riv.RR.)	48,000	6	100	....
Jan. 30, 1873	12.5	—	4 0	—					Massillon and Cleveland	Ohio.	315,729				194,755	700,000			—	(Leased	by Clev.M	t Ver.& D	el. Co.)	20,000	—	100	....
Jan. 30, 1872	271.0	19.0	26.2	—	48	34	10	741	Memphis and Charles.	Tenn., Miss. & Ala.	8,770,952	*	411,861	764,271	5,312,725	4,017,142	531,816		327.0	991,695	132,595		1,404,116	453,724	—	100	....
Jan. 30, 1872	82.6	—	3.6	—	11	4	—	109	Memphis, Clarksv. and Louisv.	Tenn.	4 599,744	*				2,700,000			82.6	435,019	82,664		505,359	8,519	—	100	....
Dec. 31, 1872	131.0	—	7.2	—	20	13	2	170	Memphis and Little Rock ¶	Arkansas.	5,113,222	498,289			4,000,000	3,338,000			131.0						—	100	....
Jan. 30, 1872	130.3	—	11.9	—	16	5	—	123	Memphis and Ohio	Tennessee.	4,500,000	*			1,074,289	3,500,000			130.3	548,101	209,696		938,524	240,712	—	100	....
Dec. 31, 1872	5.0	—	—	17.0	—	—	—	—	Mercer and Somerset	New Jersey.	325,000								—	(Leased	by Belv.D	el. R. R. C	o.)			100	....
Mar. 11, 1873	27.0	—	2.7	30.0	2	4	—	58	Merrimac and Conn. Rivers	New Hamp.	698,258	*			595,587	374,500	300,000		27.0	52,885	46,442	32,108	91,727	28,719	—	100	....
May 31, 1873	285.0	103.0	259.0	—	210	118	45	4,117	Michigan Central	Mich., Ind. & Ill.	24,536,881	*	5,976,001	803,725	18,738,204	11,835,000	216,437	724,966	788.0	3,992,871	852,353	1,416,792	5,876,312	2,000,069	9	100	65
Jan. 30, 1872	67.0	—	3.3	—	5	4	2	12	Michigan Lake Shore	Michigan.	1,340,125	*	2,299	67,900	450,000	880,000	80,324		67 0	519,185	112,122	55,314	100,427	12,074	—	100	....
Sept. 30, 1872	8.5	—	1.1	—	1	2	1	35	Middleboro' and Taunton	Mass.	135,021	40,084		3,604	148,175		5,008	25,525	8.5	21,442	42,826	31,716	36,236	6,883	4	100	....
Sept. 30, 1872	5.8	—	4.7	—	1	—	—	2	Middleburg and Schoharie	New York.	102,600	*			85,900	15,000	400		5.8	15,500	25,000	5,000	11,450	4,595	1½	100	....
Sept. 30, 1872	10.2	—	1 0	—					Middletown and Crawford	New York.	191,982				124,407	68,500			—	(Leased	by N.Y.&	Oswego M	idland C	o.)		100	....
Sept. 30, 1872	13.0	—	0.2	—					Middletown, Union and Water Gap.	N.Y.	350,476				122,630	225,000	30,891		—	(Leased	y N.Y.&	Oswego M	idland C	o.)		100	....
Dec. 31, 1872	86.6	23.0	4.5	—	28	7	7	296	Midland, of Canada	Canada.	2,920,506	301,890	114,159	11,334	1,546,094	1,630,333	171,461		109.0		85,237	197,064	304,273	180,081	—	100	....
Dec. 31, 1872	84.0	—	5 0	—	8	6	5	160	Midland Pacific	Nebraska.	3,700,000	*			2,100,000	1,600,000			84.0		(Informa	tion refuse	d.)		—	100	....
Oct. 31, 1872	12.5	—	4.9	—					Mifflin and Centre County	Penn.	264,214				65,650	118,500	16,743		—	(Leased	by Penns	ylvania R.	R. Co.)		—	50	....
Dec. 31, 1872	731.0	579.0	126.0	—	182	108	56	3,351	Milwaukee and St. Paul	Wisconsin.	47,375,529	*	2,094,382	1,440,244	24,224,331	23,986,023	1,241,344	1,458,491	1,500.0	4,213,612			6,957,771	2,262,155	—	100	28
Dec. 31, 1872	83.0	16.0	4.0	27.0	8	8	3	163	Milwaukee and Northern	Wisconsin.						1,925,000			83 0	64,784	40,925	23,141			—	....
Dec. 31, 1872	37.5	15.3	85.0	—					Mine Hill and Schuylkill Haven	Penn.	3,969,100				3,969,100				—	(Leased	by Phila.&	Reading R.	R. Co.)	294,271	7½	50	102
Dec. 31, 1872	33.0	18.0	3.0	—	5	2	2	47	Mineral Point	Wisconsin.	1,520,000	*			1,200,000	320,000			51.0		17,026	60,922	115,043		—	100	....
Dec. 31, 1872	38.5	—	....	—					Minnesota and North Western	Minn.	1,540 000	*			20,000p.m	20,000p.m			38.5							100	....
Dec. 31, 1872	237.0	....	32 3	110.0	51	26	13	757	Mississippi Central	Miss. & Tenn.	10,465,241	1,822,887	264,188	....	3,935,535	4,628,980	3,787,030		237.0	(Leased	by South.	RR. asso.)	1,425,984	646,333	—	100	....
Sept. 30, 1872	160.0	—	6.2	—	12	12	4	160	Mississippi and Tennessee	Miss. & Tenn.	3,417,202	*	113,078	266,903	825,407	2,286,047	163,085		100.0	266,171			522,645	254,493	—	100	....
June 1, 1873	40.0	—	5.0	113.0	4	5	4	153	Mississippi Valley and Western	Mo. & Ia.	1,600,000	*			800,000	850,000			40.0	8,800					—	100	....
Dec. 31, 1872	86.0	—	4.3	214.0	6	2	3	145	Missouri, Iowa and Nebraska	Mo. & Ia.	3,500,000	*			1,500,000	2,000,000			86.0						—	100	....
Mar. 31, 1872	642.8	—	33.0	200.0	50	35	22	951	Missouri, Kansas and Texas	Mo. & Kan.	33,820,216	1,538,224	1,029,381	3,096,189	16,945,000	16,596,000	4,775,442	1,217,568	586.0	1,295,491	152,148	248,222	2,317,568	940,661	—	100	....
Dec. 31, 1872	160.0	—	16.1	120.0	21	12	5	630	Missouri River, Ft. Scott & Gulf.	Kansas.	12,894,000	*	1,889,467		5,947,000	6,947,000			160.0	605,177	116,062		681,911	256 729	—	100	....
Apl. 30, 1872	60.0	—	2.1	210.0	2	2	1	12	Mobile and Alabama Grand Trunk ¶	Ala.	1 214 504	*		4,576	300,000	396,774	522,304		25.0		9,098		13,087	2.840	—	100	....
May 31, 1872	84.0	—	6.5	144.0	8	4	2	66	*Mobile and Girard* ¶	Alabama.	1,714,866	*	294,871	90,170	1,278,378	711,000	110,429		84.0		38,414		169,374	33,346	—	100	....
Apl. 30, 1872	164.0	14.8	6 2	—	31	13	9	368	Mobile and Montgomery	Alabama.	5,421,415	624,590	135,002	219,237	2,034,800	2,668 400	768,946		178.8				667,539	150,124	—	100	....
Dec. 31, 1872	472.0	45.6	49.8	20.0	124	41	15	117	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	17,599 235	*	641,254	1,223,280	4,466 476	10,539,144	2,607,278	1,550,871	517.6	1,621,661	398,884	374,531	2,952,507	1,022,288	—	100	....
Sept. 30, 1872	16.0	—	0.4	—	2	1	1	4	Monadnock	Mass. & N. Hamp.	359,981	24,120	14, 31		197,057	29,500	173,775		16.0				23,826	1,033	—	100	....
Mar. 21 1873	20.0	—	4.0	20.0	6	6	2	40	Montclair	New Jersey.	3,871,234	*			697,175	2,688,400	701,159		—	(Leased	to N. Y. &	Oswego M	idland R.	R. Co.)	—	100	....
Sept. 30, 1872	10.3	—	0.7	—					Montgomery and Erie	New York	288,931	*			150,086	177,000			—	(Leased	by Erie R	ailway Co.	)		4	100	....
Oct. 31, 1872	80.0	—	4.0	—	5	5	2	54	Montgomery and Eufaula ¶	Alabama	3,156,692	*		290,284	1,149,350	1,810,000	416,527	70,000	80.0				174,041	34,504	—	100	....
Sept. 30, 1872	23.8	—	2.4	—					Monticello and Port Jervis	New York.	1,089,093				418,995	650,000	60,836		23.8	22,424	25,431	21,104	40,534	19,058	—	100	....
Dec. 31, 1872	84.0	34.0	144.0	—					Morris and Essex	New Jersey.	27,888,477				14,008,100	13,027,000			118.0	(Leased	by Del.La.	& Wtn.)	2,508,180	1,351,771	7	100	66
Sept. 30, 1872	14.5	—	4 0	—	17	21	8	422	Nashua and Lowell	N. Hamp. & Mass.	624,299	113,406	162,463	179,837	800,000		94,642	167,658	43.2	333,354	875,947	287,875	587,899	86,914	10	100	130
Jan. 30, 1872	151.0	22.0	11.6	—	58	23	10	719	Nashville and Chattanooga	Tenn. & Ala	4,751,410		1,489,279	425,472	2,021,573	2,886,360	1,390,951	387,278	173.0	1,262,937	166,905	491,765	1,800,758	542,493	6	100	....
Sept. 30, 1872	122.0	12.5	8.8	—	22	9	6	162	Nashville and Decatur	Tenn. and Ala.	3,937,619	433,218	105,030	105,954	1,511,807	2,624,000	528,863	327,120	134.5	328,629	108,179	48,583	453,012	160,687	—	100	....
Jan. 30, 1872	172.5	—	8.0	—	22	3	—	239	Nashville, Memp. & St. Louis	Tenn. & Ky.	(Sold un	der decr	ee for $2,	400,000 t	o Nash. &	Chatta. R.	R. Co. &c.)		172.5	636,011	64,931	124,829	630,514	Loss.	—	100	....
Sept. 30, 1872	57.0	4.5	4.5	—	12	14	4	272	Naugatuck	Connecticut.	1,817,165	223,486			1,877,000	101,000	30,000	266,952	61.5	249,002	329,922	193,300	574,640	228,596	10	100	....
Dec. 31, 1872	8.0	—	10.0	—					Newark and New York	New Jersey.	2,443,032				977,500	600,000	882,675		—	(Leased	by Central	R. R. of N	ew Jerse	y Co.)	7	100	....
Sept. 30, 1872	44.0	—	3.3	—					Newark, Somerset and Straitsville	Ohio.	1,575,000				775,000	800,000			—	(Leased	by Sand.M	ansf. & Ne	wark R.	R. Co.)	—	100	....
Sept. 30, 1872	20.1	16.6	5.2	—	9	20	11	145	New Bedford and Taunton	Mass.	760,000	*	55 594	84,476	500,000	171,500	37,051	141,529	36.7	121,834	354,341	159,234	281,452	82,862	9	100	....
Dec. 31, 1872	82.0	38.0	13.0	—	18	14	—	173	New Brunswick and Canada	N. Bruns.	2,500,000	*				973.000			120.0		36,274		193,995		—	100	....
Sept. 30, 1872	8.3	—	0.4	—	2	1	—		New Canaan	Conn.	230,747	26,343			164,060	86,972	3,847		8.3	21,021	37,733	5,423	18,491	Loss.	—	50	....
Oct. 31, 1872	14.9	—	3.2	—					Newcastle and Beaver Valley	Penn.	799,412				605,000	88,300			14.9	184,980	165,266	628,352	859,471	223,910	10	50	....
Sept. 30, 1872	13.0	—	1.2	—	3	3	2	27	New Haven and Derby	Conn.	1,055,700	74,760			455,700	525,000	75,000		13.0	41,947	125,957	11,116	66,415	9,375	—	100	....
Sept. 30, 1872	22.0	—	0.3	30.0	2	2	1	22	N. Hav., Middlet'n & Willimantic	Conn.	5,402,467	59,492			677,500	2,770,000	1,459,967		22.0	55,932	68,540	13,021	25,556	25,556	—	100	....
Sept. 30, 1872	83.9	15.1	18.0	—	20	17	7	479	New Haven and Northamp.	Conn. & Mass.	2,562,363	874,689			2,100,000	1,750,000	221,116	187,263	114.3	428,938	345,629	280,436	657,238	95,739	3	100	....
Dec. 31, 1872	33.9	—	33.9	—	....	....	....	....	New Jersey (U. Co's)	New Jersey.	9,458,328	*			7,296,200	850,000			—	(Include	d in Unite	d Compan	ies retur	ns.)	10	100	115
Mar. 31, 1873	74.0	—	0.8	—	5	16	—	89	New Jersey Midland	New Jersey.	5,795,859	*			1,500,000	4,500,000			—	(Leased	by N.Y. &	Oswego M	idland R.	R. Co.)	7	100	....
Dec. 31, 1872	70.5	45.3	12.0	—	22	62	7	350	New Jersey Southern	New Jersey.					5,000,000	7,000,000			175 3	179,348	85,388	101,344	615,859	106 030	—	100	174
Sept. 30, 1872	100.0	—	10.3	—	20	15	9	329	New London Northern	Conn. and Mass.	1,583,931	*			1,418,900	376,800	45,000		115.1	392,980	342,424	199,706	640,183	172,764	10	100	....
Dec. 31, 1872	208.0	—	31.0	—	57	31	15	993	N. Orleans, Jack. and Gt. North. ¶	L. & M.	13,107,129	*		1,008,206	4,704,846	4,600,000	1,282,790	3,327,699	206.0	....	....	....	1,754,489	850,845	—	100	....
Dec. 31, 1872	200.0	—	10.9	535.0	....	....	....	....	N. O., Mobile and Texas.	Ala. M. La. & Ky.		(Bankru	pt; no re	turns ac	cessible.)				206.0	....	....	....	....	....	—	100	....
Sept. 30, 1872	441.7	298.4	772.3	—	455	291	158	16983	N. York Central and Hudson River.	N.Y.	63,772,031	*	....	....	39,428,300	16,496.020	1,167		60.7	11,988,057	7,130,922	4,893,965	25,590,676	9,134,240	8	100	80
Sept. 30, 1872	180.3	4.1	65.8	—	41	79	39	710	New York and Harlem	New York.	13,449,447	1,489,010	1,445,230	....	9,000,000	4,864,024	441,875		165.9	883,725	1,949,875	377,837	2,866,525	1,137,141	8	100	105

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) siguify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c
Sept. 30, 1872	74 0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74 0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	—	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	185,500	156,475		—	(Leased	by Housatonic R. R.	Co.)		3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	245,000	.....	.....		—	(Leased	by New York & Harlem R. R.	Co.)			—	100	....
Sept. 30, 1872	124 0	16,8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,466,553	3,428,676	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	592,579	4,483,554	1,769,809	10	100	125
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,486	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New York Cent.	R.R. Co.)	60.000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,147	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina §.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern §.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	55,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72 0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....		72.0	.....	(No accounts.)		.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	63.7	—	39	35	20	908	North Pennsylvania.....Pennsylvania.	7,086.930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880.119	1,336,938	592,822	5s	50	94
Dec. 31, 1872	95 0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3 533	140.3	748,838	212,080	313.664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central §.....Md. and Penn.	11,6 6 830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464.215	222,099	317.0	3,288,463	1,110,110	4,769.895	4,598,820	1,161,769	6	50	60
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102.000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	102
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....		—	(Leased	to Erie Railway Co.)		273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	26	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601.394	.....	.....	50,000p.m			559.0		(No statement published.)				—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester §.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	750,000	35,526	731,947	66.4	410,089	372,841	346,367	771.602	293,328	10	100	129½
Jun. 30 1872	113.0	32.0	11.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		145.0	.....	194.167	242,210	328.841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,373	1,005.979	263,867	6	100	69½
Dec. 31, 1872	10.0	2.0	3.5	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25.656	6	100	
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902		393.0	2,852,768	404,765	708,799	3,343,845	984,008	—	100	24½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554.547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,688	559,926	676,500	1,285.554	461,531	6½	50	27
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441 553	586,443	5,103,506	3,521.000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897.438	630,249	6½	100	109½
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852		11.9		2,984 817		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9 6	—	25	21	12	382	Orange, Alex. and Manassas Gap §....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431		292.6	713,252	196.894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27		—	(Leased	by Rome,	Watertown	& Ogd.	R.R.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	230,270	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,600,000	1,500,000	.....		35.0	(In course of construction:			no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri §.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Lessees.)			—	(Leased	by Atlantic & Pacific	R. R. Co.)			5	100	....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	2,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812		63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234.608	21,389	.....	.....	255,997	.....	.....		11.5	(Under	construction:	no returns.)			—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....		47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	86
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....		109.0			(No statement furnished.)			—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....		—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....		—	(Leased	by Erie Rail'y Co.)			35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....		—	(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....		—	(Leased	by Tol. Wab. & Wtn.	Co.)			—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542		—	(Leased	by United Co.)		31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....		—	(Leased	by N. J. R.	&Sth'n R.R.	Co.)		—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	46	Peninsular.....Mich. Ind. & Ill.	4,916,283	*	.....	.....	1,995,000	2,779,000	142.262		165.0	.....	83.491	46,333	109.913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,421	8,919,154	787 7	13,380,957	5,250.393	7,844.779	22,012.525	8,247,852	10	50	90½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000		47.0	.....	3,486	1.376.772	23,033	.....	20	50	242
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....		—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190.309	1,268,527	1,608,257	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....		—	(Leased	by Chic. R. I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,093	77,372	124,505	502,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,391		—	(Oper. by	Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg §.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500.000	361,083		82.0	228,000	44,292	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,806	2,600,000	53,413		58.1	176,312	315,515	134,307	295,594	105,205	—	50	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie §.....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983		287.6	2,912,351	839.793	2,028,568	3,980,753	846,319	—	50	26
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500.793	.....	2,231,900	.....	.....		23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	167
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	58	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,246,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,883,991	9,573,405	12,125,038	4,823,300	10	50	97
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	529,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,581,080	1,124,640	1,759,758	.....	10	100	118
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	42	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,760	1,990,500	455,321	660,478	197.7	1,248,818	1,747.195	449,780	2,814,274	1,188,614	8	50	102½
Oct. 31, 1872	7.0	—	1.0	—	2	3	—	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132		7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	84	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,249	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,178		201.0	3,160.503	696,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	248	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	85
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....		14.0		(In operation only three months.)				—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	420	Pitts'b'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204		173.8	1,703,900	781.994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....		—	(Leased	by Boston & Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,390	450,000	.....		—	(Leased	by Pennsylvania	Co.)			—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3 5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945 560	161,149	97,155	29,230	1,039,095	906.000	259,132	28,859	60.0	118,100	55.592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....				(Earnings used in construction.)				—	100	....
Dec. 31, 1872	27.5	—	2 8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	.....	250,000	218,500		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	636 077	1,120,000	200,053		52.5	141,640	120,009	60.790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth .....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....				(Leased by Eastern	R. R. Co.)			—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	.....	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated for benefit of contractors.)				10	100	123
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770.000	2,000,000	.....	.....			(Leased by Eastern	R.R. Co.)			6	100	99
Sept. 30, 1872	41.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,291,372	.....	.....	.....	524,464	608,200	508,079		41.8	53,514	70,04	10,40	63,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	807,586	1,605,257	521,666	893,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	646,079	75,026	.....	.....	437,917	80,000	63,611	.....	13.6	44,096	416,776	16,367	106,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	•	32,200	.....	260,000	260,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.2	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,350,000	•	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	98,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	•	155,500	102,936	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,459,628	•	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	99½
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	•	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,782	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	•	116,589	263,282	1,509,826	889,899	43,417	569,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	3	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	•	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	•	.....	.....	650,000	615,640	.....	.....	38.3	(No returns obtained.)					—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	—	—	—	(Leased by Erie Railway Co.)				34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	•	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	•	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)			.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.8	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	•	.....	.....	2,998,900	1,735,606	38,359	.....	218.2	675,016	441,909	336,440	1,150,784	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,767,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	—	239.0	(Leased to Central Verm't.)			434,740	495,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	•	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	34,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	•	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,C19	220,002	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	158,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	683,574	2,146,639	687,639	3	100	60
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	—	—	2,324,100	3,477,000	—	—	—	(Leased by Chicago & Alton R.R.Co.)				240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,551	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	•	2,369,76	439,708	24,000,000	6,000,000	943,928	—	581.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....
Oct. 31, 1872	168.4	—	23.0	—	30	14	5	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	•	.....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	15,185,653	•	3,723,033	229,522	1,968,600	16,197,000	589,333	—	283.0	462,489	235,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	•	179,798	54,019	4,000,000	—	784,777	—	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	•	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,691	153,505	574,951	87,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	•	529,789	1,171,804	4,479,677	3,242,200	1,571,999	—	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	•	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No statement furnished: very small.)					—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	•	.....	105,689	1,278,400	210,000	107,000	—	80.0	235,679	26,309	162,582	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	•	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	•	.....	.....	1,389,000	1,423,000	10,000	—	80.5	60,500	32,313	31,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	•	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,314	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	•	568,362	—	2,800,000	1,740,000	450,494	—	—	(Run by contractors: no returns.)					—	100	....
Sept. 30, 1872	183.0	—	9.2	—	.....	.....	.....	.....	South and North Alabama.....Ala.	7,481,764	•	.....	.....	3,468,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	•	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545.105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.9	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	—	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota.....Minnesota.	9,424,953	•	.....	.....	3,825,000	4,592,000	1,007,953	—	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	28	8	245	Southern Pacific.....California.	11,500,000	•	.....	.....	8,404,800	5,750,000	.....	.....	170.5	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	•	.....	.....	4,000,000	4,490,000	140,000	—	—	(Not in operation at date.)					—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York..N.Y.	3,906,297	•	.....	.....	2,004,000	1,670,000	129,414	—	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,962	61,985	.....	.....	1,063,400	500,000	229,997	—	26.0	23,648	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,218	•	1,588,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	•	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	•	.....	.....	5,700,000	3,450,000	204,794	—	237.5	1,192,831	.....	.....	1,316,106	388,092	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	•	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	38½
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,419	.....	.....	1,593,000	1,899,000	65,309	—	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	—	—	—	36,762,300	75,179,512	.....	.....	1,032.0	.....	.....	165,688	.....	8,862,605	4,092,032	—	100	18½
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	22,450,325	•	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,880,795	2,536,304	8,266,226	2,261,060	10	100	115
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	•	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern.....Utah.	1,000,000	•	.....	.....	400,000	600,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,764,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,131	.....	.....	2,908,600	—	—	—	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada.....Vermont.	3,000,000	—	—	—	3,000,000	.....	.....	—	—	(Leased by Vermont Central R. R. Co. at 8 p.c.)					8	100	64½
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	•	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	•	90,785	191,899	2,860,000	900,000	68,899	157,751	68.1	24 ,299	275,181	131,458	557,196	169,523	2	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	•	245,588	193,945	454,072	2,922,236	86,869	—	140.0	151 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	—	—	—	998,005	750,000	78,187	—	—	(Leased to N. Jer. Southern R. R Co.)					—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,400	.....	.....	—	(Leased to D. L. & W. R. R.)			525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio.....Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,584	—	100	....
Dec. 31, 1872	183.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.0	.....	.....	125,932	1,590,245	66,587	—	50	....
Sept. 30, 1872	60.0	—	8.9	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	•	208,500	17,089	682,893	1,800,000	109,069	—	60.0	217,760	134,655	73,841	197,707	7,088	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	—	—	1,022,450	1,800,000	1,623,555	—	—	(Leased by Pennsylvania R. R. Co.)					—	100	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	•	1,486,466	178,462	1,369,700	2,398,000	162,683	—	128.9	330,555	642,728	28,443	664,777	291,363	8	100	164
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	•	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	—	—	500,000	—	79,642	—	32.0	39,328	53,176	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	—	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,063	2,332,300	108,610	—	63.6	230,554	132,365	264,578	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	22	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	•	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,333	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central.....Wisconsin.	4,120,000	•	.....	.....	1,657,500	1,891,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	•	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,954	368,042	587,369	195,453	12	100	125
									CANALS, &c.																				
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	•	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	—	—	.....	419,222	281,716	4	50	...
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	•	.....	.....	6,229,594	8,065,500	.....	.....	184.5	—	—	—	—	—	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	•	.....	.....	1,633,350	800,000	.....	.....	—	(Leased to Lehigh Coal and Nav. Company.)					8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	—	—	—	1,869,557	86,970	loss.	10	100	101
Dec. 31, 1872	43.0	22.6	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	•	.....	.....	5,847,400	.....	.....	.....	65.5	—	—	—	.....	957,557	385,170	10	100	...
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	•	.....	.....	6,784,550	15,767,656	.....	.....	108.0	—	—	—	1,041,891	506,060	32,570	50	80½
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	—	—	1,004,150	110,000	8,054	—	85.0	—	—	—	2,059,934	196,149	159,121	9	50	...
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	•	.....	.....	2,200,000	1,125,129	.....	.....	103.0	—	—	—	322,762	80,194	7	50	96
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	•	.....	.....	4,457,150	2,688,000	1,048,200	.....	360.0	—	—	967,573	556,164	loss.	—	50	21
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,256,573	271,467	.....	4,385,798	8,576,332	267,198	.....	108.3	(Leased to Ph.& R'g.)		1,200,181	649,352	634,169	1	50	14
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	•	.....	.....	2,062,706	2,767,310	165,811	.....	45.0	(Leased to Ph.& R'g.)		426,393	99,161	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	•	.....	.....	2,907,850	300,000	35,000	.....	54.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	•	.....	.....	1,100,000	743,000	295,219	.....	....	(Leased to Pennsylvania.)					—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p.	p. c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	806,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	14½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,562,800	6	5	100
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	....
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	78½
Camden and Amboy,* guaranteed..	5,947,800	10	10	115
Camden and Atlantic, preferred.....	763,549	7	3½	....
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	93
Central Ohio,* preferred	411,550	6	6	39
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	72½
Chicago and Alton, † preferred.....	2,425,400	...	10	....
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	....
Chicago and North-Western, pref...	21,289,563	7	7	62½
Cinc., Sand and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	74½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar.....	5,000,000	...	3	....
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	66½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	27
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	....
Huntington & Broad Top Mtn, pref.	190,750	7	....	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,600	6	....	....
" " 2d pref....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	50½
Mine Hill,* guaranteed.....	3,856,450	8	8	50
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	96½
Nesquehoning Valley,* guar.....	2,000,000	10	10	....
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	115
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	....
" " *com. & guar.	8,500,000	8	8	105½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	....
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	....
" " pf. & *guar.	2,000,000	8	8	....
Ohio and Mississippi, preferred.....	4,030,000	7	7	63
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	....
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	....	....	....
Phila., Germant'n & Norr st'n,*guar.	2,231,900	12	12	167
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	....
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	85
Pittsfield and North Adams,* guar.	450 000	5	5	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	....
Rochester & Genesee Valley,* guar.	557,580	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	45
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	....
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	....	....	....
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	889,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	....
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	120
" com. and * guar.....	1,750,000	4	4	45
Schuylkill Navigation, preferred....	2,808,977	6	6	22

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	43 — @ — —	
Gartsherrie		46 — @ — —	
Glengarnock		42 — @ 42 50	
Eglinton		41 — @ 41 50	
Pig, American, No. 1		40 — @ 41 —	
Pig, American, No. 2		30 — @ 35 —	
Pig, American, Forge		29 — @ 31 —	
Bar, Refined, English and American		— — @ — —	
Bar, Swedes, assorted sizes	(gold).	— — @137 50	
		—Store Prices.—	
Bar, Swedes, 1½ x ¾ & ¾ 1½x ¾ to ¾ & ¾ sq. 1¾ to 5x ¾ to ¾ & ¾ to 2 sq. 6 to 12 x ¾ & ¾		175 — @ — —	
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in		— — @ 82 50	
Bar Refined, 1¾ to 6 by ¾ & 5-16 in		— — @ 87 50	
Bar Refined, 1 & 1¼ by ¾ & 5-16		— — @ 90 —	
Large Rounds, 2¼@2¾ to 3¾ @4 in		92 50 @107 50	
Scroll		102 50 @135 —	
Ovals and Half-round		110 — @130 —	
Band, 1 to 6 in. by 3-16 to No. 12		102 50 @105 —	
Horse Shoe		117 50 @ — —	
Rods, ¾@1-16 inch		92 50 @135 —	
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		120 — @160 —	
Nail Rod	per lb.	— 9 @ — —	
Sheet Russia, as to assortment	(gold)	18 @ — 18½	
Sheet, Single, D. and T. Common		— 5½@ — 7	
Sheet, Doubles and Trebles, Charcoal		— 7 @ — 8½	
Sheet Galvanized		List 10 per ct. disc.	
Rails, English	(gold) per ton.	62 — @ 63 —	
Rails, American, at Works in Penna. c'y.		70 — @ 75 —	
Anvils (Eagle)	per lb. currency.	— 9 @ — —	

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11. 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 18½@ — 23	
English Spring (2d and 1st quality)		— 9½@ — 10½	
English Blister (2d and 1st quality)		— 14 @ — 18½	
English Machinery		— — @ — 14½	
English German (2d and 1st quality)		— 12½@ — 14½	
American Blister		— — @ — 11½	
American, Cast, Tool		— — @ — 17	
American, Cast Spring		— — @ — 11	
American Machinery		— 11½@ — 12	
American German Spring		— 9 @ — —	

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	— — @ 4 75	
8d. and 9d.	"	— — @ 5 —	
6d. and 7d.	"	— — @ 5 25	
4d. and 5d.	"	— — @ 5 50	
3d.	"	— — @ 7 —	
2d. and 3d. Fine		— — @ 8 75	
Cut Spikes, all sizes		— — @ 5 —	

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— 23 @ — 33½	
Straits	(gold).	— 29½@ — 30	
English	(gold).	— — @ — 27	

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 9 62½@10 25	11 25 @ 11 75
I. C. Coke	8 — @ 8 50	9 25 @ 9 75
Coke Terne	7 — @ 7 87½	8 25 @ 9 25
Charcoal Terne	9 50 @ 9 75	11 — @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)		— 5½@ — —	
Crude 40@47 gravity (in shipping order)		— 10½@ — —	
Refined, Standard White (in ship'g order)		— 16½@ — 17	
Refined, S. W. (in jobbing lots)		— 17 @ — 17½	
Refined, S. W. (in tin)		— 21½@ — 24	
Naptha, Refined (65@73 gravity)		— 10 @ — —	
Residuum (in shipping order)	per gall.	— 10 @ — 10½	

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— —@— 38	
Copper, Bolts		— —@— 40	
Copper, Braziers' (over 16 oz.)		— —@— 40	
Copper, Nails		— —@— 45	
Copper, Old Sheathing, &c., mixed lots		— —@— 21	
Copper, American Ingot		— 24½@— 24½	
Copper, English Pig		— —@— —	
Yellow Metal, New Sheathing & Bronze		— —@— 26	
Yellow Metal, Bolts		— —@— 32	
Yellow Metal, Nails, Sheathing & Slating		— —@— 26	

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— — @ 7 —	
German Ordinary	(gold)	— — @ 7 —	
English	(gold)	— — @ 7 —	
Bar		— — @ 9 25	
Pipe		— — @10 50	
Sheet		— — @10 50	

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's Improved Tin-Lined Lead Pipe 16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 50 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel		16 — @18 —	
Liverpool House Cannel		20 — @21 —	
Anthracite (by cargo)	per ton of 2,000 lb.	5 50 @ 6 50	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	Th. 9.	F. 10.	Sat. 11.	M. 13.	Tu. 14.	W. 15
Boston, Hart. & Erie...	1½	1½	1½	1½	....	1½
Canton Co	....	80	85	88½	....	....
Central Pacific 6s	91½	91½	91	91½	89	89
Central of N. Jersey	92½	92½	92	91	90	90
Chicago & Alton	94	91½	....	....	....	85
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q	93½	....	....	....	....	....
" 8s, 1883	105	....	....	....	....	....
Chic. & Northwestern	42	43½	42	40½	34	36½
" pref	67	65½	64½	64	61	62½
" 1st M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Consol	....	....	....	83½	....	....
Chic., Rock Isl. & Pac	89	92½	90½	89	80½	86½
Chi., R. I. & Pa. 7s, 1896	100	99½	99½	99	99	98
Clev., Col., C. and Ind	....	....	78	67½	....	....
Clev & Pittsburg guar	80	81	83	....	70	74½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	86½	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	101	....	....	....	....	....
Col., Chi., & Ind. C	....	21½	22½	21½	18½	20½
" 1 M	....	82	....	81	....	....
" 2 M	....	62½	....	....	....	60
Del. & Hudson Canal	108½	108	106½	105	103	101
Del. Lack. & Western	89	90½	89½	89	83	85½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Erie Railway	47½	48	46½	46½	44½	46½
" pref	68½	....	68½	66	65½	....
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	94	93	....	93	....	....
" 4 M. 7s, 1880	....	92	....	....	....	....
" 5 M. 7s, 1888	....	....	91	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	81½	81½	....	80	....	....
Hannibal & St. Joseph.	23	24	23	24½	17	19½
" pref	....	30	31	....	24	27
" 8s, conv.	77½	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	103½	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	99½	99	....	....	92½
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	71	72½	69½	65½	60	60
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	76	75	75	....	....	65
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	....	....	....	....	100	100
" 2 M	....	....	....	....	....	92
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Milw. and St. Paul	31½	31½	31½	30½	23	28
" pref	57	56	55½	55	52	50½
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	....	....	....	103	103	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	78	78	....	....
Missouri 6s	88½	RR	88½	....	....	....
" H. & St. J. 8s	86	84½	....	....	....	....
Morris and Essex	88	....	....	....	86½	....
" 1st mort	102	102½	102½	....	....	....
" 2d mort	96	95	....	....	....	....
N. Y. Cen. & Hud. Riv.	90½	91½	90½	88½	82½	86½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	90	90	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. York and Harlem	112	112	112	109	110	105½
" pref	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	127	125	125	125	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss	26½	27½	26½	26½	21½	24½
" pref	62½	63	63	....	....	63
" 2d M	....	....	79	....	79	78½
Pacific Mail S. S. Co	32½	33½	32½	31½	25½	30½
Panama	89	94½	....	95	83½	88
Pitts., Ft. W. & Chi. gtd.	86	86	....	....	84	85
" 1 M	....	....	104	....	....	....
" 2 M	....	98	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	22	20½	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	81	....	....	....	....	....
" Income bds	77	....	....	72	....	....
Tennessee 6s, old	73½	....	72½	72	....	68
" new	73	72	71½	71½	....	....
Tol., Wab. & Western	44½	45	43½	42½	34	38½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	....	....	....	....	....	....
" Equipment	....	....	....	75	....	....
" St. Lou. Div	....	....	82½	....	....	81
Union Pacific	19	19½	19½	18½	16½	18½
" 1st mort	73½	74½	74½	74	73	74
" L. Gt. 7s	67	67½	66	65	63	65
" Inc. 10s	52	51	51	50½	49½	49½
Virginia 6s, old	....	....	....	....	35	....
" new	....	....	....	....	....	....
" consol	43½	43½	....	....	....	44½
" def. cert	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	104¼	103¾	105	....	....	....
U. S. 5s, 10-40s, coup.	105¼	...	106¼	....	....	106
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	107¾	107	107¼	107	107	....
U. S. 6s, 1881, reg.	115¼	114¼	....	115	114¼	113¾
U. S. 6s, 1881, coup.	....	....	....	114¼	113¾	113¾
U. S. 6s, 5-20s reg. '62.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	107	....	....	106	106¼	106⅜
U. S. 6s, 5-20s, reg. '64.	....	....	....	106¼	....	105¾
U. S. 6s, 5-20s, c. 1864.	108	....	....	....	107	106¼
U. S. 6s, 5-20s, reg. '65.	108¼	106	....	....	106¼	....
U. S. 6s, 5-20s, c. 1865.	109¼	108	....	108¼	107¾	....
U. S. 6s, 5-20s, r. n. '65.	113¼	110¼	....	110	....	....
U. S. 6s, 5-20s, c. n '65.	112¼	110¼	110¼	110	110	110
U. S. 6s, 5-20s, reg. '67.	113¼	111¼	111¼	110¾	111	111
U. S. 6s, 5-20s, c. 1867.	113	111¾	111	111¾	111¼	111¾
U. S. 6s, 5-20s, reg. '68.	114	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	111	110¼	111¼	....	111¾
U. S. 6s, Pac. RR issue.	....	111	110¾	110¼	110	11.)

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.
Catawissa preferred	39¼	....	39	....	....	38¼
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	93	....	....	....	....	....
" 6s, 1883	90	....	90	....	90	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	96¼	96¼	....	96¼	96¼	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	27¼	27	26¾	26¼	25¾	25¼
" 6s, 1884	....	....	....	....	85	....
" Gold L.	85	85	85	85	....	83
" R. R. L.	90	....	....	....	....	....
" Conv. L. '77	68	....	....	....	....	....
Lehigh Valley R. R.	58	58	57	56¼	56	55¼
" 6s new coup	....	....	94	....	....	....
" 6s new reg.	....	....	....	....	....	....
Little Schuylkill R.R.	45	45	45	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	51	....	51¼	....	51
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	47	....	....	....	....	....
" 6s, 1880	....	....	....	....	100	100
" 7s	99¼	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	18¾	18¼	....	....	....	....
" 7s	....	....	....	....	....	66
Pennsylvania R. R.	49	48¾	48¾	48¼	47¾	45¾
" 1st M.	100	....	100	....	....	....
" 2d M.	95	95	....	....	95	....
" Gen. mort.	....	....	....	....	....	....
" " reg.	....	....	....	....	99¼	....
Penn. State 6s. 1st series	....	....	100	....	....	....
" 6s, 2d series	....	....	102¼	102¾	....	....
" 6s, 3d series	....	....	105	....	105¼	....
Philadelphia City, 6s	....	97	....	....	....	97
" new	101¼	101¾	100¾	101	101	100¾
Philad., Germ. & Nor.	....	83	83	....	83¼	....
Phila. & Reading	52¾	52¼	52¾	51¾	50¾	48¾
Philadelphia and Erie	18	17¾	....	....	....	18
" 6s	....	....	....	....	....	....
" 7s	....	84¼	....	....	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	10¼	....	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	75	....	....	....
United Co. of N. Jersey.	116	....	115¾	115	115	115
Hestonville, (Horse)	....	....	16	....	....	16
Chestnut & Wal.	....	....	58¼	....	....	....
Green & Coates	....	....	45	....	....	....
2d and 3d streets	....	57	57	57	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	W.8.	Th.9.	F.10.	Sat.11.	M.13.	Tu.14
Baltimore City 6s, 1875.	98¼	98¼	98¼	....	....	....
" 1880	....	....	....	....	....	....
" 1890	96	95¾	96	96	96¼	96¼
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	161¼
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885. 91¼	....	....	....	....	....	....
Marietta & Cin. 1st M.	....	....	....	99¾	97¾	....
" 2d M.	....	....	88¼	88	....	....
" 3d M. 8s	75	74	....	73	....	....
Northern Central	30	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	89	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	48¼	48	....	....	....	45
" Defer. Certif.	....	....	....	10	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 15.

	Th.9.	F.10.	Sat.11.	M.13.	Tu.14.	W.15
Boston and Albany	143¼	143¼	....	143	142¼	142¼
Boston and Lowell	....	....	....	104	105	....
Boston and Maine	115¼	115¼	115	114¼	114¼	....
Boston and Providence	....	....	....	148	....	146
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	23¼	23	23¼	22¼	21	20¾
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	92¼	91	90¼	90¼	90	88
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	94	94	94	91	92	....
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	76¼	75¼	74¼	74¼	70	68¼
Northern, N. H.	....	....	....	....	....	102
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	109¼	....	109	....	109¼	....
Ph., Wil. & Baltimore	51¼	51¼	51¼	51¾	51¾	51¾
Portl'd, Saco & Ports.	124	....	....	....	123	123
Union Pacific	....	....	....	....	....	....
" 6s	73	72¼	....	73	....	71¼
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	51¾	....	51½	50	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	22	22	22	21	20	
Franklin	....	....	4	...	3¾	
National	....	....	....	....	....	
Quincy	35	....	33½	32¾	32	31

London Stock Exchange.

	Closing Prices. Sept. 26.	Sept. 19.
Atlantic & Gt. W. 1st mort., $1,000	73 — 75	74 — 76
Do. 2d mort., $1,000	59 — 61	63 — 65
Do. Con. mort. B'nds Bisch's Cert.	33 — 38	39 — 41
Do. Reorg. Scrip	97 — 99	97 — 99
Do. Leas. Lines, Rental Bonds	85 — 89	89 — 91
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	42½ — 43	43½ — 44¼
Do. 6 per cent Convertible Bonds	95 — 96	— —
Cons. Mort. amount autho. to be issued for conv. of existing bonds	90 — 93	92½ — 93¼
Illinois Central $100 shares all paid	82 — 84	84 — 86
Do. Redemption mort. bonds 6 p.c	102 —104	102 —104
Illinois & St. Louis Bridge 1st mort.	102 —104	102 —104
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	85 — 90	85 — 90
Panama 2d mort.	84 — 86	84 — 86
Panama General mort.	97 — 99	97 — 99
Pennsylvania, 2d mort.	96½ — 97¼	96½ — 97¼
Do. General mort.	96 — 98	98 — 99
Do. $50 shares	41 — 43	40 — 43
Philadelphia and Erie 1st mort.	99 — 100	99 —100
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, October 18, 1873.

Stock Exchange and Money Market.

The week has been one of unusual severity in Wall Street affairs, with uneasiness and depression as the characteristic features, and toward the close a very decidedly bearish temper prevalent in Stock Exchange aff irs. The bankruptcy proceedings in the case of a prominent firm, now in suspension, and the injunctions, which followed upon Money lenders on Stock collaterals tended to seriously aggravate the Monetary stringency—making it extremely difficult to borrow funds for use at the Stock Board, or to have Stock carried on margins. The reported advance of the Bank of England rates also operated against the interests of borrowers. Money closed very firmly at $\frac{1}{2}$@$\frac{3}{16}$ of one per cent for accommodation from day to day, in addition to the legal rate, to the Stock Exchange houses, with the offerings of aid, in this line, on a very reduced scale, forcing brokers to contract their business, and, in many instances, to adopt the rule of requiring orders from customers to be accompanied by cash, thus practically reducing dealings to an actual cash basis, and, of course, very decidedly curtailing speculative transactions. In the line of discounts, there was some increase of demand for the best grades of commercial paper, but rates continued to range high as against the makers of such paper: the current quotations at the close having been from 12@18 per cent per annum. Several new failures and suspensions in the Stock and mercantile lines were reported, during the week, as the result of the protracted Money pressure, and general financial derangement. The banks report their affairs as in a much improved condition, and manifest more willingness to help the commercial classes, as they diminish their offers of assistance to the Stock brokers.

The cash balances in the United States Treasury at Washington on Tuesday were: Currency, $3,347,109; special deposits of legal tenders for the redemption of certificates of deposit, $11,325,000; coin, $80,554,141. Coin certificates, outstanding, $30,948,400. Outstanding legal tenders, $359,066,888.

The U. S. Sub-Treasury, last week, reduced its currency balance $115,080, and added to its coin reserve $3,976,654. Its currency balance at the close of the week was $2,989,569; and its coin reserve $50,534,231.

Gold receded to 108⅛, and subsequently advanced to 109⅜, closing on Wednesday at 108⅜ as against 109¾ on Wednesday of the preceding week. The demand quickened perceptibly toward the close, especially on speculative account. The export drain was light, and the customs call moderate. The specie outflow, last week, was only $527,851.

The customs demand for Gold last week, averaged $307,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $102,305,349, against $122,244,181 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $55,388,073, against $60,575,529 during the same time in 1872. The export drain of specie since January 1, 1873, has been $43,467,963 against $60,638,764 during the same portion of 1872.

The import of foreign merchandise, at New York, including dry goods amount for the past week to $7,219,707, as compared with $6,606,985 same week last year. The exports of domestic produce are $7,025,781, as against $6,114,056 last year. The exports of gold and silver $527,851, as against $155,234 last year. The customs in gold deposited during the week in the New York Office of the Treasury amounted to $1,813,000, comparing with $2,694,000 same week last October.

Foreign Exchange has been quoted higher, with a readier sale noted for prime bills, though the market closed irregularly. Bankers' sixty day bills on London closed on Wednesday at 106¾@107; sight bills on London, at 107¾@108. The week's exports of Domestic Produce have been to the enormous currency value of over seven millions.

Government securities have been in fair investment demand but at variable prices, moving more in sympathy with gold than with the course of Money.

U. S. sixes of 1881 closed on Wednesday of this week at 114@114½; U. S. Five-Twenties of 1862, 106½@107; U. S. Five-Twenties of 1864 at 107@107¼; U. S. Five-Twenties of 1865 107@

107¼; U. S. Five-Twenties of 1865 consolidated 109¾@110¼; U. S. Five-Twenties of 1867, 111¼ @111¾; U. S. Five-Twenties of 1868, 111@ 111¼; U. S. Ten-forties at 105½@106; U. S. Fives of 1881 (Funding Loan) 106½@107; Six per cent. currency Sixes from 109@109½.

Business in Railway and Miscellaneous securities has been pressed for sale at very much lower prices, yet have been far from meeting with anything like a confident demand at the reduced figures; the market closing however rather stronger.

There has been very little inquiry noted for State and Railway bonds, and values have been unsettled and more or less nominal and very irregular. Central Pacific first mortgage six per cents closed at from 87@90.

The exports of cotton for the week were from New York 7,929 bales, included in the general return of $8,378,130 of Domestic Exports, and 8,780 bales from the Southern ports direct—together 16,709 bales. In the corresponding week last year the Exports were 16 557 bales from New York and 21,277 bales from Southern ports—together 37,834 bales. The sickness at the South and the Money panic have kept back the Cotton receipts at the sea board, and the new crop receipts are now 135,000 bales behind last season.

General business has been fairly active in the produce lines, but very dull in the way of merchandise; values in nearly all instances have been much lower. Exporters have been buying quite freely of Flour, Wheat, Corn, Cheese, Tobacco, and Rosin at the modified prices. Live Stock have been quoted cheaper, with a restricted volume of dealings. The Metal trade has been very tame, and generally much depressed. Holders do not seem very willing to entertain other than cash bids. Ingot Copper has been quiet and heavy—and quoted at 24½c.; sales 40,500 lbs. on private terms. Iron has been very quiet, with prices favoring buyers decidedly, especially for cash. Only small sales transpired with Eglinton Pig, quoted at $41@$41 50; Glengarnock. do. at $42@$42 50; American do. at $40@$42; No. 2 do. at $32@$35; and No. 3 at $28@$31. Lead and Zinc dull and unsettled. Spelter very quiet, with foreign quoted at 7¼c.@7⅜c. gold. Tin dull; Straits quoted at 30c.@30¼c.,and English at 27½c., gold. Of tin plates, 250 boxes charcoal sold at $10 gold. Ocean freights have been moderately active, but on a reduced basis as to rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Central of New Jersey 1st mort., 102; Toledo, Wabash and Western 7s, consol., 70½; Cedar Falls and Minnesota 1st mort., 73; Albany and Susq. 1st mort., 100; do. 2d mort., 92; Ohio and Miss. 7s, consol., S. F., 88; Long Dock bonds, 94½; Quincy and Toledo 1st mort., 92; Milwaukee and St. Paul 1st mort., LaC. div., 83; Boston, Hartford and Erie 1st mort., 23; Delaware, Lackawanna and Western 7s, conv., 95; Toledo, Peoria and Warsaw 1st mort., W. D., 80; do. E. D., 86; St. Louis and Iron Mt. R. R., 60; do. 1st mort., 90; Belleville and Southern Illinois 1st, mort., 92½; Galena and Chicago 2d mort., 102; Chicago and Milwaukee 1st mort., 90; Clev., Col., Cin. and Ind. 1st mort., 99; Chicago and Alton, new, 90; New Jersey R. R., 115; New Jersey Southern R. R. 17½; Atlantic and Pacific pref. 14¾; Rensselaer and Saratoga R. R., 99½; Western Union Telegraph, 53; do. 7s, 94; Consol. Coal of Md. 41; Pennsylvania Coal, 242; Maryland Coal, 16; Adams Exp., 79; U. S. Exp., 50; Wells-Fargo Exp., 60; South Carolina 6s, new, Jan. and July 9; N. Y. State 7s, B. L., coupon, 104; do. reg., 105; do. 6s, 1873, 107; Ohio 6s, 1881, 101.

Philadelphia.—Lehigh Nav. conv. 6s, 1882, 68; Philadelphia and Reading Gen'l mort., 7s, coupon 97; do. reg., 99¾; do. 7s, 1893, 100; do. 7s, new, conv., 97; Lehigh Valley 7s, coupon, 101; do. reg., 101½; Huntingdon and Broad Top 1st mort., 100; West Jersey R. R. 7s, 100; West Chester and Philadelphia R. R. 7s, 100; Schuylkill Nav. 7s, B. L., 80; Camden and Atlantic R. R., 30; Catawissa R. R., 13; do. new, pref., 29½; Nesquehoning R. R., 50; Pennsylvania Canal, 10½; 5th and 6th Streets R. R., 52; Pittsburg 5s, 72½. The latest quotations are: City 6s, 96@97; do. free of tax, 100½@101; Pennsylvania State 6s, 1st series, 99¾@100½; do. 2d series, 102@102¾; do. 3d series, 105@108; Philadelphia and Reading 48½@48⅝; do. Gen'l mort. 7s, coup., 96@97; do. reg., 95@100; do. mort. 6s, 1880, 92@—; do. 7s, new, conv., 97@98: United New Jersey R. R. and Canal Co., 114½@115; Camden and Amboy 1st mort. 6s, 1889, 96@97; do. 1883, 89@90; do. 1889, 80@84½; Pennsylvania R. R., 45⅛@45¼; do. 1st mort., 98@100; do. 2d mort., 95@95 do. General mort. coupon, 87@90; do. reg., —@93½; Little Schuylkill R. R., 44@45; Morris Canal, 45@—; do. pref., 120@120; do. 6s, 88@—; Susquehanna Canal, 6@9; do. 6s, 66@75; Schuylkill Nav., 5@7; do. pref., 10¼@11; do. 6s, 1882, 70@71½; do. 1872, 75@76; Elmira and Williamsport pref., 36@38; do. 7s, 1873, 93@95; 5s, do. 55@60; Lehigh Coal and Navigation 22⅞@23⅛; do. 6s, 1884, 84@86; do. R. R. Loan, 88@90; do. Gold Loan, 82@83; North Pennsylvania, 47@49; do. 6s. 99@100; do., 7s, 96½@100; do. Chattle 10s, 103@110; Philadelphia and Erie, 15@18½; do. 6s, 80@87; Mine hill, 50@51; Catawissa, 12@15; do. pref., 38¼@39¼; do. 7s, 1900, —@—; Lehigh Valley, 55@56; do. 6s. new coupon, 92½@94½; do. reg., 96@97; do. 7s, 101@102; Fifth and Sixth streets, (horse,) 49@52; Second and Third, 56½@57; Thirteenth and Fifteenth, 19@21; Spruce and Pine, 25@31; Green and Coates 44@46; Chestnut and Walnut, 58@59; Hestonville, 15@16; Germantown, 28@—.

Boston.—Eastern R. R. 6s, 94; do. 7s, 1882, 97½; Chicago, Burlington and Quincy 7s, 90; Vermont Central 1st mort., 21; Maryland and Delaware R. R. 1st mort., 1885, 20; Old Colony 7s, 1877, reg., 100; Boston and Albany 7s, 1892, 103⅛; Atchison, Topeka and Santa Fe 7s, 60; do. 7s, L. G., 60; Boston and Maine 7s, 1880, 97½; Chicago and Iowa R. R. 1st mort. 8s, 1901, 90; Cincinnati, Sandusky and Cleveland R. R., 9¾; Worcester and Nashua R. R., 125; Rutland pref., 45; do. scrip No. 3, 83¼; do. No. 4, 80; Burlington and Missouri River R. R. in Iowa, 90; do. in Nebraska, 45; Boston Water Power Co., 15; Cary Imp., 6¼; Massachusetts 6s, 1876, gold, 105; Maine 6s, 98; Boston 6s, 1880, currency, 98⅛; do. 5s, 1875, gold, 102¾; do. 1878, gold, 100; Hartford 6s, 1893, 90⅝; Chicago 7s, 1890, 94¼; St. Louis 6s, 1886, 85; Damariscotta, 6s, 1891, R. R., 84¾; Cambridge 6s, 1890, 92; Charlestown 6s, 1893, 94; Cook Co., Ills., 7s, 1885, 94; Allouez Mining Co., 10; Calumet and Hecla, 135; Mesnard, 1; Petherick, 2⅜; Rockland, 1¾; Shuniah Silver, 25c.; St. Clair, 1⅜.

Baltimore.—Orange, Alex. and Manassas 7s, 76; Virginia consols, coupons, 75; Maryland 6s, 1890, 95; do. Defense 6s, 102¾; Baltimore 5s, 80½; Atlantic Coal, 2.25. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@72; Pittsburg and Connellsville 7s, 1898, 85@87¼; Baltimore and Ohio, 160¼@160¾; do. 6s, 1875, 96@98½; do., 1880, 97@97; do., 1885, 91@94; Parkersburg Branch, 9@11; Northern Central, 29@30; do. 6s, 1885, 86½@92; do., 1900, 80@86; do., 6s, 1900 gold, 86½@90; N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, @95; Marietta and Cincinnati 1st mort. 7s, 1892, 97@97½; do., 2d mort., 7s, 88@88; do., 3d mort., 8s, 70⅛@72; Central Ohio, 89@41; do. pref., —@39; do. 1st mort., 80@83¾; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 92@96; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 72@72; Orange and Alexandria 1st mort. 6s, —@91½; do., 2d mort. 6s, 75@85; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 75@76¾; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@77; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 95@—; do., 1884, 95@95; do. 1886, 96@96; do. 1890, 95⅞@96; do., 1893, 95@96; do. 1893, exempt, 100@101½; do., 1900, exempt, 95@96; do. 1900, new, 95@96½; do. 1902, 95@97; Memphis City 6s, —@50; Maryland Defense Loan, 1883, 101½@102¾; Virginia 6s, old, 37@—; do. coupon old, 33@36; do. consol. 6s, 44½@45½; do. coupons, 72@74⅜; West Virginia, 7⅜@10; City Passenger R. R., 16@22; George's Creek Coal, 110@135.

One President to Another on the Financial Situation.

We have read in the daily journals a letter from General Grant to Mr. Cowdrey, President of the Continental National Bank of this city, concerning the present and prospective state of our finances, resumption of specie payment, &c.

While there seems to run through it a strong gleam of confidence as to the future, the writer seemingly omits no opportunity for self-information, while summering along with our Bank Presidents in their "cottages by the sea."

And, *en passant*, we may add, neither the President nor anybody else, could seek knowledge on such matters from a better or more reliable source; for we deem Mr. Cowdrey one of the soundest, most astute, as well as conservative capitalists and financiers among us. We have enjoyed his acquaintance many years, and to our own knowledge, during all that time, he has made finance, banking, &c., subjects of thorough practical study.

☞ The revenue of the Baltimore and Ohio Railroad and branches, including the Ohio divisions, for September, 1873, amounted to $1,455,248 75, showing an increase of $162,778 71, as compared with September, 1872.

Business Created by Railways.

At a time when there is a disposition to hold railways responsible for the disturbed financial condition of the country, an exchange magnanimously recalls people to the recollection of the amount of commerce and industry wholly created by and dependent upon the railways themselves. It classifies the details of the business as follows:

"1. Construction; 2. Rolling stock: 3. Repairs; 4. Supplies for running. The first embraces lumber for sleepers and wooden bridges and stations; iron for rails, chairs, iron bridges and workmen's tools; stone for bridge piers and retaining walls; bricks for stations. The second includes locomotives, passenger cars and freight cars. The third requires a renewal of all these constantly to remedy accidents and wear and tear. The fourth demands wood and coal for fuel, lubricating oil for wheels, and burning oil for cars. This is exclusive of account books, stationery, etc. Now let the reader take seventy thousand miles of railway and apply all these items and see whether the result gives a trade that is in the aggregate small or large."

Some very forcible illustrations are given of the business created by railways. Two institutions in Philadelphia are referred to—Baldwin's locomotive works and Whitney's car wheel factory:

"The first covers six entire squares in that city, employs five thousand men, supports twenty thousand persons, and turns out work annually worth at least five millions of dollars. The second occupies a square of ground, and besides supplying American railways, exports car wheels to Europe."

The North Pacific Road alone expended five millions of dollars at one time in Philadelphia for rails, engines, cars, etc. Last year one million tons of rails alone were used on our American roads.

Erie Railway.

The Rochester *Union* says that the Erie Railway Company's civil engineers have just completed the preliminary surveys for a new line through Western New York, from Portage to Buffalo. The route starts from Portage, follows the Eastcoy creek through Wyoming county, passes the villages of Java Centre and Strykerville, then enters Erie county, passing through Wales, two miles north of the village of Aurora, through the township of that name, thence following the Buffalo Creek through the townships of Marilla and Lancaster, and so on to Buffalo. The new route, if adopted and built according to the survey just made, will not in any way interfere with the present line. It is not intended as a substitute for, but rather auxiliary to, the line now used.

☞ The earnings of the Union Pacific Railroad for August, 1873, were $837,277 00, the expenses $400,947 00, and the net earnings $436,330 00. In August, 1872, the earnings were $789,567 00, the expenses, $358,525 00, and the net earnings $431,042 00—showing an increase in earnings of $47,710 00, with an increase in expenses of $42,422 00, making the increase in net earnings $5,288 00. From January 1 to Aug. 31, 1873, the earnings were $6,297,087 00, the expenses $3,191,044 00, and the net earnings $3,106,043 00—showing an increase in gross earnings compared with 1872 of $922,521 00, and an increase in net earnings of $834,980 00.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Sept. 30, are: freight, $75,014 44; passengers, $37,677 17—total, $102,691 61.

The Cumming Nut-Lock.

The Lock-Nut and Bolt Company, 61 Broadway, New York, manufacture all kinds of bolts for fish bars, bridges, cars, machinery, etc., with the Cumming Nut Lock, the only method of locking a nut to the bolt. The device is a simple one, designed to remedy the difficulty which every mechanic has experienced, the working loose of nuts, causing annoyance, and if not attended to, many accidents. The invention consists in cutting a groove in the bolt in which a piece of copper wire is laid, and the nut, when turned on, cuts a thread in the wire. When the nut has been turned as far as is desired, the end of the wire is started out of the groove and riveted, entirely preventing the nut from working loose. This does not interfere with turning the nut off with a wrench, as it readily cuts its way over the wire again. The saving to railroad companies in the cost of help required to tighten bolts, which, without this, work loose, more then compensates for the additional cost of these bolts, and all who have had trouble in the past in the working loose of nuts will find a remedy in this simple device. These bolts are now in use on 90 railroads, for tracks, switches, engines, and cars, and are also extensively used on running machinery in South America, Mexico, and Colorado. They are especially valuable upon agricultural implements, and upon trip-hammers, and all kinds of machinery, in fact everywhere. The company, when desired, arrange on liberal terms with manufacturers, and allow them to make and use these bolts upon the payment of a royalty which costs even less than check nuts do. They seem determined to secure a large use for their invention.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending October 4, at 494,907 tons, and for the coal year 15,341,685 tons, against 14,630,787 tons to corresponding time last year, being an increase of 710,898 tons. The bituminous tonnage for the week is 84,386 tons, and for the year 2,401,636 tons, giving a total of all kinds for the week of 579,293 tons, and for the year of 17,743,321 tons, against 16,767,437 to same time last year, being an increase of 975,884 tons.

☞ At a meeting of the gentlemen interested in the building of a new railroad from Chicago to Charleston, S. C., held in Chicago last week, the following officers were elected: Governor Magoffin, of Kentucky, president; Cyrus H. McCormick, of Chicago; James N. Sims, of Indiana; J. H. Johnson, of Kentucky; A. G. Wilson, of Tennessee; Thomas L. Clingman, of North Carolina; General J. W. Harrison, of South Carolina, and Mr. Erwin, of Georgia, vice-presidents; Major N. J. Vail, of Illinois, secretary. The road is to be known as the Chicago and South Atlantic Railway.

☞ The Rockingham (Va.) *Register* says that the work of laying the rails on the Valley Railroad has been commenced at Harrisonburg. There is a large force engaged in the work, and the completion of the line to Staunton at an early day is beyond peradventure.

☞ The Lancaster (Penn.) *Express* says that work on the Peach Bottom Railroad is going on as vigorously as ever.

Missouri, Kansas and Texas Railway.

The President of the Missouri, Kansas and Texas Railway Company has communicated to the New York Stock Exchange through its President the following notice:

In conformity with a rule of the Board of Brokers, requiring a notification of the amount of increase proposed to be made in the stocks and bonds quoted at your Exchange, I have the honor to inform you that at the late annual meeting of the stockholders of the Missouri, Kansas and Texas Railway Company, at which more than two-thirds of the entire capital stock were represented, the capital stock (common) of said company was increased $4,460,000, on account of one hundred and forty-two miles of newly acquired road running from Sedalia, in the State of Missouri, to Hannibal, in said State. The amount of the capital stock on 785 miles of road is now $21,405,000; total bonds, $17,900,000.

☞ Surveys are being made for the Iron Valley and Pennsylvania Line Railroad, from the Baltimore and Ohio Railroad, at the mouth of Raccoon creek (near Tunnelton,) north by east through Kingwood, crossing Cheat river near the mouth of Muddy creek, and then through the valleys of several small streams to the Pennsylvania State line, at the crossing of Big Sandy creek. This line is forty miles long, and is to be extended by a Pennsylvania Company fifteen miles to Ohio Pyle Falls, on the Pittsburg, Washington and Baltimore Railroad.

☞ The Montreal *Gazette* of 11th inst. says: "We are in a position, from information received from a well informed source, to announce that the Canadian Pacific Railway Company has come to an understanding with the government to surrender the contract, and that the arrangements for its surrender will probably be completed in a few days. This information has not been unexpected, as the labors of the opposition to obstruct the company in its efforts to secure the necessary capital to construct the line, made success impossible."

☞ The experiment made on the railroads of the Pennsylvania Company extending from Pittsburgh to Erie, Cincinnati, Chicago and Indianapolis, of telegraphic time signals, under the supervision of O. H. Booth, Superintendent of Telegraph, has worked so well in the running of trains that it is determined to continue the system permanently. The time used on all the roads is Columbus time and is regulated by the astronomical clock at the Allegheny Observatory each day.

☞ The progress of the Hoosac Tunnel during September was as follows: from central shaft westward, 184 feet; from western end eastward, 132 feet, making the total heading from the east portal 14,577 feet, and from the west portal 9,902 feet, leaving 552 feet only to be opened on October 1, 1873.

☞ Negotiations between the Norfolk and Great Western Railroad Company and English capitalists are pending for the purpose of selling a sufficient amount of its bonds to insure the early construction of the road.

☞ The Wheeling and Lake Erie Railroad Company have filed with the Secretary of State a certificate of increase of capital stock from $4,000,000 to $8,700,000.

Journal of Railroad Law.

RAILROAD COMPANIES—WHEN PASSENGERS SHOULD NOT ENTER TRAIN.

The facts of the late case of Johnson *vs.* The West Chester and Philadelphia Railroad Company (70 Penn. st., 857), are fully and clearly stated in the following opinion by—

AGNEW, J.—This case appears to have been carefully tried by the learned and able judge in the court below. Yet, after an attentive examination, we are led to the conclusion, that the rule of concurrent negligence was held a little too closely against the plaintiff, and the province of the jury rather trenched upon. The judge himself states the well-known rule that, "generally what constitutes negligence in a particular case, is a question for the jury:" Kay *vs.* Pennsylvania R. R. Co., 15 P. F. Smith, 273. But we think his error was in laying down as a rule of law, a matter which was only an element in the evidence, to wit; that if the train was distinctly running on the track, so as to be perceptible to those alongside, the plaintiff was guilty of negligence in attempting to enter upon the train, and could not recover. The following passages in the charge, perhaps most clearly denote the spirit and meaning of the instruction given to the jury:

"Yet, if the train was entirely still when he stepped from the platform by its side, it is not suggested that there was any want of care in the attempt to enter. If, however, it was not entirely still—was in the act of starting—taking up the slack as one of the witnesses denominated it, but was not yet distinctly under way, when he attempted to enter, then it is for you to determine whether he was or was not guilty of carelessness in making the attempt, encumbered as he was." The defendant has asked to instruct you, that if the train was in motion when the plaintiff attempted to get upon it, he was guilty of negligence, and cannot recover. If by the term "motion" is meant running upon the track—distinctly running so as to be perceptible to those alongside—the point is affirmed, otherwise it is not. There may have been some motion incident to starting, and preceding it, yet of so slight a character, that the law cannot pronounce an attempt to enter at the time negligence; but must leave it to the jury to judge of it in the light of all the circumstances. But if the train was distinctly running on the track when the plaintiff attempted to enter, then he was guilty of negligence, and cannot recover.

It is evident, that the meaning which a jury would draw from the charge was, that if the preparation for starting was over, and the train was under way, that, no matter how slow the motion, yet if the running of the train on the track was distinctly visible to a bystander, the plaintiff's time to enter was past, and his attempt to get on the train would be such culpable negligence in law as would bar his recovery. That such a rule may be applicable in some cases, may be true, though we do not now affirm it. But clearly we are not to leave out of view, in all cases, the conduct of the railroad company in producing the result, and the natural and probable effect that conduct has had upon the mind of the passenger in influencing his act. There cannot be an inexorable rule so unbending that no circumstances begotten by the railroad company itself, shall not hange it. Even when a train is distinctly under way, there are cases, and this was one, where it must be left to the jury to say whether the danger of going aboard was so apparent that it would be culpable negligence in the passenger to attempt it. Here the West Chester Railroad Company had a running arrangement with the Philadelphia and Baltimore Central Railroad Co., by which their trains met at the Baltimore Junction, and passengers were received from each on through tickets. The plaintiff's ticket is not questioned. Under such an arrangement, it is the duty of each company to give a reasonable time for the transfer of passengers and their baggage. In this instance, it appears that the West Chester train began to move almost as soon as the Baltimore train stopped. It seems that the conductor of the latter signalled the conductor of the former, that he had no passengers for the West Chester train. But the plaintiff, who had a through-ticket, was not responsible for this mistake. Reasonable time should be allowed to develop the fact whether there are passengers. A through-ticket, issued under such an arrangement, is binding on both roads. The plaintiff, it seems, hastened across the platform, and attempted to enter, but being encumbered with a valise, a bundle, and a coil of pipe on his arms, he missed his footing, fell to the track, and his right arm was crushed by the wheels of the car. The fact appears to be clear, that a reasonable time for the transfer was not given, and that the plaintiff, with all his effort to make haste, was unable to make the connection in consequence of this want of time. Now, though the train was distinctly in motion, so that a bystander, cool and unconcerned, could see it visibly running on the track, are we to say, as a matter of law, binding on the jury, that a passenger, having a right to go on the train, and seeing himself about to be left improperly by the wayside, is guilty of culpable legal negligence, if he should essay to reach his destination, no matter how slow the motion in running might be, or how little danger was apparent to him? He may be guilty of negligence, but of this the jury should judge under the circumstances. He may not "set his life or limbs on the hazard of a leap on the running train," as the judge emphatically said, and doubtless if such was the character of his attempt, it would be negligence. The expression "leap at a running train," denotes a higher effort and less consideration on the part of the traveler, than merely attempting to board a car under way. In the former a jury might discover negligence, while in the latter, they might not, in view of the circumstances, discover any. In discussing the conduct of the passenger merely, we are not to lay out of sight the wrong of the company, in its influence upon his mind and act. He may have strong motives to reach his destination—indeed, no man but must feel, and feel strongly, at being left by the wayside; he is conscious of his right to go aboard, and naturally becomes excited at the sight of the moving train, perhaps is alarmed, and in some degree confused. If the train be running slowly, and the danger is not apparent to him, what so natural as that he should hurry to reach the train, and to get aboard?

But if we lay down the inexorable rule for this and every other case, that whenever the train can be seen to be distinctly running, it is legal negligence to attempt to get on, we set a premium on the wrong of the company, which influenced the very act itself. To say that whenever the motion of the train is so distinct that bystanders can see it under way, and running along the track, the passenger is to be as cool and unconcerned as they, fold his arms, and say to himself, I'll sue you for this breach of contract in leaving me here, is to him bitterness itself. He may be a stranger, and know not where to find accommodations, the severity of the winter may surround him, or the heat of summer oppress him; the elements may war against him, and night or approaching darkness may heighten his alarm. Or, if no stranger, his business may be urgent; his family may require his presence; his health may be poor; his means limited; his desire to reach his destination overpowering, and a hundred reasons may influence him to go on. Now, are we to say that the wrong which has caused his mind to be excited and aroused his fears, which confuses him, and has made him less cool and calculating than those who are standing by, and can look upon the parting train without emotion, is not to be taken into the account in considering his act? What caused his state of mind? Not his own carelessness or breach of duty as a passenger, but the illegal and wrongful act of the carriers. Surely it does not lie in the mouth of the railroad company to say to him, the law will take no account of our breach of duty in its effect upon you. You ought not to have suffered it to move you, but if you saw our train moving along the track, the slack taken up the train stretched out, and the cars under way, so that any one could distinctly see it running, you ought to have looked upon our leaving you on the wayside with perfect coolness; made no effort to go, and sued us for our breach of the contract of carriage. No matter how slow the motion of the train was, nor how little danger in getting on was apparent to you, or what the state of your mind caused by our wrongful act, it is not a question for the jury under the circumstances, but the law holds you guilty of culpable negligence in the attempt to board the train, and we are allowed to go free. This is too stringent a rule for the case. Culpable negligence is the omission to do something which a reasonable, prudent and honest man would do, or the doing of something which such a man would not do, under all the circumstances surrounding the particular case: Shearman and Redfield on negligence, § 7; Kay *vs.* Penna. Railroad Co., 15 P. F. Smith, 273. Instead, therefore, of the rule laid down by the learned judge, he should have left it to the jury to say, under all circumstances in evidence, whether the danger of boarding the train, when in motion, was so apparent as to have made it the duty of the plaintiff to desist from the attempt. There is no objection to the court's assisting the jury in the performance of their duty, by reminding them of the danger of boarding a train in motion, and the caution and care that passengers should use, as well as of the duties of the carriers, and the influence of their wrongful acts, in producing the catastrophe. But railroad companies are bound to remember that they owe duties to the public, for whose benefit their charters have been granted, and therefore should not be lightly loosed from the effects of their own wrongful acts. We are of opinion the court

should have left the question of negligence on the part of the plaintiff to be determined by the jury upon the circumstances, and under an instruction less stringent and binding as to the duty of the plaintiff.

Judgment reversed, and a *venire facias de novo* awarded.

An Improved Box Car.

Our attention has been drawn to a box car, of improved pattern, now running on the Great Western Railway, and which differs in some important respects from the ordinary car in use. As everybody knows, the common box car has two doors opposite each other, placed midway in the sides; many cars have also an end-door, used only for loading such freight as cannot conveniently be got in at the side doors. But in the new car to which we refer the doors are placed opposite each other at one end of each side, and the single end door is dispensed with. The advantages claimed for the new design are numerous. The strength of the car is greatly increased, and its load-carrying capacity corresponding multiplied.

This arises from the fact that the side bracing is continuous and solid between the two points of support upon which the car rests, there being no opening or break in the middle in the place where the side door is ordinarily placed, just where strength is required. It is the general complaint of railroad men, that cars employed in carrying heavy freight are continually requiring to be run into the shops for repairs in consequence of their "sagging," as it is technically called, in the centre. From this liability of the ordinary car to give way at its weak points, results another very serious inconvenience, in the twisting and spreading of the roof, rendering it leaky, and frequently causing freight to be damaged while in transit. In the improved car under the heaviest load there will be no danger of this, as the centre is as strong as any part of the car. The great advantage of having the doors placed in the end of the sides lies in the fact that by this means long lengths of lumber, long rails, and other long freight can be loaded in box cars with as much facility as any other kind. The longest length hitherto got into a box car without an end door is sixteen feet; but in the improved car of the ordinary length of thirty two feet, lumber, etc., up to thirty feet in length can be loaded. The end door, sometimes introduced in box cars of the old pattern was practically useless, as it required the cars to be cut off from their train and a long clear space left at the end of each car before it could be loaded. This extra door was also much objected to as lessening the security of the car against fire and pilferage. It is claimed for the improved box car that it possesses all the advantages of both the box and the flat or platform cars; and that rail roads requiring cars of both descriptions to accommodate different sorts of freight may, by the adoption of this new principle, obviate the necessity of large outlay in car stock. An instance of this may be noted in the case of the traffic arising on the W. G. & B. R. Full train loads of lumber come down that road, and large quantities of merchandise require to be sent up north to supply the requirements of the numerous towns and villages in that district. For the former traffic platform cars have to be sent up empty returning loaded; for the latter, box cars are sent up loaded returning empty. By the adoption of the improved pattern, the same car would be equally available for both descriptions of traffic, and might be loaded both ways, to the great convenience of both the railway company and the public. One of these improved cars has been constructed, and is now running on the Great Western Railway giving the most complete satisfaction; it has been examined and approved by many railroad officials, and will likely soon come into general adoption on our railroads. We understand that the Great Western Railway Company will soon have seventy five more cars of the improved pattern running on that road. The inventor of the new improved box car is Mr. Joseph Taylor, General Superintendent's Assistant, G. W. R., Hamilton.—*Hamilton (Ca.) Times.*

Grand Trunk Railway.

The Ottawa (Ca.) *Gazette*, in noticing the recent change of gauge on the Grand Trunk Railway, west of Montreal, from 5 ft. 6 in. to 4 ft. 8½ in., says:

A large number of the one hundred and fifty narrow gauge engines contracted for in the Spring have been delivered upon the line, and have proved by their trial trips to be first-class machines, capable of hauling very large trains of cars. Nearly a thousand new box and platform cars have also been delivered, whilst the conversion of about two thousand five hundred freight cars is taking place at Point St. Charles and Stratford, to the narrow gauge, two hundred being so changed during every twenty-four hours at the present time. This is accomplished by the use of the "Nutter Elevating Machine" by which the cars are raised off the broad gauge trucks, which are then taken away, and the narrow gauge trucks run under the car when it is lowered on them.

It is contemplated that with this change of gauge, which will enable the Grand Trunk Company to interchange rolling stock with roads east and west, and with the very large additional capacity of its own the road will be in a position to handle an almost unlimited amount of traffic, and will be so fully equipped with locomotive power and car stock as to give the country every possible facility in the transport of its products. At the end of October the line between Toronto and Montreal will have been renewed with steel rails to the extent of two hundred and sixty miles, and by the end of 1875, it is expected that the whole road bed, both east and west, will be of steel, a large quantity having already been laid west of Toronto and east of Montreal, in addition to the central district.

The line east of Montreal it is contemplated to convert to the narrow gauge next year, and when this is done the whole line will be of the 4 ft. 8½ in. pattern, thus enabling cars to be inter-changed also at Portland, as well as at St. John, Buffalo and Detroit. As soon as this is consummated cars will be interchanged with nearly three hundred railway companies permitting merchandize to be transported all over the continent without breaking bulk.

Of course, during the interruption necessitated by this change of gauge, involving very extensive work, the traffic will be somewhat interfered with; but as soon as everything is in working order again, with a road bed principally of steel, and an equipment in the shape of stock equal to anything in the world; and with the opening of the International Bridge across the Niagara river at Buffalo, enabling the company to compete satisfactorily with other lines, the business must be immense, and the receipts such as to gladden the hearts of the English shareholders and give them renewed confidence in the prospective value of their great Canadian railway property.

Canadian Railway Law.

His Lordship, Justice Morrison, in addressing the jury in a case where damages were claimed against the Grand Trunk Railway for the loss of a trunk and contents, said that no railway company was liable for any loss in this manner other than personal effects. For instance, if a jeweller, in coming from Toronto to Hamilton, should put a lot of valuable gold watches in his trunk, and check it, and it be lost from carelessness, fire or thieving, the Railway Company would be responsible for nothing beyond the trunk itself, unless there was wearing apparel or personal effects therein besides. There are the express lines, or the freight, if one has valuables to send anywhere. In the case we speak of, the plaintiff claimed $750 for clothing, personal effects, patent office papers, deeds, etc., but the jury only found for $145, the proven value of the personal effects in the trunk. The trunk was stolen from a stage in Buffalo, while en route between two railway depots.

☞ Articles of consolidation were filed a short time ago with the Secretary of State of Indiana, between the Chicago and Atlantic, the Chicago and Atlantic Extension, and the Baltimore, Pittsburg and Chicago Railroad Companies. This last named is the company which is now constructing the Baltimore and Ohio Company's line to Chicago. The object of the consolidated company is to build a direct line from Chicago to the eastern line of Ohio, there to connect with a line from that point to Pittsburgh. The capital stock is to be $400,000, and the general offices will be in Chicago.

☞ The receipts of the Lehigh Coal and Navigation Company from January 1 to October 1, 1873 were: from rent of Lehigh and Susquehanna Railroad, $827,837; canal tolls, $435,177; tolls Nesquehoning tunnel, $19,100; profits on coal, $260,858—total, $1,542,972, against $1,062,889 from same sources for the corresponding period of the previous year—an increase of $480,083. Less increase in interest, taxes, expenses, etc., $170,000—making the net increase $310,083.

☞ A dividend of five per cent was declared on the stock of the main stem of the Baltimore and Ohio Road for the half year ended 30th September last, payable on and after the 15th November proximo, and a similar dividend on the stock of the Washington Branch Railroad, payable on and after the 31st October inst. at the Merchants' National Bank of Baltimore.

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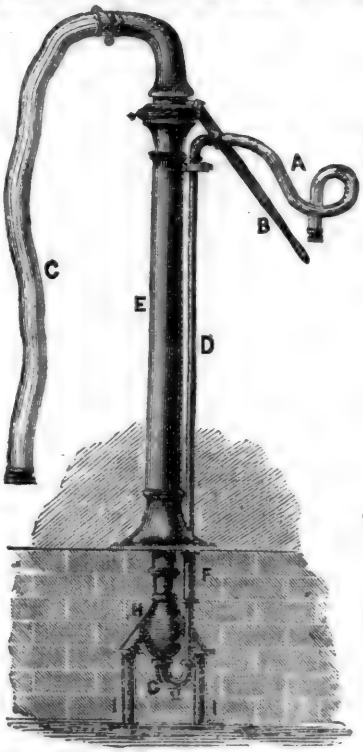
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Maps of the several localities, together with Plans and Specifications of the work, can be seen at this office, on and after THURSDAY, the TWENTY FIFTH day of SEPTEMBER instant, where printed forms of Tender will be furnished. A like class of information relative to the works north of Thorold, may be obtained at the Resident Engineer's Office, Thorold; and for works at and above Port Robinson, Plans, &c., may be seen at the Resident Engineer's Office, Welland.

All Tenders must be made on the printed forms supplied, and to each must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, willing to become sureties for the due fulfilment of the contract.

This Department does not, however, bind itself to accept the lowest or any Tender.

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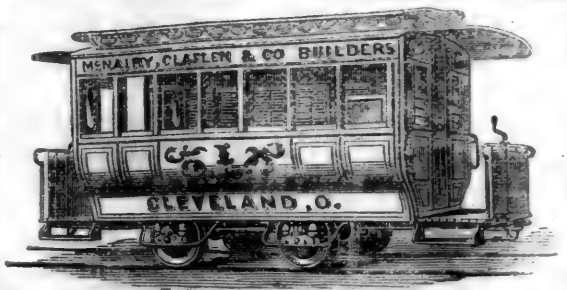
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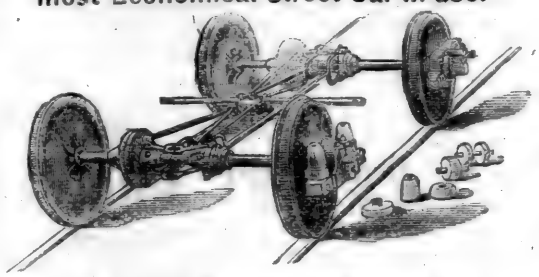
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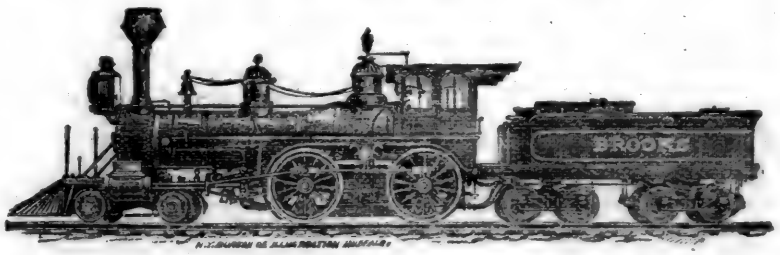
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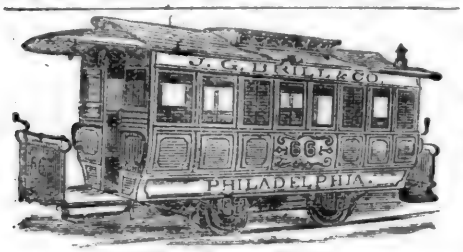
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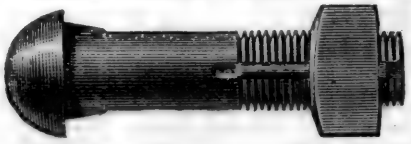
WM. COURTENAY, President. CHAS. P. COBB, Secretary.

THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.





IMPROVED August 23, 1870.

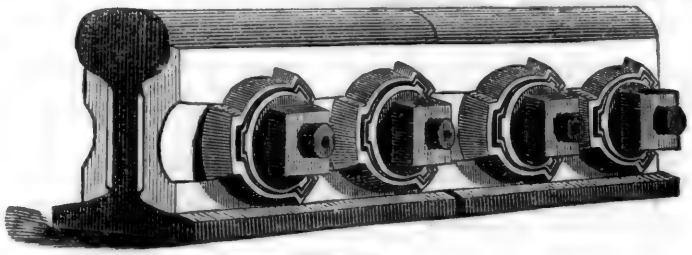
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

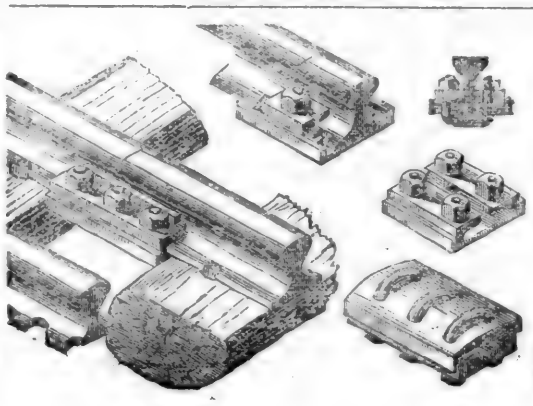
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 43.] SATURDAY, OCTOBER 25, 1873. [WHOLE No. 1,957. VOL. XLV.

☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, October 25, 1873.

Notable Features of the Fair.

The Annual Fair of the American Institute is now well under way, and we advise all who have not yet paid it a visit to take an early opportunity of doing so. We have already been in several times, and our interest and enjoyment seem to increase with each succeeding visit.

In many respects, the exhibition this year is somewhat different from its predecessors. There is not so full a display of agricultural products of the various kinds, as we have seen in former years; but, in improved farming implements, in specimen works of art, in textile fabrics, and the various hand and power manufactures, it is believed the present display has not been excelled.

But in the brief space which we are able to devote to this subject, our object is mainly to take notice of a few of the more important articles or improvements applicable to railroads, mining, and steam engineering generally.

For tunnelling, or any manner of work presenting rocky obstructions, we find exhibited a very superior specimen of Rock Drill that works either horizontally, vertically, or any intermediate incline or angle, that may be desired. The Drill-shaft is driven by compressed air power, and is forced into the solid gray, iron rock at a most marvellously rapid rate.

STONE BREAKER AND CRUSHER.

We observe that there is on exhibition again this year a sample of Blake's Stone Breaking Machine. If we are not mistaken, the first device of this sort ever invented and put to practical use was brought out by Mr. Blake. The strong iron jaws of this machine crack to pieces the hardest stones, as easily as a schoolboy chews up sugar plums. We observe the proprietor offers a large reward to any person who will produce a piece of rock or a stone that this apparatus will not immediately break into fragments.

PATENT AXLE BOX.

A most important item in railroad equipment is the new and improved axle-box, shown here, and which seems to be capable of working equally well with either water or oil as a lubricator. The box is easily cleaned and refilled without disturbing the car; is very simple, and yet very effective and durable, and can be made in any desired form, and applied to all styles or sizes of axle. It is also well adapted for use in factories, mills, on steamships, etc. We believe this invention has been very fully tested by actual use for several years, and hence we must conclude that the inventor's theories have now passed into the domain of practical realities.

PERRY'S CENTRIFUGAL PUMP.

Or, as we should style it, if we had the christening of it, "Perry's Patent Niagara," seems to possess the power of displacing more water in a shorter time, than any other pump we ever saw. Apparently, there is no limit to the volume of water this machine is capable of throwing.

ROYCE'S AIR COMPRESSOR.

The principle of creating or transmitting power by means of compressed air, is now undergoing practical demonstration. Under the intelligent guidance of Mr. Horace H. Day, the invention referred to, is being applied to a variety of industrial purposes. Indeed, from what has already been accomplished, we would not be surprised to see this mode of obtaining power, invade the dominion of steam, and become specially valuable for a variety of uses where steam is not so well adapted and cannot compete.

At the Fair, compressed air power may every day be seen at work driving pumps, rotary and other engines, besides working the Rock Drill above referred. We shall watch and note the development of this new element of power, with a great deal of interest.

CIRCULAR SAW MILL, ELY'S PATENT.

F. C. Candee & Co., of 57 Liberty street, have on exhibition a full sized Saw-mill, doing its regular work right along, ripping up logs of any length into boards of any degree of thickness, bevelled or straight, with most marvellous precision and speed. We should suppose nothing less than 75,000 feet of boards would be a day's work for this machine, and being almost automatic in its various motions, requires only trifling attendance.

It runs the saw through the log or timber with surprising velocity, throws it quickly back, sidewise or at an angle with equal facility, and in fact handles a big tree much after the manner those fabled giants used them for walking sticks, as we used to read wonderingly in our boyhood days.

Really, we look upon this improvement in sawmills as one of the first importance to the lumbering interest everywhere, and those interested Western friends of ours, cannot we think do better than turn their attention in the direction here indicated.

THAT ROTARY.

Continuing our search after useful information, in the interest more especially now, of steam engineering, our ready ears are presently greeted by a slight whizzing sort of sound faintly resembling that produced by the passage through the air of those pleasent little Minnie balls, during our late war. Looking around we find ourselves in the main passage of Department 5, standing just beside a little affair, in size and shape somewhat resembling a big California pear, and fastened to a pillar of the building. Is this a joke, or what it is? Ah! no reader, it is designed, as we verily believe, to be one of the most useful, practical realities of the Fair.

It is a Rotary Steam Engine, on an entirely new principle; and they all say it is the *ne plus ultra* of all efforts to utilize steam economically. The buzzing sound referred to, is caused by the fly-

wheel cutting the air, in its unnumbered thousands of revolutions per minute—how many, indeed, no man can begin to count. This little machine is operated solely by compressed air furnished by Mr. Day's Air Compressor just opposite. This working model, only a trifle larger than one's fist, possesses, it is said, fully one horse power.

This engine evidently combines the minimum of friction, with the maximum of simplicity, compactness, power, economy of operation, durability and construction. Indeed, the parts are so few and simple, that the whole thing can be built, we are assured, for about one-half the cost of any other of equal power, and is adapted to all uses where steam power is required.

A card attached bears the name of Edward Myers, C. E., late of London, now residing at American Hotel, Jersey City, as Patentee, and we are not surprised to learn that several orders are taken every evening, for large sized working engines for different uses.

In closing this hasty sketch, we may be permitted to add, that gentlemen who control the valuable inventions we have here specified, and the thousand others our space prevents naming at this time, will assuredly promote their own interests greatly, by making known through our columns to its numerous readers, (nearly every one a consumer) the merits and chief features of their several articles and improvements.

Northern Pacific Railroad.

The Minneapolis *Tribune* of October 17th has the following regarding the Northern Pacific Railroad:

The General Manager, C. W. Mead, of the Northern Pacific Railroad, was in the city yesterday, and in the course of a conversation, he stated that it is proposed by the management to operate the road as far as Jamestown this winter, certainly, as the road is supplied with snow fences, etc., to that point. If the winter is not a severe one the trains will run to Bismark; but if it is at all hard, they will be discontinued. Jamestown is about one hundred miles west of Fargo. Work on the road is to be begun and prosecuted with vigor in the spring. General Cass has appointed the following gentlemen as Commissioners to examine and report upon the condition of the road: A. C. Sands, of Cincinnati; George W. Steele, of Painesville, Ohio, and General W. G. Leduc, of Hastings. These gentlemen will start from St. Paul this forenoon in a special car, and with Mr. Mead, will go over the road. Their report will be looked for with interest.

The Steam Canal Boat Trial.

In reference to the trial of the canal steamboats competing for the $100,000 State prize in New York, the *Evening Post* says:

The trial of the steam canal boats has shown that none of them come up to the requirements. It is probable that the C. C. Pope comes nearer to the requirement of the law than any other, although its entire average speed falls considerably short of three miles per hour, and the amount of coal consumed is about five hundred pounds more than that used by the Baxter. The commissioners have decided to hold a meeting to consult informally over the result of the trial in Syracuse next Tuesday. No formal report will then be made, but the data gained by the several members will be compared and collated with reference to a full report to be presented to the Legislature this winter.

The Syracuse *Journal* gives the following conclusions, drawn from remarks made by several of the commissioners:

First.—That it is quite impossible to invent any machinery that will propel a boat carrying two hundred tons at a less cost than when moved by horse power, with the present dimensions of the canal.

Second.—That boats as now constructed are too large for the capacity of the canal, there progress being retarded by natural and well-known laws relating to space for the displacement of water.

Third.—That as the law requires that inventions shall be of a character making them practical for superseding horse power, an award is not likely to follow the test.

Fourth.—The law requires a speed of at least three miles an hour, as none of the boats made that time, an award cannot be legally made.

Toledo, Wabash and Western Railway.

The earnings of this road for the years ending December 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	$1,228,193 41	$1,132,764 60
" freight	4,027,722 93	4,311,970 28
" mails	84,200 04	105,809 73
" express	97,652 12	94,664 64
" miscellaneous	298,897 41	363,768 40
	$5,736,665 91	$6,008,977 65

The expenses of 1872 were:

Conducting transp.	$1,156,917 13	
Motive power and cars	1,597,812 28	
Repairs of roadway and structures	625,308 86	
Renewals of roadway and structures	777,078 93	
Renewals of equipment	4,115 70	
General expenses	69,126 85	
Taxes	101,541 30	
Insurance, 1872	33,243 07	
		4,365,143 62
Net earnings, 1872		$1,643,834 03
Balance from previous year		1,022,462 71
Proceeds of sale of elevators		250,000 00
Bonds Gt. Western Railway, 1859, sold		16,000 00
Total		$2,932,296 74

Thus accounted for—

Construction and improvement, roadway and structures	$519,380 91
Construction and improvement, equipment	7,849 85
Profit and loss	36,644 28
Insurance of 1871, not classed in expense account for that year	15 652 31
Interest account	1,356,560 88
Balance income account, 1872	996,208 51
Total, as above	$2,932,296 74

Compared with the previous year the gross earnings of 1872 show an increase of $272,311 74, with an increase in expenses of $588,315 69, making a decrease in net earnings of $316,003 95.

The receipts from all sources, and total disbursements in 1872, were as follows:

Receipts.

Gross revenue	$6,008,977 65
Proceeds of sale of elevators	250,000 00
Bonds of Gt. Western Railway, 1859, sold	16,000 00
Decrease in wood and supplies	44,450 92
Lake Shore and Michigan Southern Railway	10,838 41
Snell, Taylor and Co	8,041 97
Cin., Ind. and Lafayette R. R	10,634 41
Railroads and Individuals	4,951 19
Hannibal Bridge Co.	18 870 94
Wabash Equipment Co	179,125 00
U. S. Post-office department	467 00
Cash	871,251 96
Total	$6,926,159 45

Disbursements.

Operating expenses and renewals		$4,365,143 62
Equipment, etc		7,849 85
Construction and improvements		519,330 91
Assets for the year	$626 220 10	
Less liabilities	384,761 31	
		241,458 79
Interest—less unpaid coupons		1,339,508 96
Interest coupons previous year paid		9,544 00
Bills payable of 1871 paid		6,018 00
Over-draft of 1871 at Toledo paid		121,599 42
Interest account leased lines—less surplus earnings & unpaid coupons		176,534 10
Interest account Hannibal bridge—less surplus earnings		64,912 79
Keokuk bridge—deficiency of earnings		15.889 00
Bloomington telegraph line		3,023 42
Profit and loss		86,644 28
Insurance for 1871—not included in expense of that year		15,652 31
Total, as above		$6,923,159 45

The number of miles of railway owned by this company, and whose operations are included in this report, are—

	miles.
Main line in Ohio	75.5
Main line in Indiana	166.1
Main line in Illinois	110 5
Main line, Camp Point to Quincy, (leased)	21.5
	473.6
Keokuk branch	41.5
St. Louis branch	109.0
Naples branch	4.0
	154.5
	628.1

The leased lines are operated separate and distinct from the road owned, and their accounts are not embraced in any of the statements and reports of this company. Including these, the total miles operated, owned and leased amount to 934.2. They are as follows:

	Miles.
Lafayette, Ind., to Bloomington, Ill	116.7
Pekin and Decatur	67.2
Hannibal and Naples (including Pittsfield branch)	52.0
Hannibal and Moberly (in Missouri)	70.2
Total length of leased lines	306.1

The company has added to its equipment during the year 7 locomotives, 14 baggage and passenger cars and 998 freight cars; leaving at the close of the year, 189 locomotives, 102 passenger, mail and baggage cars, and 4,294 freight cars of all classes. The report says:

The freight earnings of the road show an increase of $284,247 35, over 1871. This increase has been realized under peculiarly adverse circumstances, and but very inadequately represents the extent of the actual revenues that could have been realized had our Eastern connections furnished the requisite facilities for receiving and forwarding the freight with reasonable promptitude.

For five months of the year, and during the suspension of water communication, our freight traffic was subjected to a blockade at Toledo, continuous and unexampled, and which proved disastrous to shippers and paralyzing to all the business operations of the road.

During nearly all this period the daily average demand was equal to about three hundred cars, and toward this demand our eastern connections were only able to furnish a daily average of less than 90 cars. Under such crippling disabilities the storage capacity at Toledo, soon became exhausted, and the larger portion of our car equipment was employed for no better or more available purpose than as warehouses, thereby wholly

and effectually depriving the road of the means of realizing the advantages of the vast volume of business pressing at every station.

As a safe guard and protection against a future repetition of such disastrous experience, we look forward with encouragement to the opening into Toledo, during the approaching summer, of two additional lines of railway to eastern markets.

Another cause, that has depressed the freight earnings, has been the unprecedentedly low rates that prevailed during the summer months at all competing points, and which, to a considerable degree, prevented the maintenance of remunerative rates at local stations.

It is to be hoped that this senseless and ruinous competition, to which may be legitimately traced much of the prevalent animosity and bitterness against railway management existing in the west, will give place to a policy founded upon co-operation and mutual confidence, and such as shall enure to the advantage of all roads, and commend itself to the business public.

Repairs of track and renewals of worn out iron and ties were made on a large scale. During the year, 3,310 tons of new steel rails, and 8,774 tons of re-rolled iron were laid.

The masonry of the new iron bridges over the Manmee river, at Defiance, and Wild Cat river east of Lafayette, was, to a great extent, rebuilt. Several of the piers at the Wabash River Bridge at Attica, were also partially rebuilt. A substantial Howe Truss Bridge of 120 feet span, was built over the crossing of the Cincinnati, Wabash and Michigan Railroad, two miles east of Wabash Station.

Owing to continuous drouth for the past three years, the water supply of the road generally failed, particularly through Illinois, and rendered necessary a large outlay for additional wells, tanks, pumping apparatus, &c., amounting in the aggregate to $55,969 09.

BALANCE SHEET, December 31, 1872.

Road bed and equipment		$33 699,000 00
Griswold, White & Worden, trustees		5,000 00
Redemption fund G. W. 10s		3 040 00
Consolidated sinking fund bonds		75,000 00
Illinois & Mississippi Telegraph Co. Stock		11,950 00
Jacksonville Depot Co. Stock		4,206 85
Quincy R. R. Bridge Co. stock		8,900 00
Great Western Despatch Co. stock		6,000 00
J. E. Carpenter, paymaster		5,411 56
Supplies on hand		190,948 82
Wood "		44,136 15
Ties "		21,137 85
Due from other companies		45,016 57
Interest account leased lines		282 412 65
" " Hannibal Bridge		83,025 00
Red Line Transit Co		2,075 03
U. S. Post Office Department		22 213 55
Keokuk Bridge		15,889 00
Quincy and Palmyra R. R		22,223 95
Pekin Telegraph Line		1,006 19
Pullman Palace Car Co		13,973 32
Hannibal & Central Missouri R. R.		70,838 21
Hannibal and Naples R. R		82,070 52
Decatur and State Line Survey		8,876 88
Sundry small accounts		2,098 41
Uncollected earnings		41,772 17
Attica and State Line Survey		20 40
Hannibal and St. Joe. R. R		419 02
South Shore Line		800 00
Buffalo and Erie R. W. Co		567 05
La Fayette, Muncie and B. R. R., (A. Earl & Co. Contractors)		7,344 24
Bloomington and Ohio River R. R.		1,882 22
Chicago and Paducah R. R		265 00
Bloomington Telegraph Line		3,023 42
Cincinnati, La Fayette and C. R. R.		4,680 85
La Fayette, Bloomington and Mississippi Railway		17,424 26
Toledo and Canada Southern R. R.		424 44
Canada Southern R. R		27 50
Cash		883,995 28
		$35,179,043 51

Balance income account	$996,208 51
General Stock	15,000 000 00
Preferred Stock	1,000,000 00
First mortgage bonds, Toledo and Illinois R. R. Co	900,000 00
First mortgage bonds, Lake Erie, Wabash and St. Louis R. R. Co.	2,500,000 00
First mortgage bonds, Gt. Western R. R. Co., (West of Decatur)	4,000 00
First mortgage bonds Gt. Western R. R. Co., of 1859	2,500,000 00
First mortgage bonds, Quincy and Toledo R. R. Co	500,000 00
First mortgage bonds, Illinois and Southern Iowa R. R. Co	300,000 00
First mortgage bonds, Decatur and East St. Louis R. R. Co	2,700,000 00
Second mortgage bonds, Toledo and Wabash R. W. Co	1,000,000 00
Second mortgage bonds, Wabash and Western R. W. Co	1,500,000 00
Second mortgage bonds, Gt. Western R. R. Co., of 1859	2,500,000 00
Equipment bonds, Toledo and Wabash R. W. Co	600,000 00
Consol. sinking fund bonds, T. W. and W. R. W. Co	2,700,000 00
Coupons	45 313 21
Bills payable	59,552 00
Hannibal Bridge	18,112 21
Pekin, Lincoln and D. R. R	4,293 22
La Fayette, M. and B. R. R	21,726 05
Pekin R. R. and Const. Co	7,000 00
New York Office	39,830 98
Vouchers payable	283,007 33
	$35,179,043 51

The company commences the year with available assets amounting in the aggregate to $834,285 29

From which should be deducted—

Coupons outstanding	$45,313 21	
Bills payable	54 923 00	
Pekin R. R. and C. Co	7 000 00	
Cash due in New York	39,830 98	
Vouchers payable	283,007 33	
		430,074 52
Available assets for the year		$404,210 77

President.—AZARIAH BOODY.
Asst. President.— J. N. DRUMMOND.
Vice President.—A. ANDERSON.
Directors.—Azariah Boody, A. M. White, Isaac H. Knox, A. B. Baylis, Augustus Schell, Horace F. Clark, Daniel Drew, Kenyon Cox, Sydney Dillion, Milton Courtright, John Ross, John F. Tracy, David Dows, New York; George Cecil, Logansport, Ind.; J. S. Casement, Painesville, O.
Secretary and Treasurer.—WM. B. CONNEAU.
Gen'l Superintendent. GEORGE H. BURROWS.

Swampscott Branch Railroad.

On the first of December last Mr. George W. Cram commenced the construction of a spur of the Eastern Railroad, extending from Swampscott to Marblehead, a distance of about four miles, and yesterday the road, which will be hereafter known as the Swampscott Branch Railroad, was opened to public travel. It is now thirty-four years since the Eastern Railroad Company, in response to the urgent demands of the then isolated fishing village of Marblehead, with its daring men, its frugal women, descendants of the early settlers who came from the Islands of Jersey and Guernsey in the English Channel, and withal its crooked streets, winding among the rocks, opened a branch line from Salem and brought this energetic community into closer relations with the city of which they had formed a part. As the town grew in population, business and influence, efforts were made to obtain a more direct line of communication with Boston, and in 1865 the General Court granted a charter to John F. Harris, Thomas Brown, Jonathan H. Orne and their associates, under the name of the "Marblehead and Lynn Railroad Company." Nothing was done in the matter until 1867, when, under authority of the Legislature, the town of Marblehead voted to aid the new road to the amount of $50,000. The enterprise still dragged, and it was not until certain property owners and capitalists, combining to make the sea shore of Swampscott, Phillips Beach and Marblehead Neck available as places of summer resort, that the road was located and the charter made over to the Eastern Railroad. This corporation has furnished the capital and built the road, under conditions which are no doubt satisfactory to the owners of building sites along the line, and to the people of Marblehead, whose interests will be largely subserved by the shortening of the route to Boston.

The new road leaves the trunk line a few feet east of the Swampscott station, and runs by a single track through a small ledge of rock west of Great Annisquam, over a trestle bridge 700 feet long and 35 feet high, through a rough and rocky sections to Phillips station, one and a half miles from Swampscott. Half a mile beyond is situated the Clifton House station, and half a mile beyond this point the Beach Bluffs station has been established. At each of these stations the depot buildings are in process of erection, and ample land for the use of the road has been secured. Just before entering upon the track of the old Marblehead branch the tracks form a triangle, where a single pole and switch-tender's house have been erected. The new line will shorten the distance between Marblehead and Boston by about three miles, and while the old line between Salem and Marblehead will still be operated, the citizens of the latter place will no longer be compelled to wait for Boston bound trains and change cars at Salem. The cost of the road will probably amount to $200,000, and it is expected to be a summer highway for pleasure travel for those who have residences on the line of the Swampscott shore, while it is sure to prove an invaluable aid to the fishing interests of Marblehead.—*Boston Journal, Oct.* 21.

Chicago and Northwestern Railway.

The directors of the Chicago and Northwestern Railway, in concluding their report for the year ending May 31, 1873, published in our last issue, say:

Already the indications of increased business, which could only compensate for the large expenditures of capital for the last three years, are encouraging. Since the close of the fiscal year embraced in this report, the returns show a gain of more than 52 per cent for the month of June in the earnings of the Winona and St. Peter, La Crosse, Trempeleau and Prescott, and Iowa Midland roads.

Independent of these, the earnings of the Chicago and North Western for the month of June, 1873, were	$1,309,578 57
Against June, 1872	1,070,459 86
Or a gain of	$239,118 71

Equal to 22.34 per cent.

For July, the earnings were	$1.240,987 76
Against July, 1872	1,029,957 73
Being a grain of	$211,030 03

Equal to 20¼ per cent.

☞ The earnings of the Missouri, Kansas and Texas Railroad for the six months ending July 31, 1873, were $1,755,732 20, the expenses $935,714 64, and the net earnings $820,017 56. Proportion of operating expenses to gross earnings, 53.29 per cent. Number of miles in operation, 785.

☞ Hon. Oden Bowie has been unanimously elected President of the Baltimore City Passenger Railway Company in place of Henry Tyson, who resigned to assume the Vice-Presidency of the Erie Railway Company.

[From the New Haven Union.]

Cheap Transportation.

Our old friend Horace H. Day, one of the most industrious, public spirited and intelligent citizens of this country, appeared before the Senate special committee on Cheap Transportation, at the Fifth Avenue Hotel, New York, last week, and gave his views of the International Policy proposed, touching the whole question, and also explained in detail his own plans for overcoming the great barrier at Niagara Falls.

Mr. Day has in the past almost impoverished himself in herculean efforts to open cheap water communication between the great west and the sea, in the northern route, and we remember years ago, to have heard sneers at his folly, from the thoughtless, while to-day the whole nation is exercised upon this question, as the great problem for the American people, necessary to the prosperity of all parts of the country, if not to the very life of the republic itself. This clear perception, followed by large outlays, (not less than one hundred thousand dollars, we have heard him say) proves his sagacity, not less than his devotion to the public good.

It will not escape notice that Mr. Day offers to insure the building of the Niagara ship canal, if the Government will donate to this company four millions of dollars, and agrees to complete the whole in two years, and if required sell the canal to the Government, any time within ten years for four millions more. Thus, for eight millions this Government can open up and possess this great water route, which is a mere bagatelle, when the advantages to be gained are considered. One month's saving from its construction would pay back to the people the whole amount. The completion of the Niagara ship canal would be worth five times the amount of its cost to New England alone, every year. We copy here from a report of his remarks before the senatorial committee, and invite special attention to the views presented. Mr. Day said:

It is known to this committee that I have for a long time identified myself with efforts to promote the Niagara Ship Canal, and I may say have in various ways expended more time and money than perhaps any other person in the country. I have long foreseen that there was no other way by which to meet the just demands of both East and West, and entirely agree with our present Chief Magistrate, whose repeated recommendations in respect to this and other great ways will stand the test of time, and if he can carry them through during his present term place the nation under even greater obligations for arresting greater calamities than was in the contest which overthrew Southern slavery. It is settled beyond all manner of doubt that water conveyances are the cheapest. All else has been tried in vain. The war drew the country together, but to-day sectional interests are again rising, and placing the nation in far greater danger than it was from the old systems and institution of the South. Monopolies and anarchies are the same; while the latter was confined to family and blood, the former is a wider spread power, and far more to be feared. It may be regarded as contagious; building up hatred, engendering malice and spite, which has already, and will more effectually resort to political strategy, to build up and extend its blighting influence far and wide, bearing down, depressing and impoverishing one part of the country, while it fosters and protects, through its injustice, another; shutting out man from his fellow man, turning back the rushing tide of God's great ocean of commerce, placing the iron hand of injustice on the mouths of the poor, and robbing the laborer of his hard-earned bread, compelling idleness to revel in the waste which monopoly creates, and obstinacy and tyranny hold, for the selfishness of the few who close the "rings" and make the "corners" upon and in which the nation's best interests are sacrificed, *ad libitum*, as they our lords and masters *will*. All else had been tried. Cotton was not and could not be king, and usurp the power in one half the nation; sugar, rice and tobacco claimed their part and portion in the channels of commerce, and all found a place and a way to reach us. Then came the louder call from all the world for bread, for corn and other food products, and what was the answer?

The politicians and monoplists saw that all the world must have what they asked for, and their opportunity was in the demand for bread. How have these monopolists and politicians expressed themselves? Their late actions and the result certainly speak plainer than I can. Credit Mobilier, and numerous others—lesser in the single, yet greater in the aggregate—certainly speaks for itself. All of these things, although passed away, have become the landmarks and foundation to enable us to make a more certain cord to bind us together as a nation—humane, wise and just, and, necessarily, prosperous. These great water-ways, to make cheap transportation sure, beyond the power of avarice to control, point the only safe way. At least three great avenues from the sea to the Mississippi valley should be undertaken now—one through the northern lakes, the St. Lawrence and Champlain to New York, one through Virginia, and one still further south.

The double track railroad, to be built and owned by the Government, and used by all who might wish to run their cars upon it would, of course be desirable, but ten such roads would fail of one great object—a steady foreign market for our surplus products. If this nation relies upon any kind of railroad, Canada, with British capital will perform the service cheaper by water through the St. Lawrence and Montreal, and to compete with this route, and keep the trade in the United States we will, after all, as I have said, be compelled to resort to the cheap water transportation. There is no shadow of a doubt of it in my mind. Looking to the absolute necessity of the Niagara Ship Canal, I have studied how to cheapen the cost of the structure, and shorten the time, and have arrived at a perfect system by which a ship of 1,200 tons can pass from navigable water above the falls to navigable water at Lewiston below the falls, within one hour, allowing fifteen minutes at the elevator, where one vessel would pass each way in the same time and by one operation.

By the aid of compressed air the entire work of excavation of the rocky bed of the canal on the line of the government survey, and by the shortest route, can be accomplished with great saving, as the falling water of the Niagara itself will furnish all the power to do the work, and if the United States is willing to donate $4,000,000 to a private company, I can furnish satisfactory assurance that a canal and elevator, capable of passing not less than fifty vessels of 1,200 tons' carrying capacity, each way, every twenty-four hours, can be completed in two years, and delivered to the government by the owners any time, within ten years, at less than $8,000,000. The elevator capacity can be increased at will to any desirable extent, even to passing 200,000 tons of merchandise a day, if so much should be required.

In order that it may be said that Mr. Day is not alone in his views, we reproduce some extracts from the remarks of Mr. E. H. Walker, statistican of the New York Produce Exchange, given before the same committee. Mr. Walker said:

There are two prominent competing routes in the future—one through the city of New York by the Erie canal, and the other by the St. Lawrence canal, and the city of New York must be prepared to meet the competition of the St. Lawrence route. The rate of freight now by that route is 10 cents a bushel from Chicago to Montreal, and when they come to have 1,200 ton ships, instead of the present class, they will reduce the cost below that, and the advantages of that route are as good as the other, including insurance.

Q. You assume that by the improved Welland canal and the St. Lawrence canal it will be carried below 10 cents? Yes.

Q. What is the relative value of the wheat shipped by water and by rail? A. I do not know that there is any difference; it brings the same price.

Q. I have seen a statement that there was 2 or 3 cents difference? A. There is sometimes on corn, and that grows out of the fact that the producer in the West garners his corn in open cribs, and shells it out full of moisture, and then when it is shipped in large bodies it is not always as good as when shipped in small parcels. Corn dried by this process in Chicago will bring as much or more by weight; there will be a diminution, sometimes, of two, three, four, or five pounds in a bushel, and there will also be a diminution in the measure, but not so great as in the weight. If the corn is in good condition it will by drying, done properly; but some of the dryers burn the corn.

Q. What is the object of drying the corn if it is in good condition? A. To prevent its being damaged.

Q. What is the cost of the drying process? A. I don't know what it is now. It used to be as high as 10 cents a bushel. I think now it is about 2 cents a bushel.

Q. Will you speak of the terminal facilities here, or will some other gentleman? A. I think probably some other gentleman had better tell you of those.

Q. Does the drying process injure the germinative properties of corn? A. If the heat is too great it does.

Q. Can you state anything more of interest? A. I can state in general terms this, that I look on this question of transportation as being the great problem now and for the remaining portion of this century. We are moving by all routes, north of the Ohio, of through freight about 33,000,000 tons per year, of which about 13,000,000 tons is properly through business. The rail rate from Chicago on fourth class freight, and from other terminal points of the west of like distance from New York, about $9 per ton; that is at the rate of 9 mills and a fraction per ton per mile.

The water rate for the last six years from Chicago to New York has been $7 and some cents for corn per ton and a fraction over $8 for wheat, and that is owing to the difference in the rate of toll. The rate by rail cannot be furnished cheaper than $9 per ton. If all the freight of the railway is carried at that rate; if the Central road should carry all its freight at three-fourths of a cent per ton per mile of its mileage of 1872 it could neither pay interest nor dividends. If it should carry all its freight at the rate of 12 cents a bushel for wheat, which is nine mills and a fraction per ton per mile, it could pay its interest and have about $200,000 to pay $8,000,000 of dividends with; so that practically unless there can be some means devised by which railroads can carry cheaper the people cannot get the relief they seek in the far West by rail routes. The lake route with large class vessels of say 2,000 tons capacity can be reduced to twelve shillings ($1 50) per ton from Chicago to Buffalo, and take the entire route through by water it can by proper appliances be reduced to $3. But in any event the rail will divide the business with the water lines. One-ninth of the tonnage of the railways is live stock and its products, and this is nearly one-sixth of the Eastern movement; and there are a large class of other commodities that will come by rail in any event. The lighter commodities will always come by rail, but the heavier classes will come by water. This business, which is now 13,000,000 of tons, before the end of the century will probably be swelled to 50,000,000 of tons. The population of the country from 1790 to 1860 has increased in the ratio of 3 per cent. During the war there was falling off of emigration, but computing it at the same ratio of increase, taking the population of 1870 as a basis, the population at the end of

the century will be 98,000,000, and in 1903 it will be 100,000,000. The production will be increased in a larger proportion than the population, so that the question to be considered for the next thirty years is the transportation of the production of 50,000,000 of people and the consumption of 50,000,000 more. New England and the Middle States take more grain than all our foreign exports. The grain is in the West, and the live stock nearly all of it must come where there is cheap corn and forage. Arrangements are being made for cargoes of animals through from Texas, and large quantities are being now brought from there all by rail. People are paying now by rail and water for the transportation of persons and property about $1,000,000 000 a year, and with the increase of population and the extension of railways and the wants of consumers and producers, beyond the end of the century that will be swelled to $2,500,000,000 a year, so that in the matter of dollars and cents the question assumes a greater magnitude than almost any other question that can come before the people. The remedy will be to cheapen water routes and in the extension of the railway system. The Central Railroad is now doubling its track; the Erie will be compelled to double its track as well as the Pennsylvania Central and Ohio. Another new road is projected, and we shall probably have six double-track railways within a very short period of time. That will give some relief in the item of cost. But we need the whole of them to move the business of the country, and we can hardly multiply them fast enough. Now in the far West it needs the product of three acres to transport one to market, and that is very oppressive to the producer and it makes the consumer in the East pay more for his bread. We are bringing into this State 45,000 000 bushels of grain more than we grow, and New England takes a larger amount. All of the New England States and Middle States take more grain than our entire foreign exports of the growth of the West. The canals, since 1837, have transported over $7,000,000,000 of personal property, and they have produced a revenue sufficient to pay for this without costing the people a mill. Under the constitution of 1846 provision was made to take $550,000 out of the canal revenues, and if those contributions from 1846 be taken up and the interest computed on them from the time they were taken, and the taxes on the amount be taken at the time they were imposed for canal purposes and interest computed on this, it will be found that the contributions with interest exceed the taxation with interest. So that the people of this State have had $7,000,000,000 of trade since 1837, from a canal system 900 miles in length that has paid for itself without costing them a dollar. The canal tonnage of this State for the last twenty-three years is more than double the entire foreign tonnage of all vessels entering the port of New York from foreign countries in American and foreign vessels, and it is two-thirds of the entire tonnage of all foreign vessels from all foreign countries entering all of the United States ports. The value of the commerce of the canals during the last twelve years is $870,000,000 more than the entire foreign exports of New York, so that when the question of competition comes up with the city of New York—the question of the diversion of this trade—why, the people of this city must be prepared to meet that competition, and if they hope to hold that trade they must adopt some policy, either by the improvement of railway communication or by cheaper water communication to accomplish the result. There will be greater facilities here in New York for the transfer of grain than there is now. I was shown, a few days since, a plan of an elevator with a capacity of over 1,000,000 bushels, which is to be built by a railroad coming into New York, and you may be sure that if one road builds such an elevator the others will have to. The present price of transfer from car to vessel is about 2½ cents per bushel; from boat to vessel it is about 1½ cents. It should be no more than ½ cent, and grain will doubtless be transferred for that sum. The necessities of the case are such that there must be a revolution shortly, in the manner of receiving or transferring freight. The railways during the summer season carry as cheap as they can afford to; their competition makes them do that. The price now on the canal is about two mills and a fraction per bushel per mile from Chicago to New York. It can be reduced with the enlargements, to a little over one mill.

Vermont and Canada Railroad.

At the annual meeting of the stockholders of the Vermont and Canada Railroad Company, held at White River Junction, Vt., on the 16th inst., the following gentlemen were elected directors: Bradley Barlow of St. Albans, Francis A. Brooks of Boston, J. N. A. Griswold of Newport, R. I., Romeo H. Hoyt of St. Albans, James R. Nichols of Haverhill, Mass., Edward A. Sowles of St. Albans, and Samuel Wells of Boston. There were votes representing 13,902 shares cast, all being for the Board which was chosen, except 45, being nearly a unanimous ballot.

Mr. Ellis introduced the following preamble and resolution which, after some discussion, was adopted:

Whereas, It has recently come to the knowledge of the stockholders of the Vermont and Canada Railroad Company that certain votes heretofore passed by the directors of this company have been passed, or procured to be passed, by the same persons, who were at the same time members of the Board of Recivers and Managers, and that said persons have hereby used their office as directors to enable them to carry out their plans or purposes to the detriment of the stockholders of this company, therefore

Resolved, That this company is not bound by any such acts or votes.

Mr. Todd, of Newburyport, offered the following resolution, which was also carried by a large majority:

Resolved, That the Directors be instructed to decline in future any proposals to guarantee the bonds of other roads or to sanction any leases whose rents are to be paid out of the earnings of the Vermont and Canada earnings, and if such guarantee or sanction has been given in the past by the Directors or a small minority of the stockholders, it was a sacrifice of the rights and interests of the road, and any Director shall use every proper means to withdraw from such guarantee or lease.

Mr. Nichols presented a resolution, which was passed, thanking the retiring Directors, Dr. J. R. Nichols and William Mixter of Boston, for their efficient services during the past year, after which the meeting adjourned.

The Steam Canal Boat Trial.

The result of the experiments in steam canal-boat navigation, as tested by the time made and coal consumed by the competing boats between Syracuse and Utica, being unsatisfactory to some of the contestants, a supplementary trial was determined on.

Accordingly Messrs. Geddes, Greene and Chapman took possession of the Baxter at 7.50 P. M. Thursday night at Utica. The Baxter's wheel commenced revolving in the weigh lock at 6.50 P. M. and at 7.10 yesterday morning she was at St. Johnsville, a distance of thirty-four miles. Engineer Greene took off his coat and saw to the coal business himself, remaining in the engine room all night. She was detained forty-nine minutes by boats and darkness and one hour in passing locks, which leaves her net running time ten hours and thirty-one minutes. She made three miles an hour and had six minutes to spare. She consumed for this thirty-four miles only 617 pounds of coal, which gives a fraction over eighteen pounds to the mile. As she was standing still nearly two hours, when she lost fuel, which however is included in the above result, showing beyond a shadow of doubt that the Baxter's account of herself between Syracuse and Utica had been correctly kept. Messrs. Geddes, Chapman and Greene are perfectly satisfied that the Baxter's record is a clean one.

The charge alone for towing a horse boat is thirty-five cents a mile! But the Baxter's power costs her just thirty cents less per mile, calling coal worth $5 00 per ton. In other words, the Baxter went twice as fast for only five cents a mile as a horse boat can go for thirty-five cents a mile.

Mr. Geddes has given his personal attention to every detail of the trial, and has collected facts and figures which will sustain him in any decision he may reach and which the Commission will find extremely valuable.—*Syracuse Standard.*

Chesapeake and Ohio Canal.

During the month of September 106,525 tons of coal passed over the canal, an increase of 15,961 tons over the same month of last year. The receipts for the month of September from all sources were $68 276 26, an increase over September 1872, of $11,402 84. The ordinary expenses for operating and maintaining the canal during the month, including the pay of officers, was $18,857 29. The revenue over expenses for the month being $49,418 97. There has been appropriated, since the first day of January last, to pay overdue coupons, the sum of $152,955, and to pay the principal and interest of the two outstanding repair bonds $2,712 88, making the total payments to these accounts since January 1, 1873, $155,667 88, leaving a balance in the treasury of the company on the 30th of September of $73,429 94, to which can be added the sum of $27,769 96, the uncollected revenue which will be collected in the next ten days. Total, $101,199 90, which will enable the board of directors without embarrassment to appropriate $50,985 to pay the coupon due July, 1858, on the preferred construction bonds. Notwithstanding the loss of nearly one month's revenues, about $50,000, caused by the suspension of trade on the canal by the damage done it by the floods of July and August, the receipts of the canal from January to September 30th of this year are only $10,101 less than during the same period of last year.

Concord and Claremont Railroad.

At a meeting held at Newport, N. H., on the 16th inst., of the stockholders of the Sugar River, Concord and Claremont, and Contoocook River Railroads, it was unanimously voted to unite all these roads under one corporation, under the name of the Concord and Claremont Railroad. This road now is seventy-two miles long, to wit: the Contoocook River road, fifteen miles from Hillsboro' Bridge to Contoocook; the Concord and Claremont, from Concord to Bradford, twenty-eight miles; and the Sugar River, from Bradford to Claremont Junction, twenty-nine miles.

It was also voted to issue five thousand shares of stock, the par value to be $100 per share; that each stockholder shall be allowed an amount of the capital stock equal to the amount of his stock in the Sugar River Railroad and instead of the same. The annual meeting is to be held at Concord, Oct. 31, for the choice of officers.

☞ Notice is given that the coupon of July, 1858, of Preferred Construction Bonds of the Chesapeake and Ohio Canal Company, will be paid at the banking house of Alexander Brown & Sons, Baltimore, on and after 25th inst.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,380	467,059	5,670,883
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,409	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897 234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 576	1,299,900	1,007,125	12,909,126
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	.....	.....	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359.102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303.342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4.508.643
1869	343,182	315,099	388,727	328.390	345,833	402,854	361,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418.709	506.681	497,519	475,608	441,197	404,264	4,849,305
1871	353.235	342 269	384,999	398,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,887	5,278,910
1872	371.708	332,902	373.217	379,879	409.264	419,196	488,352	559,882	497,261	540,756	431,315	352,004	5,156.326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.688	2.811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716,378	563,400	6.114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702.691	767,508	946,707	932.683	754.671	547,842	7,976,490
1866	523.566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1.000.086	1,200.216	1,010.892	712.359	9,299,430
1867	696,147	574.664	765,398	774,280	895,712	893,658	888,214	1,063.237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724.890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,034.393	1,227,513	1,259,282	1,306,338	1.037,964	773,491	12,203,408
1871	655,428	602,782	774,934	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,894	900,876	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	937,253	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236.160	242.509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230.061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3.278,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	381,113	373,619	341,104	326,268	401,252	417 328	439,581	389,830	358,743	4,492,625
1873	358,612	408,849	465,517	432,928	394,486	340,675	351,576	426,283	432,139	.....	.....	.....	.....
Erie:													
1871	1,055,469	971,103	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1.294,076	1,460,174	1,548.813	1,775,324	1,483,961	1,550,023	1,525,243	1,648,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,563	1,655,384	1,774,570	1,918,247	.....	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440.271	477.027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549.714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524.693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,48:
1870	623,383	661,780	601,526	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	559.617	563,598	620,228	713,182	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575 393	559,871	648,956	659,333	609.846	783.255	744,782	881,693	696,475	698,033	8,026,754
1873	580,499	562,949	651,962	544,035	687,630	724,983	672,917	748,034	876,413	.....	.....	.....	.....
Kansas Pacific:													
1871	173,673	152.264	267,411	303.915	306.944	286,086	282,723	332,555	365.446	387,999	303.305	210,197	3,321 518
1872	189.606	191,738	300.783	322 875	341,843	322,559	329,838	337,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	.....	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 360	1.368,948	1 402,597	1,345.316	1,235,285	14,797.975
1872	1,339,389	1,294,710	1.498,408	1,528,250	1,479,945	1,323,478	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,755,736	1.694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	.....	.....	.....	.....
Marietta and Cincinnati:													
1868	92,483	81.599	98,482	108,461	95,416	95,924	108,413	126.556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 389	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,531	144 023	141,376	1.418,869
1871	130,583	126,224	140,740	118,173	119,650	115,115	118,572	137,241	166,191	175,408	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,496	2,029 927
1873	170,023	162,585	180,467	190,562	185,683	185,953	181,868	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1859	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4.744,164
1870	397,992	329,128	384.431	412,030	406,283	363,187	326 891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871	418.755	442.665	486,980	470,703	480.547	427,096	422,016	529,890	628,660	582,802	5-7,434	507,050	5,940.102
1872	411.113	384,068	449,453	485,560	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,856	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,599	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	1,193,209	.....	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207.302	294.302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3.134,282
1870	202.447	250,617	294.874	289,550	283,221	263,328	260,449	343,195	353.677	341,373	321,659	286,108	3,438,930
1871	212.065	219,504	319,765	285,416	284,752	275,351	287,540	329,270	364,128	369,887	386,103	299,552	3,630,696
1872	254,319	238,823	363,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,098	.....	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534.561	703.618	836.603	965,358	903,974	864,637	693,104	873.153	956.658	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,068
1869	479,236	525.490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574.706	679,332	514,493	593,966	617,058	569,697	1,1-9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,864
1872	667,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,191,695	1,522,847	1,127,031	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,503	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,628	127,817	175,950	171,568	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,035	2,008,265
1870	152.393	158,788	172,216	172,347	155.081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143.468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	161 525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177,127	158,700	1,927,471
1873	144,299	169,454	177,517	167,729	170,218	165,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	120,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194.450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,520	293,344	283,833	454,209	450,203	429,808	328,270	399,439	4,013,206
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,389	323,377	434,284	4,242,343
1870	257,864	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365.175	328,791	393.455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	431,949	460 646	447,311	510,792	462,868	434,465	614.175	565,811	621,351	489,341	466,051	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	787,948	706,602	23,560	617,858	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500 139	530,238	706,603	802,586	746,450	643,058	664 051	728.521	719,698	570.168	505.053	7,054,094
1871	479 573	373,925	499,509	584,540	724,466	728,174	673,696	681,866	500,402	777,362	708,142	469,932	7,521,682
1872	373,936	534,116	566,861	741,802	880,442	835,459	743,382	759,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,259	881,266	1,007,851	969,863	876,833	837,277	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'72	8.00	114	40	Albany.....N.Y.	163,000	111,400	40,000	—	92,241	29,165	11	100	100	....
Sept. 30,'72	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	3,407	1,050	—	100	100	....
Oct. 31, '72	3.64	13	5	Allentown.....Pa	33,426	36,600	6,000	6,000	—	—	6	100	100	....
Sept. 30,'72	23.00	449	78	Atlantic Avenue (Bklyn)..N. Y.	1,010,000	650,000	460,000	—	138,634	24,250	—	100	100	....
Sept. 30,'72	11.83	344	46	Avenue C (N. Y. City....N. Y.	534,264	500,000	900 000	133,634	289,133	89,887	—	100	100	....
Sept. 30,'72	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,777,048	900,000	694,000	4,000	306,671	60,728	—	100	100	....
Sept. 30,'72	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,853	6.8	50	50	....
Sept. 30,'72	1.39	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,500	—	100	100	....
Sept. 30,'72	10.76	239	47	Broadway (Brooklyn).....N.Y.	327,600	200,000	100,000	12,361	163,711	45,226	12	100	100	....
Sept. 30,'72	10.33	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,806,668	2,100,000	1,500,000	200,000	906,812	357,230	6	100	100	....
Sept. 30,'72	7.00	8	22	Brooklyn, Bath & Coney I.N.Y.	219,133	—	80,000	—	47,591	18,140	—	—	100	....
Sept. 30,'72	81.50	1866	373	Brooklyn City.....N.Y.	2,318,003	1,991,022	300,000	—	1,448,461	241,567	12	100	100	....
Sept. 30,'72	22.00	235	68	Brooklyn City & Newtown.N.Y.	650,603	200,000	400,000	11,856	165,939	45,081	—	100	100	....
Sept. 30,'72	19.83	180	43	Brooklyn, Cross-Town.....N.Y.	637,003	300,000	300,000	15,470	109,799	42,412	—	100	100	....
Sept. 30,'72	15.81	262	83	Buffalo street.....N.Y.	493,174	73,000	352,214	68,745	240,627	44,042	—	100	100	....
Sept. 30,'72	11.00	131	21	Bushwick (Brooklyn) .....N.Y.	336,005	302,000	52,000	4,178	88,897	8,255	—	100	100	....
Sept. 30,'72	28.31	—	—	Cambridge (Boston) .....Mass	740,000	740,000	150,000	—	69,681	69,641	9	100	100	....
Sept. 30,'72	1.93	23	4	Central City (Syracuse).....N.Y.	29,092	21,130	6,000	—	19,961	6,441	12	100	100	....
Oct. 31, '72	72 00	969	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,846,175	1,175,700	838,000	116,303	639,304	39,487	—	100	100	....
Oct. 31, '72	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	—	284,291	88,046	7	50	50	....
Oct. 31, '72	6.50	206	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000	50,000	4,000	184,299	78,895	16	50	50	....
Oct. 31, '72	2 87	12	3	Coalville.....P.	45,436	53,500	—	1,000	10,993	3,348	—	100	100	....
Sept. 30,'72	14.83	....	....	Coney Island (Brooklyp) ..N.Y.	693,806	500,000	307,000	33,065	267,449	118,139	—	100	100	....
Sept. 30,'72	10.73	861	122	Dry Dock, E.B.&B.(N.Y.C)N.Y.	1,016,798	1,200,000	700,000	—	777,995	221,219	8	100	100	....
Oct. 31, '72	1.63	14	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	10,946	3,321	5	25	25	....
Sept. 30,'72	18.00	950	110	Eighth Avenue (N.Y.City)N.Y.	1,586,034	1,000,000	203,000	65,300	804,283	150,720	12	100	100	....
Oct. 31, '72	7.75	—	—	Empire.....Pa.	102,000	600,000	150,000	3,200	102,704	13,120	—	50	50	....
Oct. 31, '72	2.04	24	6	Erie City.....Pa.	36,957	19,807	20,242	2,100	13,188	2,185	—	50	20	....
Oct. 31, '72	5.50	60	23	Federal St. & Pl. Val.(Pgg.).Pa.	132,842	66,250	75,000	15,000	45,737	2,603	—	25	25	....
Sept. 30,'72	10.26	434	57	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	209,000	—	377,675	99,166	10	100	100	....
Oct. 31, '72	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	492,200	255,500	35,000	388,135	91,137	7	50	50	52
Sept. 30,'72	9.00	133	30	Gr'd st. & Newtown (Bk'n)N.Y.	320,467	170,000	90,000	24,571	97,135	13,539	—	100	100	....
Sept. 30,'72	8.00	123	24	Gr'd St. Prosp. Pk.& Flatb..N.Y.	419,185	200,000	200,000	33,407	74,057	—	7	100	100	....
Oct. 31, '72	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	370,775	124,179	6	50	50	26
Oct. 31, '72	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	150,000	—	180,268	43,700	26½	50	50	46
Oct. 31, '72	2.01	10	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	7,185	Loss.	—	25	25	....
Sept. 30,'72	11.75	126	17	Harlm.Br.,Morr. & F'dham.N.Y.	275.729	299,100	138,500	—	95,737	21,037	—	100	100	....
Oct. 31, '72	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,457	299,423	127,100	—	272,610	71,442	2.2	50	50	15
Oct. 31, '72	5.01	117	20	Lombard and South st. (Ph.).Pa.	179,402	105,000	62,500	—	99,164	35,904	11½	25	10½	....
Sept. 30,'72	4.03	55	22	Lowell Horse.....Mass.	81.704	56,000	—	3,500	34,979	3,138	—	100	100	....
Sept. 30,'72	11.62	235	35	Lynn and Boston .....Mass.	277,581	200,000	50,000	45,697	182,774	2,562	—	100	100	....
Sept. 30,'72	3.50	—	—	Malden and Melrose (Btn).Mass.	60,246	165,000	75,000	—	—	—	—	100	100	....
Sept. 30,'72	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,240	1,886	—	50	50	....
Sept. 30,'72	6.41	50	7	Merrimac Valley.....Mass.	63,000	50,000	—	589,390	37,446	9,521	—	100	100	....
Sept. 30,'72	46.29	1220	358	Metropolitan (Boston) ....Mass.	2,219,747	1,500,000	—	—	986,041	174,384	10	50	50	53½
Sept. 30,'72	26.06	300	53	Middlesex (Boston).....Mass.	603,702	400,000	184,500	158,822	234,306	43,447	6	100	100	....
Sept. 30,'72	3.31	20	8	New Bed'd & Fairhaven.Mass.	54,849	38,000	—	16,353	6,475	1,815	—	100	100	....
Sept. 30,'72	3.75	2	5	New York Elevated .....N.Y.	.....	350,000	—	25,000	13,744	501	—	100	100	....
Sept. 30,'72	12.20	201	20	Ninth Avenue (N. Y. City).N.Y.	994,842	797,320	187,000	19,209	108,030	Loss.	—	100	100	....
Sept. 30,'72	8.37	99	24	North 2d St. & Middle Vil.N.Y.	175,075	134,600	25,000	13,368	70,579	14,167	—	100	100	....
Sept. 30,'72	3.20	11	2	Northampton & Wmburg. Mass	300,000	300,000	—	6,499	7,421	—	—	100	100	....
Dec. 31, '72	11.71	172	33	Orange and Newark .....N.J.	1,073,555	290,000	700,000	109,852	208,734	30,273	—	100	100	....
Sept. 30,'72	14.40	90	31	Park Avenue (Brooklyn)..N.Y.	337,343	200,000	200,000	20,000	55,555	6,044	—	100	100	....
Dec. 31, '72	4.91	101	18	Passenger (Cin.) .....O.	200,000	150,000	50,000	67,209	71,812	33,111	—	100	100	....
Oct. 31, '72	9.56	40	17	Peoples' street (Scranton) ...Pa.	140,387	125,500	—	—	36,447	13,556	2	100	100	....
Oct. 31, '72	9.04	40	10	Peoples' (Lucerne Co.).....Pa.	140,387	125,500	—	—	36,448	13,972	5	100	100	....
Oct. 31, '72	3.00	396	73	Philadelphia City (C. & W.)Pa.	454,397	225,000	200,000	29,397	347,283	107,633	37½	50	15	59
Oct. 31, '72	1.09	—	116	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	—	—	4	20	20	....
Oct. 31, '72	13.17	144	23	Philadelphia & Gray's Ferry.Pa.	299,126	290,175	6,500	—	124,473	38,750	11	30	25	31
Oct. 31, '72	8.75	116	27	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	23,000	25,336	149,066	54,721	33½	50	50	....
Oct. 31, '72	6.50	100	17	Pittsburg and Birmingham..Pa.	136,239	120,000	13,600	47,949	71,132	720	—	50	50	....
Oct. 31, '72	7.25	72	14	Pbg, Oakland & E. Liberty..Pa.	125 449	130,000	67,000	5,636	42,596	6,359	—	50	50	....
Oct. 31, '72	4.43	91	18	Pittsburg and Ormsby.....Pa.	83,487	100,000	28,500	13,116	37,238	Loss.	—	25	25	....
Sept. 30,'72	2.50	35	11	Poughkeepsie City .....N.Y.	59,367	31,500	15,500	14,088	18,920	1,402	—	100	100	....
Oct. 31, '72	13.70	254	40	Ridge Avenue.....Pa.	414,572	336,000	59,000	20,772	244,658	65,484	15½	50	28	....
Sept. 30,'72	10.00	108	26	Rochester and Brighton ...N.Y.	135,989	70,000	20,000	17,500	72,545	7,074	5	100	100	....
Sept. 30,'72	6.03	54	20	Salem street.....Mass.	208,734	150,000	35,900	1,800	51,253	Loss.	—	100	100	....
Oct. 31, '72	3.31	—	—	Schuylkill River (Phila.) ....Pa	47,468	50,000	(Leas. b	y Phila.	& Gray's	Fer.)	10	50	50	....
Sept. 30,'72	20.00	295	120	Second Avenue (N.Y. City)N.Y.	2,376,131	1,099,500	1,163,500	88,181	626,732	163,300	8	100	100	....
Oct. 31, '72	39.50	580	86	2d and 3d street (Phila.).....Pa.	736,255	621,576	109,300	—	506,545	143,274	10	100	100	56½
Oct. 31, '72	6.75	246	40	17th and 19th street (Phila.)..Pa.	186,894	160,000	75,000	35,307	152,408	36,487	—	50	16	....
Oct. 31, '72	8.50	198	31	13th and 15th streets (Phila.).Pa.	227,326	334,529	—	—	155,897	42,601	12	50	16½	21
Sept. 30,'72	8.37	797	87	Sixth Avenue (N.Y. City)..N.Y.	1,904.764	750,000	250,000	90,000	744,758	106,958	8½	100	100	....
Sept. 30,'72	4.03	—	—	Somerville horse (Boston)..Mass	98,000	98,000	—	—	—	5,650	5½	100	100	....
Sept. 30,'72	7.68	300	52	South Boston .....Mass.	440,323	450,000	—	—	296,572	46,701	10	100	100	....
Sept. 30,'72	6.50	80	21	South Brooklyn & Park....N.Y.	268,414	150,000	100,000	11,741	45,051	985	—	100	100	....
Sept. 30,'72	3.02	22	6	Springfield street.....Mass.	66,356	50,000	—	2,400	24,262	1,805	—	100	100	....
Sept. 30,'72	8.00	35	13	Staten Island Shore.....N.Y.	31,000	(Sold $31,000 '72.)	—	—	18,866	Loss.	—	—	—	....
Sept. 30,'72	2.53	20	5	Stonehaun street (Boston)..Mass.	41,969	33,000	—	750	15,399	1,494	—	100	100	....
Sept. 30,'72	2.76	19	7	Syracuse and Geddes.....N.Y.	26,478	25,000	25,000	—	17,784	7,521	7	100	100	....
Sept. 30,'72	2.89	16	3	Syracuse and Onondaga ...N.Y.	38,620	37,000	—	—	14,019	6,476	5	100	100	....
Sept. 30,'72	4.32	35	8	Taunton street.....Mass.	53,414	40,000	—	7,500	20,346	5,797	—	100	100	....
Sept. 30,'72	18.00	1939	253	Third Avenue (N. Y. City).N.Y	3,450,939	1,170,000	2,000,000	161,856	1,621,992	439,774	12	100	100	....
Sept. 30,'72	6.50	35	8	Troy and Albia.....N.Y.	71,532	44,700	35,410	—	20,728	6,873	—	100	100	....
Sept. 30,'72	4.79	—	—	Troy and Cohoes.....N.Y.	50,000	50,000	(Leas. b	y Troy	Lansing	burg.)	—	100	100	....
Sept. 30,'72	11.63	226	51	Troy and Lansingburg.....N.Y	280,287	250,000	75,000	76,805	176,432	39,372	—	100	100	....
Oct. 31, '72	30.00	887	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000	—	622,509	125,207	25	50	20	....
Sept. 30,'72	—	693	97	Union street (Boston).....Mass.	415,494	355,500	17,500	132,108	484,663	40,571	7½	100	100	....
Oct. 31, '72	—	4	2	Union street (Phila.).....Pa.	16,187	16,187	(Under	constr	uction.)	—	—	100	100	....
Sept. 30,'72	—	—	—	Union (Freight) street.....Mass.	.....	150,000	(Under	constr	uction.)	—	—	100	100	....
Sept. 30,'72	15.50	81	15	Utica, Clinton & Bingham.N.Y.	320,393	121,400	200,000	1,200	69,203	14,163	—	100	100	....
Sept. 30,'72	2.75	5	14	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	20,465	4,899	3½	100	100	....
Sept. 30,'72	3.11	12	3	Waltham and Newtown..Mass.	32 155	23,500	—	13,316	7,791	989	—	100	100	....
Sept. 30,'72	7.25	150	25	Watervliet (Albany) .....N.Y.	331,425	240,000	130,000	—	118,837	39,180	7	100	100	....
Oct. 31, '72	15.50	507	74	West Philadelphia.....Pa	501,596	400,000	100,000	—	443,477	102,289	15	50	50	....
Sept. 30,'72	3.0	—	—	Winnisimmet (Boston)....Mass.	62,152	50,100	—	—	3,600	3,077	4	50	50	....
Oct. 31 '72	4.37	16	6	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,934	4	50	50	....
Sept. 30,'72	8.02	76	15	Williamburg & Flatbush..N.Y.	474,100	300,000	175,000	5,600	28,164	Loss.	—	100	100	....
Sept. 30,'72	4.38	45	17	Worcester street.....Mass.	99,968	400,000	38,000	27,967	28,171	Loss.	—	100	100	....
Oct. 31, '72	2.24	51	14	Williamsport .....Pa.	41,452	40,000	—	4,705	13,824	6,035	....	25	25	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.	Interest Principal Payable.	Interest Matures.
	$	pc		
Albany. 1st Mortgage.....	40,000	7	J. & J.	1883 ....
Avenue C: 1st Mortgage.....	900,000	7	A. & O.	1890 ....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	460,000	7	M. & N	1890 ....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J. & D.	1880 ....
Broadway (Brooklyn): 1st Mortgage.....	100,000	6	J. & D.	1882 ....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J. & J.	1884 ....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J. & J.	1890 ....
Brooklyn City: 1st Mortgage.....	300,000	7	J. & J.	1888 ....
Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J. & D.	1879 ....
Brooklyn Cross-Town: 1st Mortgage.....	352,000	7	.....	1885 ....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J. & J.	1891 ....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F. & A	1882 ....
2d Mortgage.....	338,000	7	M. & N	1890 ....
Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J. & J.	1879 ....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M. & S.	1875 ....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J. & J.	1881 ....
Empire: 1st Mortgage.....guar.	150,000	7	J. & J.	1890 ....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	209,000	7	A. & O	1873 ....
Federal St. & Pleasant Val.: 1st Mortgage.....	75,000	7	A. & O.	1877 ....
2d Mortgage.....	50,000	7	J. & J.	1881 ....
Frankford and Southwark: 1st Mortgage.....	185,500	7	J. & J.	1877 ....
2d Mortgage.....	100,000	7	M. & N	1891 ....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J. & D.	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7	A. & O	1887 ....
Germantown: 1st Mortgage.....	250,000	7	J. & D.	1879 ....
2d mortgage.....	100,000	7	.....	1884 ....
Green and Coates street: 1st Mortgage.....	101,000	7	J. & J	1878 ....
Harl. Br., Morris & Fordh.: 1st Mortgage.....	138,500	7	.....	....
Hestonv., Manton & Fairm.: 1st Mortgage.....	125,000	7	J. & D.	1874 ....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J. & D.	1883 ....
Malden and Melrose: 1st Mortgage.....	75,000	6	A. & O.	1885 ....
Middlesex (Boston): 1st Mortgage sinking fund	99,500	6	.....	1884 ....
2d Mortgage.....	60,000	6	.....	1890 ....
3d Mortgage.....	25,000	7	.....	1894 ....
Ninth Avenue (N. Y.): 1st Mortgage.....	187,000	7	J. & J.	1876 ....
Orange and Newark: 1st Mortgage.....	200,000	6	J. & J.	1891 ....
2d Mortgage.....	500,000	7	J. & J.	1893 ....
Park Avenue (Bkly): 1st Mortgage.....	200,000	7	M. & N	1887 ....
Philadelphia City: 1st Mortgage.....	200,000	7	J. & J.	1881 ....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J. & D.	1877 ....
2d Mortgage.....	200,000	7	F. & A	1876 ....
3d Mortgage.....	160,000	7	A. & O	1885 ....
Conv. bonds.....	562,500	7	M. & N	1888 ....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J. & J.	1878 ....
2d Mortgage.....	15,800	7	A. & O	1876 ....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J. & J.	1890 ....
South Brooklyn and Park: 1st Mortgage.....	100,000	7	J. & J	1892 ....
Third Avenue (N. Y.): 1st Mortgage.....2,	000,000	7	J. & J.	1890 ....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	J. & J.	1888 ....
Union (Phila.): 1st Mortgage.....	300,000	6	J. & J.	1885 ....
General Mortgage.....	240,000	7	J. & J.	1881 ....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J. & J.	1889 ....
Watervliet: 1st Mortgage.....	130,000	7	A. & O.	1887 ....
West Philadelphia: 1st Mortgage.....	100,000	7	J. & D.	1878 ....
Williamsburg & Flatbush: 1st Mortgage.....	175,000	7	M. & S.	1890 ....
Worcester. 1st Mortgage.....	28,000	7	J. & J.	1879 ....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley.....50	2,256,350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf.....100	3,693,200	— & —	.....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref...50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O	Oct. '73 0
Blossburg & Corning.*...50	250,000	J. & D.	Dec. '72 2½
Boston and Albany.....100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M. & N.	May '73 4
Boston and Providence..100	3,950,000	M. & N.	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept. '73 5
" " pref.100	1,486,900	M. & S.	Sept. '73 5
Camden and Amboy*...100	5,847,800	J. A. J. O.	Oct. '73 2½
Camden and Atlantic....50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod.....50	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	429,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,159,800	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" pref.100	769,600	F. & A.	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J	July '73 5
Central of New Jersey.100	20,000,000	J. A. J. & O.	July '73 4
Central Ohio*.....50	2,425,000	J. & D.	June '73 3
" pref.....50	400,000	J. & D.	June '73 3
Central Pacific.....100	54,275,500	.....	Sept. '73 3
Chemung*.....100	380,000	J. A. J. & O	July '73 1½
Cheshire, preferred.....100	2,100,000	J. & J.	July '73 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '73 5
" pref...100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy.160	18,652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3
" pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Oct. '73 4
Cin., Ham. & Dayton.....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N.	May '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*.... 50	1,786,800	M. J. S. D.	June '73 2
Columb. & Hocking Val..100	2,500,000	F. & A	Aug '73 5
Concord.....50	1,800,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '73 5
Connecticut Rive 100	1,850,000	J. & J.	July '73 5
Cumberland Valley..... 1	1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk.. 50	400,000	M. J. S. D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J. A. J. O.	July '73 5
Detroit & Milwaukee*.. 50	822,140	— & —	.....
" " pref. 50	2,096,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July '73 3
East Mahanoy*..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.).....100	492,500	J. & J.	July '73 3
Elmira, Jef & Canand*.160	800,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway.....100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	June '73 1½
Fitchburg.....100	4,000,000	J. & J.	July '73 4
Georgia.....100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '73 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref.....100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Oct. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley.....50	21,468,800	J. A. J. O.	Oct. '73 1½
Little Miami*..... 50	5,871,450	J. A. J. O.	Apl. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 3½
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F. M. A N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central.....100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*.....50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck.....100	1,877,900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N. Haven & Northamp..100	605,000	J. A. J. O.	Sept '72 3
New Jersey*.....100	7,295,200	J. A. J. O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J.	Jan '73 5
N. Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem.100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Oct. '73 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania.... 50	3,150,150	January.	Jan. '72 5s
Northern Central..... 50	5,842,000	M. & N.	Nov. '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi...100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,250,450	J. A. J. O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 7½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J. A. J. O.	Oct. '73 3
Paterson and Hudson*..100	636,000	J. & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania..... 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Sept. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J. A. J. O.	Oct. '73 3½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J. O.	Oct. '73 7½
" Special Imp..100	2,000,000	J. A. J. O.	Oct. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces..100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt..100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*.....50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.*100	1,670,139	— & —	July '73 5
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,777,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 2½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug. '72 1
Bleeckerst. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun. '70
Brooklyn City.....100	1,500,000	F. M. A. N	May '73 3
Brooklyn City & Newt..100	660,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F. M. A. N	Aug '73 2
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark .100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.).....50	1,000,000	J. & J.	July '73 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.) 25	105.000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200.000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 3
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,776	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)...100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '73 1
Somerville (Boston).....100	75,000	M. & N.	May '73 3
South Boston.....50	400,000	J. A. J. O.	Oct. '73 2½
Union (Boston).....100	200,000	.....	July '72 7½
Union (Phila.).....50	400,000	J. & J.	July '72 6
West Philadelphia.....50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,591	— & —	.....
Delaware Division.....50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M. J. S. D.	Sept. '73 2
American Coal.....25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal.....50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal.....25	500,000	J. & D.	Dec '69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	8,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	May '73 5
Pullman Palace Car.....100	4,000,000	F. M. A. N	Feb. '71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F. M. A. N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Oct. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,760,000	6	Jan. & July.	1880	111
.. .. coupon	4,655,000	6	" "	1880	113
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 .... registered	125,566,150	6	Jan. & July	1881	111
.. .. coupon	63,753,200	6	" "	1881	113
Loan of Feb. 25, 1862 (5-20s) .... registered	17, 05,400	6	May & Nov.	1882	106
.. .. .. (5-20s) ..... coupon	170,227,150	6	" "	1882	105
Loan of March 3, 1863 ..... registered	53,553,600	6	Jan. & July.	1881	111
.. .. coupon	21,449,400	6	" "	1881	113⅜
Loan of March 3, 1864 (5-20s) .... registered	946,600	6	May & Nov.	1884	105¼
Loan of June 30, 1864 (5-20s) .... registered	24,798,950	6	May & Nov.	1884	105¾
.. .. .. (5-20s) ..... coupon	33,386,050	6	" "	1884	107½
Loan of March 3, 1865 (5-20s) .... registered	33,926,600	6	May & Nov.	1885	106⅜
.. .. .. (5-20s) ..... coupon	118,917,150	6	" "	1885	107¼
.. .. 2d series (5-20s) .... registered	55,547,500	6	Jan. & July.	1885	109½
.. .. .. (5-20s) ..... coupon	147,211,750	6	" "	1885	110½
.. .. 3d series (5-20s) .... registered	87,491,700	6	Jan. & July.	1887	110½
.. .. .. (5-20s) ..... coupon	223,687,000	6	" "	1887	112¾
.. .. 4th series (5-20s) .... registered	13,699,000	6	Jan. & July.	1888	111
.. .. .. (5-20s) ..... coupon	23,775,000	6	" "	1888	112
Loan of March 3, 1864, (10-40s) .... registered	140,477,800	5	Mar. & Sept.	1904	104¼
.. .. .. (10-40s) ..... coupon	54,089,500	5	" "	1904	106¼
Consols of July 14, '70 & Jan. 20, '71 .registered	161,716,450	5	F. M. A. & N.	1881	108¼
.. .. coupon	112,283,550	5	" "	1881	108¼
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 .... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	109
U. S. Notes and Fractional Currency	402,309,134	*nil.*	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ..	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90-'91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'90-'00	38
.. Levee Bonds, 1871	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64 ..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,300):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1886	....
Florida—($5,728,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'72-'74	....
.. Bonds for Atl. and Gulf R. R., 1866	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866	3,9 0, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864	110,675	6	". & July.		....
.. State Bonds (various) 1861 to 1869	1,226,000	7	"	'83-'84	....
Kentucky—($2,750,510):					
.. State Bonds 1834 and '43	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1878	....
.. Military Bonds, 1864 (15 or 30 yrs)	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	55
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	450,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869 ..	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64 ..	3,832,500	6	"		98
.. Municipal Equalization Bonds	3,084,400	6	April & Oct.	188	98
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838 ...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868	511,355	6	J. A. J. & O.	1882	101½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Varie	'72-'80	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	97
.. Bounty Loan, 1864	4,379,560	5	May & Nov.	1894	100
.. Bounty Loan, 1864, £826,600 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866	2,561,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar ...	1,166,500	5	" "	90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1909	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863	445,000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1868	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	56½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	74- 90	91
.. State Bonds, funding, 1867-68	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'89	97½
.. War Loan Bonds, Oct. 1, 1866	750,000	6	April & Oct.	72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free	1,002,000	6	" "	'86-'90	....
.. War Loan Bonds, 1864, tax free	684,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	plena.	....
.. General Fund Stock	1,159,780	6	" "	plena.	....
.. Canal Stock	1,104,429	5	" "	1874	....
.. Canal Stock	7,408,000	6	" "	'72-'78	107
.. Canal Stock	2,572,000	6	" "	'74-'76	106
.. Canal Stock	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered ...	20,675,000	7	Jan. & July.	1877	104½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860	4,738,000	6	Jan. & July.	'72-'92	27
.. State (old) Bonds 1848 to 1860	3,639,000	6	April & Oct.	72-'82	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd	862,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd	1,495,369	6	" "	1884	101
.. Loan of 1856 Bonds, skg f'd	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($2 ,272,956):					
.. Loan of Feb. 1867 (5-10s)	92,850	5	Feb. & Aug.	'72-'7	....
.. Loan of Feb. 1867 (5-10s)	3,786,650	6	" "	'72-'7	100
.. Loan of Feb. 1867 (5-10s)	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,650	6	" "	'77-'82	104
.. Loan of Feb. 1867 (15-25s)	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s)	9,271,850	6	" "	'82-'92	106
.. Inclined Plane Loan, of April 1849	400,000	6	April & Oct.	1879	....
.. State Stocks (old)	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)	.....	5	" "	'77-'78	....
.. .. (old)	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863	200,000	6	April & Oct.	1883	....
.. .. of June 1863	602,000	6	Jan. & July.	1893	....
.. .. of May 1864	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66 ..	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68	1,750,000	6	April & Oct.	1888	....
.. .. .. '66-'69	2,262,714	6	Jan. & July.	'87-'97	11
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869	7,371,700	6	" "	1888	....
.. .. .. 1870	500,000	6	April & Oct.	1890	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds	31,300.417	6	Jan. & July.	long.	68½
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	69
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870 ...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	43½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	39½
.. State Bonds, sterling coupon	1,865,000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1847	498,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	81½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	863,250	6	Jan. & July.	Baltimore.	1875	96
Loan of 1850–'80	579,500	6	" "	"	1880	97
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	93
Loan of 1855–'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	92½
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and	499,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	103½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	87
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1885	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	21
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. Loan (rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1870	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	90
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	800,000	7	April & Oct.	Camden.	1879	90
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	95
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	73
Cedar Rapids & Mo. Riv. (C. & N.W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	103
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	83
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	90
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1880	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	106
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ")	168,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	105
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d *Mort.* (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9?3,225	7	Jan. & July.	Boston.	1896	89½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	96
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	95
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	90
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	94½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)..	988,000	7	May & Nov.	" "	1875	97
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	123,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W R'y	3,105,000	7	F. M. A. & N.	" "	1915	83
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	....
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $20,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	99
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd.	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	600,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & I a.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,431	7	June & Dec	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div.) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	99
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July	" "	1892	84
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344.750	7	April & Oct.	New York.	1908	79
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	66
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	94
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135.000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	97
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	97
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	94
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1890	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,600,000	8	" "	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	96
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	94
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	97
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	95
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	98
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	94
3d Mortgage	4,582,000	7	" "	" "	1883	93
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	90
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,600,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(a 1st on 59, a2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension)	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)a.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease(S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1890	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20.000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1890	....
2d Mortgage (Equipment)	M,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1890	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	97
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	"	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765	8,428,825	4*	"	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	"	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,087	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4,867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	85
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5½,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	77½
1st Mort. (Q. & Palm.R.R. 15 m.)	300,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m.)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1860	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	102
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	100
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	3,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,460,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	....
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jameat'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	597,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	6*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	248,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb.(D.L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW & W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870.	4,132,000	7	J. A. J. & O.	" "	1890	92
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	89½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1869	95
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	....
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	99½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	93
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	98
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch.& Th.R.)	160,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al. & Gr.R.)	840,000	8	" "	" "	1868	95
1st Mort. July 1, 1863 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	" "	1910	100
Lexington & St. Louis (P. of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	94½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000 (392 m.).	6,647,000	7	April & Oct.	" "	1898	92½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'68-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	97½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	88
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	72
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1930	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	110
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	93½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	95
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	79
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	88½
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,500	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	5*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	6,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	95
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,990,000	7	Feb. & Aug.	" "	1889	92

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1892	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	51
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto'f 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	90
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	87½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	1,358,500	7	May & Nov.	"	1896	98
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	92
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	86
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	90
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& n.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	88
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.).....	433,000	7	Jan. & July.	" "	1874	70
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond.....	50,000	7	May & Nov.	" "	1883	87
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	80
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	60
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	91½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	85
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	72½
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D. L. & W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville:						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds.....	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	600,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	95
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	90
State lien for $17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	3.0,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	85
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	78½
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$819,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	95,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	100
Mortgage Loan of 1836 stg.....	182,400	6*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage — Dollar coupon..	7,696,000	7	June & Dec.	Philadelphia.	1911	97
Consolidated Mortgage — Dollar registered	3,414,000	7	" "	"	1911	97½
Consolidated Mortgage — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	96
June 1, 1871. — Gold or stg reg..	$24,000	6*	" "	" "	1911	97½
Consolidated Mortgage — Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	95
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	78½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	87½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	98
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	82
Bridge (C. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	100
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	200,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1650	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1900	92
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	72
Rich., Fredericksburg & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec	Rich'd.	1875	....
1st Mortgage.....	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	80
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	75
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	90
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	648,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	80½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	760,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	560,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	842,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv	891,000	7	various.	Macon.	'72-'88	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,600,000	7	June & Dec.	New York.	1894	80
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	75
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $8,500,000.	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	66
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,800	7	.....	New York.	1883	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	160,600	7	Jan. & July.	Troy.	1873	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	92
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	89
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	87
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	79
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	72
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	70
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	80
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	76
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	65
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	50
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	93
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	85
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	96
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "	....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	....	....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	99
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	76
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $2,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	90
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	83
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	72
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	6	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,899,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	85
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	91
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	91
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	66
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,955	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	99
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	80
Boat and Car Loan	756,650	6	" "	"	1888	75
Boat and Car Loan	628,100	7	" "	"	1889	80
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	All Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	190,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	92½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	.....	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila.&R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
Sept. 30, 1872	30.4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	88,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	(Leased to		Pennsylv	ania.)			100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶ ....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	162
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	141
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,358	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,828	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,803	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	104
Sept. 30, 1872	80.3	8.5	84.9	88.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	114
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	702,246	765,733	1,716,399	465,347	10	100	147½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	—	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	.....	228,099	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)				—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently		completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,824	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	2.9.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently		completed	.)	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.6	18.0	10	23	12	160	Cape Cod .....Mass.	1,245,594	237,393	46,392	16,647	1,022,330	349,000	132,521	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	.....	426,000	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph.&Rdg.	)	572,104	183,169	7p.	50	24
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,421,935	7,882,235	7,649,492	4,810,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	89½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	787	Central Ohio.....Ohio.	5,499,9 9	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	40½
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952 362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,090	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers .....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	76	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	116,478	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	318,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	224,815	28,574	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,060	2,051,468	552,840	.....	.....	85.0	86,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234.423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilmen, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	.....	1,623,454	490,196	8	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	166,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,764,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,407	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6¼	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	.....	.....	—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,506	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)	—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)	—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	22½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123.550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20.295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,160	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,361	872,197	1,452,042	1,120,661	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4¼	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill*.R.I., Ct & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,600.)		75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	68.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	589,503	2,400,000	1,925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,676,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	96
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,787	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	.....	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,206	—	100	....
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Hi.Cen	. R.R.Co.)	337,462	118,112	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	250,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,866	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	....
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	182,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	.R.R.Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,718	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln ..... Maine.	2,725,798	*	.....	188,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	23.0	—	25	10	4	1,516	Lackawanna and Bloomsburg.....Penn.	3,398,452	722,792	.....	.....	1,336,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 20, 1872	16.0	....	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet	in operatio	n.)	.....	.....	—	100	....
Dec. 31, 1872	541.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	3,118,598	8	100	68
Jun. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—		(Opened t	hrough in	July, 187	3.)		100	....

| | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475		—	(Leased	by Housatonic R. R. Co.)		3,010	—	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	284,912	—	.....	.....	265,000	—	—		—	(Leased	by New York & Harlem R. R. Co.)		—	—	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford. N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	592,579	4,483,564	1,769,809	10	100	123½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	.....	.....	1,000,000	—	—		—	(Leased	by New York Cent.	R.R. Co.)	60,000	6	100	....
Sept. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	.....	.....	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	344,672	337,271	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	(No a	ccounts o	btainabl	e.)	—	—	—		?2.0	(No accounts.)			.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	38	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880,119	1,336,938	592,322	5s	50	94
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	—	5,219,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	188.0	4.0	137.0	—	141	69	22	6,264	Northern Central †.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	60
Mar. 31, 1873	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	101
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	—	872,548	.....	1,000,000	400,000	.....		—	(Leased	to Erie Railway Co.)		273,054	37,604	8	100	....
May 31, 1873	153.0	106.0	....	1,441	72	36	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	—	50,000p.m	—		559.0	—	(No statement published.)		—	—	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,328	10	100	120
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	—	6,976,268	110,464		145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,373	1,005,979	283,867	6	100	59½
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25,666	6	100	....
Jun. 30, 1872	340.0	63.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,350	328,902		393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	24½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	27
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,166	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	110
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852		11.9	—	2,984 817	—	—	—	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431		292.6	713,252	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific (of Mo.)R.	R. Co.)	35 p. c.		—	100	....
Sept. 30, 1872	28.6	—	3.8	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	.....	.....	300,000	612,100	27		—	(Leased	by Rome, Watertown & Ogd.	R.R.Co.)	—	—	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In cour	se of construction:		no returns.)		—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Lessees.)		—	(Leased	by Atlantic & Pacific	R. R. Co.)	—	5	—	100	....
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf.....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812		63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....		11.5	(Under	construction: no returns.)		—	—	—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....		47.6	.....	.....	.....	1,718,680	1,232,602	10½	100	90
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....		109.0	.....	(No statement furnished.)		—	—	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	.....	.....	630,000	—	—		—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	.....	.....	250,000	500,000	.....		—	(Leased	by Erie Rail'y Co.)		35 p. c.		—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	.....	.....	248,000	100,000	.....		—	(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	—	.....	.....	1,500,000	1,076,000	.....		—	(Leased	by Tol.Wab. & Wtn.	Co.)	—	—	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	.....	.....	342,150	160,000	36,542		—	(Leased	by United Co.)		31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	.....	.....	500,000	375,000	.....		—	(Leased	by N. Jer. Sth'n R.R.	Co.)	.....	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262		165.0	.....	83,491	46,338	109,913	Loss.	—	100	....
Dec. 31, 1872	364.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	30,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787 7	13,389,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	90½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000		47.0	.....	3,486	1,376,772	23,033	.....	20	50	250
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware.Penn. & Del.	1,200,000	—	.....	.....	483,297	700,000	.....		—	(Leased	to Penna. R.R. Co.:		recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York. N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190,309	1,288,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....		—	(Leased	by Chic.R. I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381		—	(Oper.by	Penna. R. R. Co.)		—	—	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083		82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413		58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,055	Philadelphia and Erie †....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983		287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	36
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—		23.6	(Leased	by Phila. & Read'g.)		287,816	271,179	12	50	167
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	98
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	—	329,626	.....	1,259,100	—	—	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	118
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	456,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	102
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132		7.0	.....	9 800	12,854	20,463	Loss.	—	50	....
Dec. 31, 1872	193.6	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,178		201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	248	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230		503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,466	10	100	86½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	—	—		14.0	(In operation only three months.)					—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,236	687,192	88,196	.....	1,960,682	4,780,000	3,463,204		173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	.....	.....	450,000	—	—		—	(Leased	by Boston & Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	—	.....	.....	719,390	450,000	.....		—	(Leased	by Pennsylvania Co.)		—	—	—	100	....
Oct. 31, 1872	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	8.5	50.0	5	13	3	92	Portland and Ogdensburg.....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,869	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....		—	(Earnings	used in construction.)		—	—	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053		52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	—	—		—	(Leased by Eastern	R.R. Co.)		—	—	—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0						10	100	123
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Operated for benefit of contractors.)					—	25	....
Sept. 30, 1872	41.8	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079		41.8	53,514	70,018	10,40	† 53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,251	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	97
Sept. 20, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	(No returns obtained.)					—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	—	—	—	(Leased by Erie Railway Co.)			34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)		.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland.....Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,928	.....	219.0	(Leased to Central Verm't.)			434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,285	34,592	161,771	45,953	—	100	....
Dec. 31, 1872	169.0	18.0	29.0	—	13	9	7	558	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,216	507,019	220,002	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,563,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,689	687,639	3	100	60
Dec. 31, 1872	310.0	48.0	25.0	50.0	48	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	—	—	2,324,100	3,477,000	—	—	—	(Leased by Chicago & Alton R.R. Co.)			240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	36	19	1,551	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,76	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,386	682,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,651	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	.....	529,789	1,171,804	4,479,677	3,242,200	1,571,999	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	.....	1,000,000	1,427,800	.....	104.0	(No statement furnished: very small.)					—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	*	.....	568,362	2,800,000	1,740,000	450,494	.....	.....	(Run by contractors: no returns.)					—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,827	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	187.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,276	4,730,346	286,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	6	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,760,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,430,000	140,000	.....	.....	(Not in operation at date.)					—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	583,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	884,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	43½
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	252	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,692,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	—	—	—	36,762,300	75,179,512	.....	.....	1,032.0	.....	.....	165,688	8,862,605	4,092,032	—	100	18½
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	22,456,328	*	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,804	8,266,226	2,261,060	10	100	115
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	8	3	2	11	Utah Southern.....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775 500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley...N. Y.	3,186 344	438,131	.....	.....	2,908,800	.....	.....	.....	120.0	228,887	246,161	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	—	—	3,000,000	—	—	—	—	(Leased by Vermont Central R. R. Co. at 8 p.c.)					8	100	60
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	[2 yrs.	.....	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,735	101,899	2,860,000	900,000	68 899	157,751	88.1	24 299	275,181	131,458	557,196	169,523	2	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,005	750,000	78,187	.....	—	(Leased to N. Jer. Southern R. R Co.)					—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,400	—	—	—	(Leased to D. L. & W. R. R.)			525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.0	.....	.....	125,932	1,990,245	66,587	—	55	....
Sept. 30, 1872	60.0	—	5.3	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,600	17,069	682,593	1,800,000	109,069	.....	60.0	217,760	134,656	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	—	—	1,022,450	1,800,000	1,023,555	—	—	(Leased by Pennsylvania R. R. Co.)					—	55	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	104
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	55	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	238	Wilm. Colum. and Augusta..N. C. & S. C.	3,971.781	381,117	51,244	.....	300,000	3,800,000	304.142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,062	2,332,300	108,610	.....	63.6	230,554	132,366	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	22	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,893	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	635,871	230,833	—	100	....
Dec. 31, 1872	130.0	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	—	85,701	48,143	1,425,400	310,300	86,515	573,774	45.7	359,641	381,954	368,042	587,359	195,458	12	100	124½
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	—	(Leased to Lehigh Coal and Nav. Company.)					8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	106
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	.....	.....	8,784,650	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	47
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	—	—	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,934	196,149	189,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	80,194	7	50	96
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	23
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,128	2,285,573	271,467	.....	4,355,798	8,576,232	267,198	.....	108.3	(Leas.to Ph.&R'g.)		1,200,181	649,352	634,169	1	50	14
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,092,706	2,787,310	165,811	.....	45.0	(Leas.to Ph.&R'g.)		426,393	99,151	51,241	—	50	13
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	(Leased to Pennsylvania.)		124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,244	*	.....	.....	1,100,000	768,000	296,210	.....	....						—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	14¼
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	100
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	....
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	75
Camden and Amboy,* guaranteed..	5,847,800	10	10	114¼
Camden and Atlantic, preferred.....	763,549	7	3½	....
Cayuga and Susquehanna,* guar....	689,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,000	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	89½
Central Ohio,* preferred.....	411,550	6	6	39
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	72½
Chicago and Alton, † preferred.....	2,425,400	...	10	....
Chicago, Iowa & Nebraska,* guar..	3,916,800	...	8	....
Chicago and North-Western, pref..	21,289,563	7	7	65
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	76
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	....
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	65
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	28
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	....
Huntington & Broad Top Mtn, pref.	190,750	7	....	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	9,101,650	6	....	....
" " 2d pref.....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	53½
Mine Hill,* guaranteed.....	3,856,450	8	8	100
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	84½
Nesquehoning Valley,* guar.....	2,000,000	10	10	....
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	115
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	....
" " *com. & guar.	8,500,000	8	8	109½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	....
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	....
" " pf. & *guar.	2,000,000	8	8	....
Ohio and Mississippi, preferred.....	4,030,000	7	7	60
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	....
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	167
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	....
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	86½
Pittsfield and North Adams,* guar.	450 000	5	5	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	....
Rochester & Genesee Valley,* guar.	557,560	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	45
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	....
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	....	....
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	....
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,600,000	4	4	45
Schuylkill Navigation, preferred....	2,808,977	6	6	22

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	45	@	47 —
Gartsherrie.....	46	@	47 —
Glengarnock.....	40	@	41 —
Eglinton.....	—	@	39 —
Pig, American, No. 1.....	38	@	40 —
Pig, American, No. 2.....	30	@	32 —
Pig, American, Forge.....	28	@	30 —
Bar, Refined, English and American.....	—	@	— —
Bar, Swedes, assorted sizes.....(gold).	—	@	137 50

Store Prices.

Bar, Swedes, 1½ x½ & ½ 1½ to ½ & ½ sq. 1½ to 5x½ to ½ & ½ to 2sq. 6 to 12 x ½ & ½.....	175	@	— —
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in.....	—	@	82 50
Bar Refined, 1½ to 6 by ½ & 5-16 in.....	—	@	87 50
Bar Refined, 1 & 1½ by ½ & 5-16.....	—	@	90 —
Large Rounds, 2½@2¾ to 3½ @4 in.....	92 50	@	107 50
Scroll.....	102 50	@	135 —
Ovals and Half-round.....	110 —	@	130 —
Band, 1 to 6 in. by 3-16 to No. 12.....	102 50	@	105 —
Horse Shoe.....	117 50	@	— —
Rods, ½@1-16 inch.....	92 50	@	135 —
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14...	120	@	160 —
Nail Rod..... per lb.	—	9	@ — —
Sheet Russia, as to assortment.....(gold)	—	17½	@ — 18½
Sheet, Single, D. and T. Common.....	—	5½	@ — 7
Sheet, Doubles and Trebles, Charcoal....	—	7	@ — 8½
Sheet Galvanized.....List 10 per ct. disc.			
Rails, English.....(gold).....per ton.	63	—	@ 65 —
Rails, American, at Works in Penna..c'y.	70	—	@ 75 —
Anvils (Eagle).....per lb. currency.	—	9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	—	18½	@ — 23
English Spring (2d and 1st quality).....	—	9½	@ — 10½
English Blister (2d and 1st quality).....	—	14	@ — 18½
English Machinery	—	—	@ — 14½
English German (2d and 1st quality).....	—	12½	@ — 14½
American Blister.....	—	—	@ — 11½
American, Cast, Tool.....	—	—	@ — 17
American, Cast Spring.....	—	—	@ — 11
American Machinery.....	—	11½	@ — 12
American German Spring.....	—	9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	—	—	@ 4 75
8d. and 9d. "	—	—	@ 5 —
6d. and 7d. "	—	—	@ 5 25
4d. and 5d. "	—	—	@ 5 50
3d. "	—	—	@ 7 —
2d. and 3d. Fine.....	—	—	@ 8 75
Cut Spikes, all sizes.....	—	—	@ 5 —

TIN—Duty: Pig, Bars and Block, Free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold).per lb.	—	23	@ — 33½
Straits.....(gold).	—	29½	@ — 29½
English.....(gold).	—	—	@ — 27½

Plates—Fair to good brands.	Gold.			Currency.		
I. C. Charcoal...per box.	9 25	@10	—	11 25	@	11 50
I. C. Coke.....	8 50	@ 8	—	9 50	@	9 50
Coke Terne.....	7	— @	7 75	8 25	@	9 25
Charcoal Terne.....	9 50	@ 9	75	11	@	11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	5½	@ — 5½
Crude 40@47 gravity (in shipping order)..	—	10½	@ — —
Refined, Standard White (in ship'g order).	—	16	@ — 16½
Refined, S. W. (in jobbing lots).....	—	16½	@ — 16½
Refined, S W. (in tin).....	—	21	@ — 24
Naptha, Refined (65@73 gravity).....	—	9½	@ — 10
Residuum....(in shipping order).per gall.	—	10	@ — 10½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	—	@ — 38
Copper, Bolts.....	—	—	@ — 40
Copper, Braziers' (over 16 oz.)	—	—	@ — 40
Copper, Nails	—	—	@ — 45
Copper, Old Sheathing, &c., mixed lots.....	—	—	@ — 21
Copper, American Ingot.....	—	24	@ — 24½
Copper, English Pig.....	—	—	@ — —
Yellow Metal, New Sheathing & Bronze...	—	—	@ — 26
Yellow Metal, Bolts.....	—	—	@ — 32
Yellow Metal, Nails, Sheathing & Slating ..	—	—	@ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	—	6½	@ 7 —
German Ordinary.....(gold)—	—	6½	@ 7 —
English.....(gold)—	—	—	@ 7 —
Bar.....	—	—	@ 9 25
Pipe.....	—	—	@10 50
Sheet.....	—	—	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. per lb. Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	16	—	@18 —
Liverpool House Cannel.....	20	—	@21 —
Anthracite (by cargo) ....per ton of 2,000 lb.	5 50	@	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

	Th. 16.	F. 17.	Sat. 18.	M. 20.	Tu. 21.	W. 22
Boston, Hart. & Erie.....	....	....	....	....	1¼	1¼
Canton Co.....	66	....	....	....	....	....
Central Pacific 6s.....	....	....	....	....	....	....
Central of N. Jersey....	91¼	91¼	90	....	89	90
Chicago & Alton.....	92	92	....	....	89	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	87	....	....	....	....
" 8s, 1883	105	....	....	....	....	....
Chic. & Northwestern .	40½	41¼	39½	39½	39	39½
" pref.....	66	67	65½	65½	65	65
" 1st M.....	94	....	....	94½	....	94½
" S. F.....	....	....	....	....	....	....
" Consol.	....	....	....	....	83	....
Chic., Rock Isl. & Pac..	89½	91½	91	91	91½	92
Chi., R. I. & Pa. 7s, 1896.	98	97½	98	98	99	99
Clev., Col., C. and Ind..	69	70½	70	70½	....	70
Clev. & Pittsburg guar..	80	79½	80	79½	....	76
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	84	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	99½
Col., Chi., & Ind. C....	22½	20	22	20½	21	
" 1 M.....	79	....	79½	79	79	
" 2 M.....	58	58	....	....	56	
Del. & Hudson Canal ..	103½	104	105½	106	106½	106
Del. Lack. & Western..	87	89½	89½	89½	88	88
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway.....	47	46½	45	45½	44½	45½
" pref.....	65	....	65½	64½	....	65
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	93	....	....
" 4 M. 7s, 1880.....	90	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	90	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.	79	....	....	....	....	79
Hannibal & St. Joseph.....	23½	23	25	....	....	22½
" pref.....	29	30	26½	27½	....	28
" 8s, conv.....	....	....	....	....	....	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	98	....	....	....	....
" 7s	....	....	....	....	100	....
Lake Shore & Mich. S'th.	70	67½	67½	66½	66½	68
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	68	72	70	....	71	....
" S. F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	100½	....	100½	....	....	102½
" 2 M.....	....	....	....	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Milw. and St. Paul.....	31½	31	31½	30½	30½	30½
" pref.....	54½	55	56	56	54½	53½
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	102½	103	....	
" 7 3-10s con.....	....	....	....	....	....	88½
" 7s, gold.....	....	....	....	....	....	....
Missouri 6s.....	88	86½	....	....	....	86½
" H. & St. J. 8s.....	89	....	85	85	....	....
Morris and Essex.....	85	85	86½	....	85	84½
" 1st mort.....	103	....	....	....	....	....
" 2d mort.....	95	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	89½	88½	89	88½	89½	90½
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	90	....	....	....	....	....
" 6s, S.F. 1887	87	85½	....	....	87½	....
N. York and Harlem...	110	110	109½	109½	109	109½
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York, N. Hav. & Hart.....	125	124½	124½	124	123½	
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	26½	26½	26½	28½	25½	24½
" pref.....	60	....	....	....	60	....
" 2d M.....	....	77	....	....	....	70
Pacific Mail S. S. Co....	34½	32½	33½	32½	32½	32½
Panama	93	94½	93	94	90	90
Pitts., Ft. W. & Chi. gtd.	84½	....	86½	86½	86	86½
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	....	98	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	23½	23	23½	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	80	....
" Income bds.....	76	75	....	....	75	
Tennessee 6s, old.....	70	70	70	70	70	68½
" new.....	70	70	70	....	....	69
Tol., Wab. & Western..	41½	42½	43	42½	42½	43½
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	92
" 2 M.....	85	....	....	....	....	87
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div.....	....	....	....	80	....	....
Union Pacific.....	19	19½	19½	19	18½	18½
" 1st mort. 7s....	74	74½	76	74½	74	73½
" L. Gt. 7s....	65	67	66	....	66½	....
" Inc. 10s....	50	51	....	....	52	50½
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	45½	....	45	....	....	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 6s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	106	105	104¼	....	....	....
U. S. 5s, 10-40s, coup	106¼	106¼	106	106¼	106¼	106¼
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	107	107	....	107	107¼	108¼
U. S. 6s, 1881, reg	....	110¼	110	109¼	110¼	111
U. S. 6s, 1881, coup	....	112	111¼	....	112¼	113
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	105¼	106¼	105	....	....	....
U. S. 6s, 5-20s, reg. '64	105	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	106¼	106¼	....	....	....	107¼
U. S. 6s, 5-20s, reg. '65	106	....	....	106	106¼	....
U. S. 6s, 5-20s, c. 1865	108¼	107¼	107¾	....	108	108¼
U. S. 6s, 5-20s, r. n. '65	110	....	....	109¼	....	....
U. S. 6s, 5-20s, c. n '65	110¼	110	109¾	109¾	110¼	110¼
U. S. 6s, 5-20s, reg. '67	110¾	110¾	....	111	....	110¾
U. S. 6s, 5-20s, c. 1867	111¾	111¾	111	111¼	112¼	112¾
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	111¼	111¼	....	112	112	....
U. S. 6s, Pac.RR.issue	109¼	109¼	109	108¼	108¼	109

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	W.15.	Th.16.	F.17.	Sat. 18.	M.20	Tu.21
Catawissa preferred	38	38	38	38	38	37¼
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	94	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	96¼	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	24¼	24¼	24¼	24	23¾	23¾
" 6s, 1884	....	....	....	....	....	....
" Gold L	....	....	....	....	....	81
" R. R. L	....	....	85	....	....	80
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	55¼	55¼	55	55	54¼	55
" 6s new coup	94	....	94	....	....	....
" 6s new reg	96	96	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	50¾	....	50	
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	....	....	....	....	....	....
" 7s	97	....	....	....	98	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv. 18	....	....	....	....	....	....
" 7s	61	60	....	....	60	....
Pennsylvania R. R.	46¼	47	46¼	46	44¾	45¼
" 1st M	....	....	....	....	....	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	....	....	....
" " reg	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	....	....	....
" 6s. 3d series	....	....	....	....	....	105¼
Philadelphia City, 6s	97	....	....	....	....	....
" new	100¼	101	101	101	100¾	101
Philad., Germ. & Nor	....	....	....	83¼	83¼	....
Phila. & Reading	49¼	50¼	50¼	50	48¾	49
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	85	....	....	....
" 7s	....	....	....	....	....	78¼
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	....	....	....	....	....	65
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	114	115	114¼	114	....	114¼
Hestonville, (Horse)	....	15	15	15	....	15
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	57	56¾	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 21.

	W.15.	Th.16.	F.17.	Sat. 18.	M.20.	Tu.21
Baltimore City 6s, 1875	....	95	....	....	....	....
" 1886	....	....	....	....	....	....
" 1890	95¼	95¾	95	95	....	95
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	160	162	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	91	....	....	....	....	....
Marietta & Cin. 1st M	....	98	....	....	....	97
" 2d M	87	....	....	....	....	....
" 3d M. 8s	72	....	....	....	....	67
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	85¼
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	84¾	....	....	....	....	84
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	46	48	47¼	46¾	47	47¼
" Defer. Certif	....	....	8	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 22.

	Th.16.	F.17.	Sat.18.	M.20	Tu.21.	W.22
Boston and Albany	142	141¼	141¼	141¼	141	141
Boston and Lowell	....	104	....	....	....	....
Boston and Maine	114	114	....	....	....	....
Boston and Providence	146	....	147¼	147¼	....	147¼
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	22¼	22¼	22¼	22¼	21¾	21¾
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	88	89	89	....	88	88
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	....	92¼	92	....	92	92
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	69	72	72	72	71¼	71¾
Northern, N. H	102	101	....	....	101	....
Ogdens. & Lake Champ	....	56	....	....	....	....
" pref	....	....	....	....	....	....
Old Colony	110	110¼	110¼	110	....	....
Ph., Wil. & Baltimore	51¼	51¾	51¾	51	51¾	51
Portl'd, Saco & Ports	....	123	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	73¼	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	....	....
Vermont & Canada	....	....	....	60	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	....	....	....	....	53¾	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	....	20¼	....
Franklin	4	4¼	....	....	....	....
National	....	....	....	....	....	....
Quincy	32¼	33¼	32¼	....	....	....

London Stock Exchange.

	Closing Prices. Oct. 10.	Oct. 3.
Atlantic & Gt. W. 1st mort., $1,000	73 — 75	74 — 76
Do. 2d mort., $1,000	59 — 61	61 — 63
Do. Con. mort. B'nds Bisch's Cert.	34 — 36	35 — 40
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	86 — 88	88 — 90
Detroit & Milwaukee 1st mort. Bonds	65 — 70	68 — 72
Do. 2d do.	65 — 70	68 — 72
Erie shares 100 dol. all paid	41¼ — 41¾	43 — 43¼
Do. 6 per cent Convertible Bonds	96 — 98	— — —
Cons. Mort. amount autho. to be issued for conv. of existing bonds	92 — 94	92 — 94
Illinois Central $100 shares all paid	83 — 85	83 — 85
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	98 —100
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	99 —100	90 —100
Panama 2d mort	77 — 79	77 — 79
Panama General mort	97 — 99	94 — 96
Pennsylvania, 2d mort	96¼— 97¼	96 — 98
Do. General mort	97 — 99	98 — 99
Do. $50 shares	41 — 43	40 — 42
Philadelphia and Erie 1st mort	96 — 98	95 — 97
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, October 25, 1873.

Stock Exchange and Money Market.

Some improvement has been noted in the financial situation. There has been a further increase in the amount of loanable funds available at this point, and lenders have shown a more accommodating disposition, though yet evincing extreme caution in the selection of collaterals. The city banks are stronger in their legal tender reserve item, though not reporting directly their gains, in this line. They are more liberal in their currency disbursements, and an early and general resumption of such payments is now confidently looked for. These circumstances are very favorably interpreted, and a more cheerful temper is apparent in business circles. Money is quoted at 7 per cent on call, as the rule, to the more prominent of the street houses. A readier sale is noted for choice grades of commercial paper within the range of 12@18 per cent per annum. The advices of an advance in the Bank of England rate to 7 per cent, and of the probability of a further rise, have more directly affected the course of Gold and Foreign Exchange. The domestic exchanges are working somewhat better than they were a week ago, but are yet far from being on a satisfactory basis, various rumors as to impending Government action in connection with the financial position were circulated toward the close, but were not deemed very reliable. Some of them were considered wholly improbable.

The cash balances in the Treasury on Tuesday were as follows: Currency, $3,215,239; special deposits of legal tenders for the redemption of certificates of deposit, $11,580,000; coin, $80,552,863. Coin certificates, outstanding, $29,147,400. Outstanding legal tenders, $359,866,188.

The U. S. Sub-Treasury, last week, reduced its currency balance $511,562, and added to its coin reserve $2,343,038. Its currency balance at the close of the week was $2,457,997; and its coin reserve $48,011,193.

Gold has been more active, and toward the close, stronger as to price, with some show of spirit and confidence in the speculative dealings, though the customs demand has been moderate, and the export drain unimportant. The extremes of the price have been 107⅝@108⅞, closing on Wednesday at 108½ as against 108¾ on Wednesday of the preceding week. The specie outflow, last week, was only $386,429. The imports of specie last week were $1,138,983, and since Jan. 1, $10,206,370, as against $[illegible]082,242 same time last year.

The customs demand for Gold last week, averaged $302,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $104,118,702, against $124,970,496 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $55,758,073, against $61,150,949 during the same time in 1872. The export drain of specie since January 1, 1873, has been $43,094,812 against $61,358,996 during the same portion of 1872.

Foreign Exchange has shown more firmness, with a better demand noted for prime bills, the offerings of which have been rather less extensive. Bankers' sixty day bills on London closed on Wednesday at 107@107¼; sight bills on London, at 108@108¼. The week's exports of Domestic Produce have been to the currency value of nearly 7½ millions.

Government securities have been more sought after on investment account, and though opening heavily were quoted much firmer in price toward the close. The offerings have been very moderate of all issues.

U. S. sixes of 1881 closed on Wednesday of this week at 112⅛@113; U. S. Five-Twenties of 1862, 106@106½; U. S. Five-Twenties of 1864 at 106½@107; U. S. Five-Twenties of 1865 107¾@108; U. S. Five-Twenties of 1865 consolidated 110@110¼; U. S. Five-Twenties of 1867, 112⅛@112¼; U. S. Five-Twenties of 1868, 112@112¼; U. S. Ten-forties at 105⅞@106⅛; U. S. Fives of 1881 (Funding Loan) 107¾@108; Six per cent. currency Sixes from 108½@109.

Business in Railway and Miscellaneous securities has been in very moderate request and irregular as to price.

State and Railway bonds have been comparatively dull, and values have been generally nominal and irregular. Central Pacific first mortgage six per cents closed at from 89@90.

The exports of cotton for the week increased 1,351 bales from New York and 8,619 bales from the Southern ports over the previous week. The receipts at the various ports also improved to 78,000 bales, but they are still behind last season owing to the Money panic and the fever at Memphis and other points. The total receipts since the beginning of the new crop year, Sept. 1, are 261,000, against 416,000 bales to date last year.

The import entries of foreign merchandise, at at New York, including dry goods amount for the past week to $4,918,000, as compared with $5,301,197 same week last year. The exports of domestic produce are $7,430,526, as against $5,866,824 last year. The exports of Gold and Silver $336,000, as against $719,988 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,813,000, comparing with $2,746,000 same week last October.

General business has shown a fair degree of animation in the line of domestic produce, with prices of Breadstuffs, Cotton and Provisions closing more firmly; and of Live Stock about steady. Groceries irregular; Petroleum and Naval Stores weak. There has been some increase of demand for Metals, but at unsettled prices. Ingot Copper has been in better demand from manufacturers at rather lower prices. Sales have been 500,000 lbs., at 21c.@21½c. for Baltimore, and 24c.@24½c. for Lake. Lead has been sparingly dealt in, with ordinary foreign quoted at 7c., gold. Spelter has been quiet, at 7⅜c.@7⅝c., gold. Tin has been very quiet with sales in instances at concessions; 500 bxs. Coke Plates were sold at $8@$8 25 and 250 bxs. Charcoal do. at $9 75@$10, gold. The quotations are $9 75@$10 25 for I. C. Charcoal Plates; $9 50@$9 75 do. for Charcoal Terne; $8@$8 25 do. for I. C. Coke, and $7@$8 for Coke Terne. Pig-Tin has been dull; Straits, 29¾c.@30c., gold; English, 27c., do. Iron has been inactive, with cash buyers obtaining further concessions; Glengarnock, from yard, has been sold at $44@$45; Glengarnock quoted $42@$44; Eglinton, $41@$41 50; No. 1 American $40@$41; No. 2 do., $30@$35; New Rails at $62@$63, gold, for English, and $70@$75 for American. Ocean freights have been more active and much firmer, with the main call for accommodation for Grain Flour, Cotton, Petroleum, Rosin, Tobacco, and Staves.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 1st mort., 21; Gt. Western 1st mort., 1888, 89; Milwaukee and St. Paul 1st mort., LaC. div. 80; Ohio and Miss. 7s, consol., S. F., 87; Central of New Jersey 1st mort., new, 103; Central Pacific State-aid bonds, 100; Lake Shore div. bonds, 85; Albany and Susq. 2d mort., 89½; Lake Shore and Michigan Southern 7s, consol., coupon, 89½; Pacific R. R. 7s, guar. by Mo., 91; Michigan Central 7s, 94; N. Y. Central 6s, N. F. issue, 85; Toledo, Peoria and Warsaw 1st mort., W. D. ,78; Galena and Chicago 2d mort., 97; Clev., Painesv. and Ash. 7s, new, 90; Delaware, Lackawanna and Western 7s, conv., 94; Clev., Col., Cin. and Ind. 1st mort., 99; St. Louis and Iron Mt. 1st, mort 90; Pacific R. R., of Mo., 82; do. 2d mort., 70; Rensselaer and Saratoga R. R., 97; Western Union Telegraph, 58⅝; do. 7s, 88½; Am. Exp., 53; Adams Exp., 80; U. S. Exp., 53½; Wells-Fargo Exp., 61¾; Consol. Coal of Md. 43; Pennsylvania Coal, 250; Maryland Coal, 15; N. Y. State 7s, B. L., reg., 104½; South Carolina 6s, new, Jan. and July, 11.

Philadelphia.—Philadelphia and Reading 7s,new, conv., 95; do. Gen'l mort., 7s, coupon, 97; do. reg., 97⅛; Belvidere Delaware 3d mort., 75; Camden and Atlantic 2d mort., 90; Lehigh Valley 7s, new, 100; Catawissa R. R., 12; do. new, pref., 28; Pennsylvania Canal, 11; Nesquehoning R. R., 50; Pennsylvania State coupon 5s, 100. The latest quotations are: City 6s, 96@97; do. free of tax, 100¾@101; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 102½@104; do. 3d series, 104@106; Philadelphia and Reading 49¾@50; do. Gen'l mort. 7s, coup., 96@97; do. reg., 97½@98; do. mort. 6s, 1880, 92@—; do. 7s, new, conv., 96@97; United New Jersey R. R. and Canal Co., 114@114½; Camden and Amboy 1st mort. 6s, 1889, 96@97; do. 1883, 88@90; do. 1889, —@85; Pennsylvania R. R., 45⅛@45¼; do. 1st mort., 98¼@99½; do. 2d mort., 95@95; do. General mort. coupon, 85@89; do. reg., 90@92; Little Schuylkill R. R., 43@45; Morris Canal, 45@48; do. pref., —@118; do. 6s, 85@92; Susquehanna Canal, 6@9; do. 6s, 66@75; Schuylkill Nav., 5@7; do. pref., 9@11; do. 6s, 1882, 64@66; do. 1872, 75@80; Elmira and Williamsport pref., 36@38; do. 7s, 1873, 93@97; 5s, do. 50@60; Lehigh Coal and Navigation 23½@23⅝; do. 6s, 1884, 84@85; do. R. R. Loan, 79@81; do. Gold Loan, 80@81; North Pennsylvania, 47@47; do. 6s, 98¼@99½; do., 7s, 97⅛@99½; do. Chattle 10s, 103@105; Philadelphia and Erie, 15@18; do. 6s, 80@85; Minehill, 50@51; Catawissa, 11½@12½; do. pref., 37@38; do. 7s, 1900, 95@97; Lehigh Valley, 54½@55; do. 6s, new coupon, 93@94; do. reg., 95@96; do. 7s, 99@100¾; Fifth and Sixth streets, (horse,) 50@54; Second and Third, 56½@56½; Thirteenth and Fifteenth, 19@21; Spruce and Pine, 26@31; Green and Coates 44@46; Chestnut and Walnut, —@56½; Hestonville, 15@17; Germantown, 28@—.

Boston.—Burlington and Missouri River R. R. in Iowa, 87; do. in Nebraska, 45; do. 8s, in Nebraska, 90; Atchison, Topeka and Santa Fe 1st mort., 59¾; do. 7s, L. G., 60; Jackson, Lansing and Saginaw 8s, 1892, 96¾; Michigan Central 8s, 1882, 101; do. 7s, 1902, 93¾; Old Colony 8s, 1877, 100⅛; Chicago and Iowa 1st mort. 8s, 1900, 95; Boston and Albany 7s, 1892, 103¼; Eastern 7s, 1882, 97; do. 1887, 98; do. ind., 96; Chicago, Burlington and Quincy 7s, 89¾; Vermont Central 1st mort., 20¾; Connecticut and Passumpsic Rivers R. R. 6s, 1876, 92½; Western R. R. 6s, 1875, 97¼; Norwich and Worcester R. R., 120; Boston and Lowell R. R., new, 104; Worcester and Nashua R. R., 124⅜; Cincinnati, Sandusky and Cleveland R. R., 10; Boston Water Power Co., 14⅜; Cary Imp., 6½; Maine 6s, 97; New Hampshire 6s, 1904, 95¾; Chicago 7s, 93½; Boston 6s, 1880, currency, 97¾; Lynn 6s, 1891, 92¾; Charlestown 6s, 1893, 93½; Cleveland 7s, 1877, 97⅝; Cincinnati 7 30s, 1889, 102¼; Salem 5s, 1882, 89½; St. Louis 6s, 1888, 84⅝; do. 1887, 87⅝; Toledo 8s, 1883, 101; Cook Co., Ills., 7s, 1892, 92⅛; Charlestown 6s, 1887, 90; do. 1892, 93; Norwich 7s, 100; Calumet and Hecla, 129½; Eagle River, 1½; St. Clair, 1¼; Rockland, 1¾; Pewabic, 7½; Shuniah Silver, 15c.

Baltimore.—Maryland Defense 6s, 101½; do. 6s, 1890, 95; Virginia consols, coupons, 74½; Orange, Alex. and Manassas 7s, 72½. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@70; Pittsburg and Connellsville 7s, 1898, 83@86; Baltimore and Ohio, 155@161; do. 6s, 1875, 95@98½; do., 1880, 97@97; do., 1885, 90@94; Parkersburg Branch, 9@11; Northern Central, 25@26; do. 6s, 1885, 85@90; do., 1900, 80@85; do., 6s, 1900 gold, 81@83: N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, 80@90; Marietta and Cincinnati 1st mort. 7s, 1892, 96@98; do., 2d mort., 7s, 84½@91; do., 3d mort., 8s, 67½@69¾; Central Ohio, 34@40; do. pref., —@39; do. 1st mort., 78@85; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 92@96; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 72@72; Orange and Alexandria 1st mort. 6s, —@96; do., 2d mort. 6s, 75@85; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 70@73; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 75@76; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 95@96; do., 1884, 95@95; do. 1886, 96@96; do. 1890, 94⅞@95; do., 1893, 95@96; do. 1893, exempt, 100@101½; do., 1900, exempt, 94@94¾; do. 1900, new, 95@96½; do. 1902, 95@98; Memphis City 6s, ..@50; Maryland Defense Loan, 1883, 101¼@102½; Virginia 6s, old, 87@—; do. coupon old, 83@36; do. consol. 6s, 47½@48¾; do. coupons, 72@74⅜; West Virginia, 8@10; City Passenger R. R., 10@18; George's Creek Coal, 116@135.

Canal open all Winter.

Increasing the facilities for canal transportation is fast becoming one of the great problems of the day. We have got to face it, and not only that, somebody must and will go to work and cypher it out.

Shall this State incur the enormous expense of enlarging her canals? Perhaps even that should be done, if no cheaper or better method of enlarging their capacity presented itself.

The State has already moved in the matter by offering a liberal prize for the solution of this question, and tests of some speculative schemes have recently been made; assuming that none of them will be found to answer, we are forced to look further, and, as we hope, fare better.

We have in our mind at this time, a practical system of steam towage, which, of our own knowledge, has stood the test of actual trial for several years, and which seems to us to be the only common sense plan of insuring success in this matter without much if any expense to the State. As to the plan in question, we may have more to say at another time.

But what we started out to say, or ask, was, can any method be devised whereby the system hinted at, or any other, for canal traverse, be enabled to operate all the year round? If so, the great transportation problem will have been solved.

To effect this, we observe that some ingenious, or at least inventive engineer has started the theory of laying hot water pipes the whole length

of the canal, and during the two months of freezing weather, these pipes are to be supplied with water from boilers, placed at suitable distances along the canal. The pipes being submerged a few inches, it is calculated the heat thus given off near the water's surface, will sufficiently warm its whole superficial area, as to prevent any accumulation of ice whatever, and thus permit of their being navigated all through the winter.

In these days of astonishing discoveries and inventions, we are not bold enough to declare anything impossible; therefore we say to the author of the hot water idea, go ahead—test your theory and establish its practicability, and we shall hail its application to the Erie canal as one of the greatest boons that can be conferred, not only upon the people of this State, but of the whole country.

Keep the canal free of ice and open all the year, and we think, indeed we are sure, the other half of the great question is already solved.

Is it Persecution or Patronage.?

We observe that a certain branch of the Government still keeps up a petty war on the Canal boats, by its most provoking and, as we believe, unlawful exaction of that everlasting tonnage tax.

The United States Courts have decided against the exaction, as unlawful, and why not therefore obey the mandate, and gracefully drop the subject.

These boats are mere floating tubs, propelled by hand or horse power, on artificial waters, and are in no legal sense, and certainly not by common sense, maratime craft at all.

Wherefore, then, these seizures of peoples' boats and other property, with a variety of vexatious proceedings, causing great delay and consequent loss to the owners? By and bye we shall see the Government mulcthed in suits at law, involving doubtless heavy damages.

As the matter presents itself to us, it certainly seems as if the canal men were entirely in the right in this controversy, and the Government not only in the wrong, but made the instrument of discouraging trade, and actually obstructing legtimate, internal commerce, by embarrassing the free navigation and working of the great canal arteries of the country.

Surely, some petty official or other, must have if not an axe, at least several little hatchets to grind in this matter. Who are those persons?

The Great Vapor Fuel Fight.

It is about this time, we believe, that the case should come off in the Supreme Court of the District of Columbia, between certain litigants, wherein is involved quite a large sum of money, obtained under Patents for alleged discoveries in the Vapor Fuel line.

The writer is prepared to say and maintain, that though the expected decision may settle all questions as to certain moneys obtained, yet, originality and priority of invention, even in the very matter before the court, must be looked for quite in another direction. On this subject, we have considerable to say at the proper time.

☞ The Swampscott Branch of the Eastern Railroad extending from the Swampscott station to the depot of the old Marblehead branch, was opened to public travel on the 20th inst,

Commerce of New York.

The foreign imports at New York for the month of September, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n,	$17,298,016	$15,552,471
Do. for warehousing	9,143,531	8,554,041
Free goods	7,849,413	5,666,223
Specie and bullion	2,088,045	876,261
Total entered at port...	$36,379,005	$30,648,996
Withdrawn fr. wareh'use	15,156,684	10,643,181

The foreign imports at New York for nine months from January 1, were:

	1872.	1873.
Entered for consumpt'n,	$159,292,057	$143,353,313
Do. for warehousing...	147,989,463	100,371,260
Free goods	37,998,958	67,960,217
Specie and bullion.....	5,002,483	3,901,492
Total entered at port...	$350,282,961	$315,586,282
Withdrawn fr. wareh'se	127,863,482	96,840,250

Revenue from customs at New York:

	1872.	1873.
In September...	$13,274,126 81	$10,959,722 11
8 months	100,409,026 92	85,013,531 93
Eight months...	$113,683,153 73	$95,973,254 04

The exports from New York to foreign ports in the month of September, were:

	1872.	1873.
Domestic produce	$18,950,574	$25,089,449
Foreign free goods	81,297	155,607
Do. dutiable.....	652,927	553,986
Specie and bullion	1,432,635	1,502,625
Total exports	$21,117,433	$27,301,667
Do. exclusive of specie.	19,684,798	25,799,042

The exports from New York to foreign ports for nine months from January 1, were:

	1872.	1873.
Domestic produce	$158,102,659	$206,756,640
Foreign free goods	1,147,343	1,618,167
Do. dutiable	7,418,010	6,877,128
Specie and bullion	58,382,370	41,559,101
Total exports.	$225,050,382	$256,811,036
Do. exclusive of specie.	166,668,012	215,251,935

☞ The report of the Commissioners of the Sinking Fund of Pennsylvania shows that there was a balance in the Treasury on October 1st of $1,707,658; that during September the debt was reduced by the redemption of loans $209,800, and that the whole debt of the State now is $25,871,716. On the 1st of December, 1872, the debt of the State was $27,303,594, so that during the last ten months there has been a reduction of $1,431,878. In the last four years and ten months the State debt has been reduced $6,941,824.

☞ Thornton K. Lothrop has been elected President and John L. Perry Clerk of the Wolfeborough Railroad Company. The directors are: Thornton K. Lothrop and R. T. Reed of Boston, George W. Burleigh of Great Falls, J. M. Brackett, Joseph L. Avery, Blake Folsom of Wolfeborough, J. W. Sanborn of Wakefield. The road is in a prosperous condition and shows a large increase of business over last year.

☞ A contract has been made for the extension of the Washington and Ohio Railroad to Winchester early next year. The work of building piers for the ferry between the Orange and Alexandria Railroad and the proposed East Alexandria Railroad, to connect with the Baltimore and Ohio Railroad, will be begun in a few days. The timber for the purpose has already arrived.

Portage Lake Ship Canal.

The Portage Lake Ship Canal is completed and open to navigation, and vessels have passed through. It avoids the necessity of rounding Keewenaw Point, Lake Superior. The canal is two miles and 1,300 feet long, 100 feet wide at the narrowest point, and at no place less than 14 feet of water, there being in fact 16 feet most of the way. The piers are each 1,000 feet long, extending into Lake Superior, and forming an excellent harbor. They are built of cribs 30 feet wide and filled in with stone, making a channel 250 feet wide. The sides of the canal are protected by sheet-piling, there being two rows of piles seven feet apart, the outer row having four inch plank behind it. This is to prevent the canal from filling up with sand from the sides. The work has been done under the superintendence of R. P. Mulick, Mr. J. H. Forster, being the State Engineer. It was finished by order of the United States Court, S. L. Smith being the Receiver. The cause of this was some complications between the contractors and the Portage Lake Canal Company. The completion of the canal shortens the navigation of Lake Superior 170 miles.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending October 11, at 479,043 tons, and for the coal year 15,820,627 tons, against 15,043,780 tons to corresponding time last year, being an increase of 776,847 tons. The bituminous tonnage for the week is 86,318 tons, and for the year 2,537,964 tons, giving a total of all kinds for the week of 565,364 tons, and for the year of 18,358,571 tons, against 17,231,940 to same time last year, being an increase of 1,126,651 tons.

☞ The shipments of Cumberland coal for the week ending October 11 amounted to 65,021 tons 7 cwt., an increase of 18,368 tons 12 cwt., compared with the corresponding week of last year. For the year to that date 2,000,703 tons 4 cwt. were shipped, showing an increase of 238,070 tons 12 cwt. over the same period in 1872.

☞ The Taunton Locomotive Manufacturing Company recently shipped four 26-ton locomotives for the Maronnas, Panda and Montevideo Railway Company. They are highly finished, have five-feet driving-wheels and cylinders 14 by 22 inches, nickel-plated. In packing them 125 cases were used, requiring 10,000 feet of lumber.

☞ The Bessemer department of the Bethlehem Iron Company, in Pennsylvania, which made its first blow on the 4th instant, has proved a success in every respect. The quality of the steel is excellent, and the whole progress of converstion from cupola to ingot satisfactory in every respect.

☞ Wm. H. Aspinwall, Adam Norrie, Warren Delano, William Whitewright, Jr., and Henry A. Mott, bave been elected directors of the Cumberland and Pennsylvania Railroad.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Oct. 8, are: freight, $79,219 45; passengers, $37,093 23—total, $116,312 68.

☞ The earnings of the Erie Railway Company for the week ending Oct. 7, 1873, were $429,481—an increase over the corresponding period of the previous year of $25,622.

Statistics of Commerce and Navigation.

From the official synopsis of the Report of the Bureau of Statistics we learn that the imports into the United States for the year ended June 30, 1872, amounted to $640,338,766; domestic exports (specie values) for the same period, $501,285,371; foreign exports, $22,769,749. For the twelve months ended June 30, 1873, the imports amounted $663,410,597; domestic exports, (specie values) $578,938,985; foreign exports, $28,148,481. In 1872 the imports consisted of $626,595,077 worth of merchandise and $13,743,689 in specie and bullion. The domestic exports (specie values) for the same period were—merchandise, $428,487,131; specie, $72,798,240; foreign exports—merchandise, $15,690,455; specie, $7,079,294. In 1873, the imports were: merchandise, $641,929,660; specie, $21,480,937, domestic exports (specie values)—merchandise, $505,033,489; specie, $73,905,546; foreign exports—merchandise, $17,445,453; specie, $10,703,028.

The value of foreign commodities remaining in warehouse June 30, 1872, was $122,211,266 as compared with $77,646,579 June 30, 1873.

Making allowance for the difference in the warehouse accounts, the imports for the fiscal year ended June 30, 1873, are in excess of the domestic and foreign exports combined, in the sum of $100,887,818, while for the same period of 1872 the excess of imports over exports was only $62,397,039.

The values of the imports and exports carried in American and foreign vessels and in cars and other land vehicles, respectively, during the twelve months ended June 30, 1872 and 1873, were as follows:

FISCAL YEAR ENDED JUNE 30, 1872.

Vessels.	Imports.	Domestic exports (mixed values.)	Foreign exports.
American	$177,286,302	$161,310,869	$6,722,462
Foreign	445,416,783	381,620,692	12,311,355
Land vehicles	17,635,651	6,279,157	3,735,932

FISCAL YEAR ENDED JUNE 30, 1873.

Vessels.	Imports.	Domestic exports (mixed values.)	Foreign exports.
American	$174,536,454	$163,110,634	$8,455,094
Foreign	471,803,595	478,236,854	16,679,032
Land vehicles	17,070,548	7,785,075	3,014,355

A comparison of the above table shows that during the year ended June 30, 1873, more than 73 per cent of the total trade by water was in foreign vessels, and for the corresponding period of 1872 the value of articles carried in foreign vessels was about 76 per cent.

The number and tonnage of vessels engaged in the foreign trade which entered into and cleared from the United States during the fiscal year ended June 30, 1872, were as follows.

Vessels.	Entered. No.	Entered. Tons.	Cleared. No.	Cleared. Tons.
American	10,624	3,711,846	10,492	3,682,309
Foreign	18,657	8,094,577	18,759	7,051,425
Total	29,281	10,806,423	29,251	10,733,734

FISCAL YEAR ENDED JUNE 30, 1873.

Vessels.	Entered. No.	Entered. Tons.	Cleared. No.	Cleared. Tons.
American	11,266	3,612,631	11,559	3,756,564
Foreign	20,379	8,083,087	20,493	8,065,131
Total	31,645	11,695,718	32,052	11,821,695

The arrivals of emigrants from Great Britain and Germany for the year ending June 30, 1873, amounted to 316,514, against 294,735 for the previous year—a gain of 21,779. The following are the official figures for 1873: From England, 74,818; from Ireland, 77,344; from Scotland, 13,841; from Wales, 840—total from Great Britain, 166,843; from Germany, 149,671. Appended is the report of immigration from the above countries for the last fiscal year by quarters: First quarter ended September 30, 1872, from Great Britain, 42,696; from Germany, 36,039; second quarter, ended December 31, 1872, from Great Britain, 26,907; from Germany, 37,633; third quarter, ended March 31, 1873, from Great Britain, 15,920; from Germany, 14,842; fourth quarter, ended June 30, 1873, from Great Britain, 81,320; from Germany, 61,157. Total for 1873 from Great Britain, 166,843; total from Germany, 149,671.

Fuel Economy—Heated Air in Combination with Steam.

The railways of the United Kingdom consume about 5,000,000 tons of coal a year. It is estimated that the invention of the use of heated air in combination with steam saves 12½ per cent of fuel. This being so, the application of this improvement would save upwards of 600 000 tons of coal per annum, and as coal now costs railway companies on the average perhaps full 20s. a ton, here would be a saving to our railway companies of £600,000 a year. The whole of the railway passenger duty comes to £400,000 a year. The coal economy referred to would effect a saving to railway companies 50 per cent greater than the total abolition of the passenger duty, about which we have heard so much in late times. The question of the coal saving is therefore a matter of importance.

Mr. Richard Eaton, of North Mimms Park, Hatfield, read last week a paper before the Mechanical Section of the British Association for the Advancement of Science at Bradford (Mr. W. H. Barlow, C. E., in the chair) as to further results obtained from the use of heated air with steam, and from this paper we make the following extracts, the public importance of the question being our excuse for the occupation of so much of our space:—

"In the case of the locomotive named, an air-pump, single acting, driven from one of the main cross-heads, and secured to the frame work of the engine, in the place originally occupied by the feed-pump, conveys a continuous supply of air, taken from the atmosphere, in its natural state, through a coil of pipes, fixed in the smoke-box, into the boiler, at an average temperature of about 650 deg. Fahr. Within the boiler the heated air is distributed, and is continually rising, scattering the cohesion of the molecules of water, increasing the heating surface, promoting ebullition, joining the steam on its passage to the cylinder, and there greatly aiding the energy of the steam by retarding condensation, and following a higher curve of expansion. The action of the heated air also prevents a permanent settlement of incrustation on the boiler, fire-box, or tubes, entirely abvia es priming, and diminishes the liability to explosion. The duration of boiler, tubes, and fire-box is prolonged by the non-deposit of scale, and steam is more quickly generated and more easily kept up. A considerable economy of fuel has been produced, as shown by the following facts, drawn from official sources exclusively, and amply verified. This locomotive, No. 369, has been working goods traffic mainly, and the following table shows her train mileage and fuel consumption for two periods of twelve months respectively, the one before, and the other after, the addition of the hot air system. It is a subject for regret that the exact load drawn by each engine cannot be given, but this is simply impossible, without immense labor and interference with business. Every reasonable facility for arriving at the truth has been cheerfully accorded by the officials, superior and subordinate. During the twenty-one months use of the air system in No. 369, in which period she has done very heavy work, a remarkable freedom from leakage, attributed to the absence of scale, has been observed. The little trouble given by the engine generally, has often been referred to, and the books of the company prove that the "running shed" expenses of No. 369 have been the lowest of the six engines working together. She still has the tubes in work that were first inserted at her construction, bearing date January, 1868. Locomotive No. 38 is a sister engine to No. 369 in all respects, excepting the air apparatus, and during the twelve months referred to has been over the same district, and drawing the light loads, as No. 369, so far as it has been possible to assimilate them in the ordinary working routine. Their fuel consumption also is given by way of contrast. No allowance is made for the detentions, which are long and frequent.

	Engines.	Engine miles run.	Coal consumed. Tons cwts.	Av. lbs. per mile.
1871	No. 369 In steam and air.	21,048	003 6	42.92
1872-'3	No. 369 In steam.	27,934	472 1Q	37.89
1872-'3	No. 38	28,053	550 10	43.95

As there are six engines constantly employed on the Liverpool and Normanton goods service, and each takes its varied turn per week, so as to make the duty alike to all, a six weeks' comparison is given. Although the power of four of the six exceeds that of the other two, the loads are stated to have been as equal, in practice, as they could well be made.

Six weeks ending July 3rd, 1873;—

Engines.	Diameter of cylinder.	Engine miles run.	Coal consumed. Tons. cwts.	Average lbs. per mile.
369	15 in.	4 477	65 5	32.64
Steam and air.				
38	15 in.	3,987	74 0	41.57
Steam.				
329	16 in.	4,700	84 15	40.39
381	17 in.	4,353	74 15	38.47
383	17 in.	4,698	75 15	36.11
391	17 in.	4,310	77 5	40.15
Total		26,525	451 15	

An analysis of the above figures shows:

	lbs. per mile.
Average fuel consumption, No. 369	32.64
Do. do. of the six engines	38.15
Do. do. of the five, excluding No. 369	39.26

	Tons	cwt.	qrs.	lbs.
No. 369 consumed on 3,987 miles of her work, 32.64 lbs. per mile	58	1	3	19
No. 38 consumed on like mileage	74	0	0	0

No. 369 ran 4,447, the other five ran 22,048 miles. Assuming that loads were equal, on an average, as it is believed was the case, the other five engines would have consumed, in the six weeks, on their 22,048 miles, if calculated on the basis of—

	Tons	cwt.	qrs.	lbs.
No. 369, 32.64 per mile	324	5	1	18
As against actual consumption.	386	10	0	0
Extra consumption of five engines	65	4	2	10
Or, per engine per week	2	3	1	26

The injector is used constantly on No. 369, and the mode of working the air apparatus is learned, by any driver, of ordinary intelligence, in a few minutes. It is self evident that the atmosphere of tunnels must be improved in proportion to a diminished fuel consumption and the value of the use of compressed air, in improving ventilation, has been abundantly established in collieries where coal cutting machinery is worked on that princi-

ple." * * "The Directors of the Lancashire and Yorkshire railway have given practical aid to the thorough investigation of the principle by placing No. 869 at the service of the Institution of Mechanical Engineers in 1872, and of the British Association on the present occasion. It is hoped that the opportunity accorded may be taken advantage of, in the cause of science and progress, and in the study of the momentous question of 'fuel economy.' "—*Herapath.*

Our Future Wealth.

That our country is eventually to take the lead in wealth must be plain to any one who fairly estimates the immensity of her undeveloped resources.

Since steam has been applied to commerce and manufactures, the productive coal-fields of Great Britain have been her chief source of strength. These coal fields have been worked for a great number of years, and many of them show symptoms of exhaustion. They are, moreover, insignificant in extent as compared with what this country possesses. The aggregate area of the coal-fields of Great Britain and Ireland is, at most, but 12,000 square miles, while that of the United States is at least 196,000 square miles. The coal area of Canada, mostly in Nova Scotia, is put down at 13,000 square miles.

If the quantity of coal in each given square acre be about the same, then Nova Scotia is richer in coal than Great Britain ever was, and the United States is more than sixteen times as rich. In fact, according to elaborate estimates made by Professor Rogers, the whole of Europe contains but one-twelfth the quantity of coal which exists in this country. The present avaliable quantity in the British Islands is estimated at 190,000 millions of tons, while that of France and Belgium is set down at 95,000 millions.

These facts shows—if coal be a synonym of wealth and power—that the United States will be rich and powerful when the great countries of Europe have passed into decadency, and the future New Zealander, sitting on a broken arch of London bridge, muses on the ruins of St. Paul.

Coal and iron go together. One is, as it were, a factor to the other; without iron coal would lose a large portion of its value; without coal ore would be comparatively worthless. Though unlike they are still nearly related in their range of uses. The iron engine is rendered serviceable through the power which coal supplies, and the iron horse and iron ships are propelled through the force which it develops.

In England, the production of iron—consequent upon the increasing difficulty and cost of producing—is every year becoming more and more expensive. Dear coal in England as well as in every other country, means dear iron, and with dear iron England cannot long maintain her present admitted preeminence in manufactures and the support of a commercial marine.

The rich distribution of iron ores in close proximity to all our great coal measures is a prophetic indication of our future wealth. All history shows that wealth and population gravitate toward centres enriched by the valued presence of coal and iron. No other country is as well supplied as the United States in these twin agencies of wealth, power and population, consequently, no other country will be as wealthy, as populous and as powerful.

Our largest coal-fields is that known as the "Great Appalachian." Passing through Western Virginia, Eastern Kentucky, and Eastern Tennessee, it terminates in Alabama, where it makes its nearest approach to gulf or ocean waters. As yet this great field is comparatively untouched; but it is now attracting attention, and several blast furnaces for the production of iron have already been established, not only on the line of the Chesapeake and Ohio Railroad, but in Alabama, toward the field's most southern extremity.

When the South is supplied with transportation facilities equal to those now existing in Pennsylvania, the coal and iron trade of Alabama will be a power in this southern land, greatly exceeding that which the coal and iron of the Keystone State are to-day in the land of Penn. The field is in every respect an inviting one. With a genial, healthy climate, generous soil, and unparalleled facilities for the production of iron and other valuable minerals, Alabama must soon command the attention she deserves. New Birminghams and Sheffields will soon spring up within her borders, and new Manchesters, also, for she has all the raw material at command which has built up England's great textile city.

We look forward hopefully to the time when Alabama shall be linked to us by new ties—industrial, social, and commercial—and the whole South shall rejoice at the fullness of her prosperity.—*New Orleans Times.*

Krupp's Cast Steel Works.

The establishment was founded near Essen, in Rhenish-Prussia, in the year 1810. It was conducted by Mr. Alfred Krupp from the year 1820, and in 1848 he became sole proprietor. The works have been gradually developed, until, in January of the present year, they cover a continuous area of about 1,000 acres, of which almost 200 acres are under roof. The total number of men employed in these works, and in the mines and smelting works belonging to the firm, is about 17,000, besides 789 officers and regular employes.

The quantity of cast steel produced in the year 1872 exceeded 125,000 tons. This product consisted of axles, tires, wheels and crossings for railways, rails, springs, and shafts for steamers, machinery of various kinds, boiler-plates, rolls, spring steel, tool steel, guns, gun-carriages, shot, etc. There are in the works now in operation 250 smelting furnaces, 390 annealing furnaces, 161 heating furnaces, 115 welding and puddling furnaces, 14 cupola and reverberatory furnaces, 160 furnaces of other kinds, 275 coke ovens, 264 smiths' forges, 240 steam boilers, besides 70 now in process of construction.

There are, besides this, 71 steam hammers, 286 steam engines, 862 turning lathes, 82 shaping machines, 195 boring machines, 107 planing machines, 42 punching and grooving machines, 32 pressing machines, 63 grinding machines, 31 glazing and polishing machines, and 142 machines of a miscellaneous character.

In 1872 these works consumed, of coal, 500,000 tons; of coke, 125,000; of water, 113,000,000 cubic feet; of gas, 155,000,000 cubic feet, supplied by the gas works of the establishment to 16,500 burners.

To facilitate traffic at the works there are 24 miles of railroad track, of the usual gauge, with 180 sidings and 89 turn-tables, on which run 12 tank locomotives, cylinders 16 inches in diameter, and 530 cars. Six more locomotives are now in process of construction. Ten miles of narrow gauge track (30 inches), with 147 sidings and 65 turn-tables, are also in use. On this track run three locomotives (cylinders six inches in diameter) and 270 cars. Four locomotives of the latter size are now being constructed. Horses are also used on the narrow gauge road. In the carting department there are 191 horses, 272 carts. Communication between the several workshops is established by 30 telegraph stations. A corps of 166 watchmen and a permanent fire brigade of 70 men who also perform police duty, are constantly employed. General supply stores, under control of the firm, supply to the voluntary purchaser belonging to the works, for cash, provisions, clothing dry-goods, boots, &c., at cost prices. The present monthly receipts of these stores amount to about $55,000 in gold, and are continually increasing. This department comprises one hotel, three beer-houses, one seltzer water manufactory, one flour mill, and one bakery, with two steam engines.

The officers inhabit 266 dwellings. A portion of the workmen are housed in 2,948, either inhabited or in course of construction. There are also boarding houses for the unmarried workmen. A hospital containing 100 beds, and one epidemic hospital with 120 beds, are placed under the supervision of physicians especially engaged for the purpose, and afford ample provision for the sick. A sick, burial and pension fund has also been instituted for all the workmen, the firm contributing to the fund half as much as the workmen, and providing pensions and support for those who have been rendered unfit for work, and for the widows of the workmen. The total receipts of this fund for the year 1872 were $80,000; the expenditures were $62,500 and the fund in hand at the beginning of 1873 was $97,400, gold. From another fund members receive for their families free medical treatment on paying 75 cents annually.

The firm has also organized a chemical laboratory, a photographic and lithographic atelier, and a printing and book binding establishment. In the printing office there are two steam and four hand presses in operation.

The five different smelting furnaces belonging to the firm produce, with eleven blasting furnaces, nearly 10,000 tons of pig iron per month. They have 140 coke ovens in operation, and 120 in the course of construction. The steam engines employed in them represent together nearly 10,000 horse power.

The Mississippi River Bridge.

The commission of United States engineers appointed by the War Department to examine and ascertain whether the bridge now in process of construction across the Mississippi river, at St. Louis, will, when finished, obstruct navigation, have made an elaborate report. They find that the bridge, as at present designed, will prove a very serious obstruction to navigation, and as it is impracticable to change the plan of the bridge or raise it, except at enormous expense, they recommend a canal or open cut behind the eastern abutment of the bridge, one hundred and twenty-five feet wide, extending from a point five hundred feet above the bridge to three hundred feet below it, with a draw of the same width. They also recommend that arch trusses like those of this bridge be in future prohibited in plans for bridges over navigable streams.

☞ The Union Pacific Railroad Company sold during the month of September, 1873, 20,230 51-100 acres of land, at an average price of $6 27 6-19 per acre, amounting to $126,970 86. Sales averaged 121 86-100 acres to each purchaser. Total sales to Oct. 1, 1873, 799,748 73 100 acres at an average price of $4 50 per acre, amounting to $3,595,460 63.

☞ The Boston Water Power Company have within a few days mortgaged their lands and flats west of Parker street and in the full basin to Mr. Nathan Matthews, to secure him for his indorsements of the notes of the company. The previous mortgage debt of the company is about $1,000,000 and the floating debt about $800,000.

☞ Work upon the Lancaster (Mass.) Railroad has been resumed. About one and a half miles of track are yet to be laid.

☞ Mr. John S. Farlow has been chosen President of the Cincinnati, Sandusky and Cleveland Railroad Company.

☞ This week all the new connections of the Washington street railways will be completed, and both the Metropolitan and the avenue cars will run over permanent routes. The Metropolitan cars will reach the capitol by the south gate, and the avenue cars by the north gate. The Metropolitan line will connect at Rhode Island avenue and Ninth street with the Silver Spring road.

☞ The directors of the Cincinnati and Baltimore Railway Company have filed with the Secretary of State the papers necessary to enable them to build the Storrs branch, from the Eighth Street intersection, Cincinnati, to the yards of the Ohio and Mississippi Railway Company.

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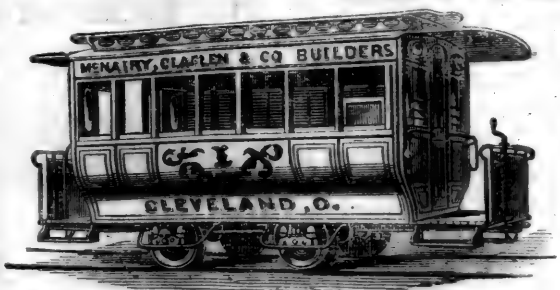
ALBERT C. McNAIRY, President. HENRY M. CLAFLEN, Vice-Pres't & Treas.

CLEVELAND BRIDGE & CAR WORKS,

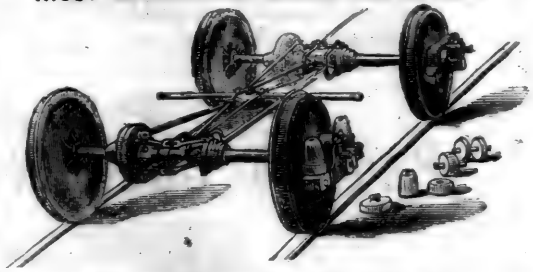
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McNairy & Claflen Mfg. Co.,

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The Lightest Running, Easiest Riding, and most Economical Street Car in use.



Higley's Patent Street Car Running Gear and Brake, Made and Sold by the McNairy & Claflen Manufacturing Co., Cleveland, O.

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Turn Tables, Transfer Tables,

OF IRON AND WOOD.

Railroad Passenger & Freight Cars,

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Post's Patent Iron and Combination Bridges, Howe Truss Bridges with Patent Iron Clamp, Street Railroad Cars with Higley's Patent Running Gear and Brake; also Substructures of Pneumatic and Screw Piles.

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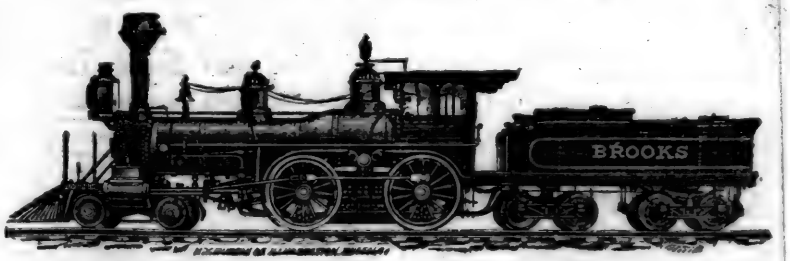
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CLEVELAND, OHIO.

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MINERAL SPERM OIL.

Williams, Page & Co.,

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Manufacturers of their well-known Car Lamps, and of superior Car Candle Lamps, are making

Mineral Sperm Oil Lamps,

now used by all the Roads in Massachusetts, and many other roads East and West, and by many of the Pullman Palace Cars, in place of Kerosene or Candles. Circulars, Lithograph and Price List sent when requested.

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$72 00 EACH WEEK.

Agents wanted everywhere. Business strictly legitimate, Particulars free. Address, J. WORTH & Co., St. Louis, Mo.

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TAUNTON LOCOMOTIVE MANUFACTURING COMPANY,

TAUNTON, MASS.,

HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,

EITHER FOR BURNING WOOD OR COAL, OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF

RAILROAD MACHINERY,

STATIONARY ENGINES AND BOILERS,

SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,

Agent and Treasurer.

P. I. PERRIN, Sup't.

THE WHARTON

Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

Address,

ABRAHAM BARKER, Pres't,
Or WM. WHARTON, Jr., Sup't,
Of the Wharton R. R. Switch Co.,
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ESTABLISHED IN 1852.

Billmeyer & Smalls,

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This old established firm continue to build all kinds of Freight Cars to order.

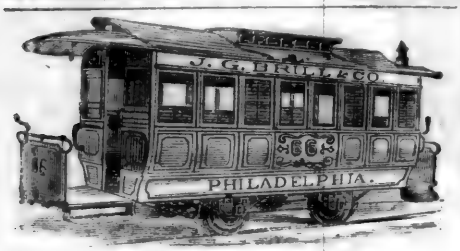
Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly.

They have furnished the following Roads with Narrow Gauge freight cars, viz: Denver and Rio Grande, Kansas Central, North and South R. R. of Ga., Iowa Eastern, Gainesville and Youngstown, Ripley R. R. of Miss., Utah and Northern, Costa Rica R. R., C. A., and others.

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MANUFACTURERS OF

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CARS BUILT IN SECTIONS FOR SHIPMENT.

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MANUFACTURERS' AGENT FOR THE SALE OF
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RAILROAD IRON

Of every Size, Weight and Pattern,

ROLLING STOCK & SUPPLIES.

Old Rails Re-Rolled & Exchanged for New.

Iron Received on Storage, in Bond or Free,

Weighed and Delivered. Wharf connected by Track with Philadelphia and Reading Railroad.

☞ Special attention paid to the Purchase and Sale of Old Railroad and Scrap Iron.

CONSIGNMENTS SOLICITED.

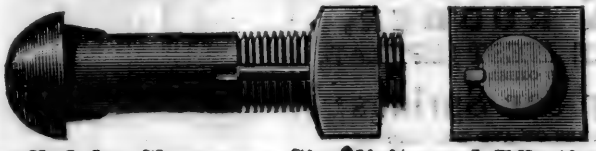
WM. COURTENAY, President. CHAS. F. COBB, Secretary.

THE LOCK-NUT & BOLT COMPANY OF NEW YORK,

No. 61 Broadway, New York.

Manufacturers of all kinds of **BOLTS** for FISH-BARS, BRIDGES, CARS, MACHINERY, &c., with the "CUMMING NUT-LOCK," the only method of locking a nut to the bolt.

PATENTED June 16, 1868.



IMPROVED August 23, 1870.

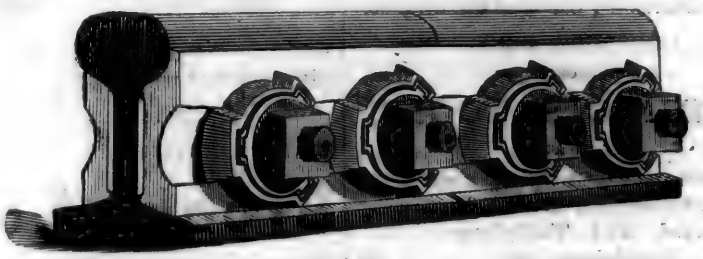
Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

PRATT'S
PATENT COMPENSATING FISH-JOINT,



MADE BY

VERREE & MITCHELL,

IRON AND STEEL MANUFACTURERS,

No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

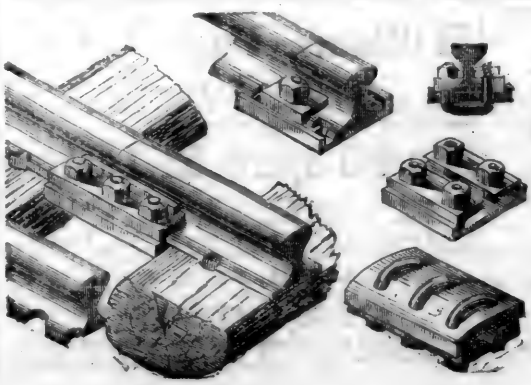
That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch.

Refer to all the Leading Railroads in the Country.



FISHER'S PATENT

Wrought Iron

RAIL JOINTS,

MADE BY

FISHER & NORRIS,

TRENTON, N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 44.] SATURDAY, NOVEMBRE 1, 1873. [WHOLE No. 1,958 VOL. XLV.

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American Railroad Journal.

New York, Saturday, November 1, 1873.

Brown's Metallic Window and Door Bands.

Winter is coming with its snow, its hail and frost accompanied with all their manifold discomforts. Even now the Autumn winds whistle most ominously around our dwellings, searching here and there in every nook and corner for some unguarded place or open crevice, that they may enter and dispel or chill the elsewise genial atmosphere of our rooms.

As everybody knows the windows and doors of our very best made houses, shrink and warp to such an extent that cold cross-draughts of air are continually pouring in, night and day, and this, too, around each one of the 30 or 50 doors and windows perhaps of your house.

Who has not felt a chill on going near a window or the outer door on a cold day? These draughts, good reader, are, far more than you are aware, the foes of your health, the insidious, unseen agents that bring in their train tic-doloreaux, rheumatism, neuralgia, acute toothache, and continual colds, which as everybody knows, are the fruitful source of fevers, consumption, and thousand other maladies, but little less terrible.

Now all these evils can be avoided, the pleasant warmth of your rooms retained, and blustering old Boreas kept on the outside where he belongs. How? Why, simply by the use of BROWN'S METALLIC WEATHER STRIPS, or Bands, around your doors and windows. They will do it effectually, keeping out dust and noise in summer as well, besides preventing all disagreeable rattling of the windows. Being made of the best vulcanized rubber, firmly held by metal fastenings, these ingenious contrivances can readily be adapted to any sort of place or crevice, and unlike wood require no nails or screws to fasten, and cannot break or split. They will evidently last a great number of years. We have heard of some already in use ten years, and are good yet, fulfilling the promise of the inventor in every respect. These strips can as readily be applied to the shallowest crevice, as to a deep opening, and once on need no replacing or repairing.

Of course we favor fresh air and ventilation; but let us have it at proper times and places, not anyhow and everyhow, about our windows and doors without any regulation as at present.

People desiring warm comfortable houses this winter, and wishing to keep out of the family circle, not only cold blasts but the ills of life we have alluded to, should lose no time in availing themselves of the ingenious, economical little device referred to.

The Patent Metallic Weather Strip Company, as we learn from their notice in another column, are located at 812 Broadway, and are prepared to execute orders with dispatch, and guarantee satisfaction in all cases.

Philadelphia and Reading Railroad.

The Philadelphia *Ledger* states that a cable telegram was received in that city from London on Saturday last announcing that the new ten million 6 per cent gold bearing loan of the Philadelphia and Reading Railroad Company, put on the market by McCalmont Brothers, London, on the previous Wednesday, was a complete success, and that subscriptions would be closed on the following Monday. By this it appears that during the first three days more than enough applications were received to exhaust the entire issue. This is especially satisfactory to the Reading, and will be esteemed good news by all borrowing companies of good credit, as it shows that the foreign money markets are not closed to all American enterprises, but that capitalists there, as here, discriminate between the good and bad borrowers. This ten millions mortgage loan of the Reading runs for twenty-four years, is in dollar or sterling bonds, interest payable semi-annually in gold, and is protected by a cumulative sinking fund of two per cent per annum, by yearly drawings in London. That so large a loan should be taken so promptly would at any time be most gratifying, but at such a time as this, in the face of failures here in which foreign capitalists are supposed to have suffered heavily, such a success as has attended the Reading's new loan is especially flattering.

Proctor's Spark Arrester.

Travelers by rail will rejoice to know that a remedy has been at last provided against the annoyance and discomfort of flying cinders. Nearly two years ago a patent was obtained for "Proctor's Spark Arrester," and since then the inventor has continued to experiment until he has produced a very satisfactory contrivance. The first perfected "arrester" was tried a short while since on the Boston and Maine Railroad, and gave most satisfactory results.

The invention consists, in brief, of a peculiar shaped smoke-stack, which may be described as a crooked cone, curving back towards the cab after leaving the boiler, and then curving again so as to point perpendicularly at the top, which is covered with a double fine wire netting similar to that in other stacks. At the back of the interior is a passage-way connecting with a four inch pipe, which runs outside the boiler and down into a large sheet-iron "pan" or box underneath. From the peculiar construction of the cone the smoke and cinders are carried through the stack on a sort curved line, which passes them by the wire netting at the top (through which the smoke escapes) to the opening of the tube at the back, down which the cinders are dropped and deposited into the pan below.

During a trial run of 24 hours, the "arrester" detained nearly nine bushels of cinders, as was proved by actual measurement of the contents of the pan. After such a result as this we wish more heartily than ever for the success of the invention. We never realized before what it was to ride behind a cinder-scattering locomotive. Just think of it, a bushel of dirt and firebrands to be encountered every five minutes. It is no wonder that our eyes are burned, our complexion spoiled, and our linen ruined. We are happy to state that there are good prospects of relief. The "arrest-

er" is said to so commend itself that a half dozen have already been ordered for the Boston and Lowell Railroad, and unless the people up North have been much deceived we may hope to soon enjoy the new blessing on all routes that have any regard for the comfort of passengers.

New York, Providence and Boston Railroad.

The business of this company for the years ending August 31, 1872 and 1873, has been as follows:

Receipts:	1872.	1873.
From passengers	$445,891 12	$480,696 17
" freight	342,539 25	355,077 40
" mail service	7,968 76	7,968 76
" rents, etc.	9,763 08	1,886 48
" divid'nd Stonington Steamboat Co	77,797 50	82,984 00
Under contract Fall River Line	7,879 65	.....
Interest account	3,601 38	5,018 49
Merchants' Navigation and Transportation Co.	15,580 00	.....
	$911,020 74	$933,631 30
Expenditures:		
Repairs of road	$131,968 39	$135,102 15
" engines	26,092 61	27,293 46
" cars	42,503 64	49,697 04
" bridges	7,821 47	12,409 17
" depots	6,602 62	14,440 14
Ferry	23,044 40	27,952 77
General expenses	26,700 10	25,278 10
Salaries	15,240 08	15 410 08
Services	124,268 87	141,676 62
Fuel	55,462 65	64,921 76
Insurance	2,546 45	3,410 45
New cars	24,056 48	.....
Taxes	22.137 24	22,245 19
Fire damage	561 65	.....
Gas	.....	1,979 88
Oil and waste	.....	9,100 04
	$509,106 65	$550,311 35
Net earnings	$401,914 09	$383,319 95
From which deduct—		
Dividends paid	$188,740 00	
Unclaimed dividends	1,350 00	
Interest on 6 pr. ct. bonds	7,920 00	
Interest on Extension road bonds	15,000 00	
Interest on Improvement bonds	7,000 00	
Interest on 7 pr. ct. bonds issued 1869	52,815 00	
		272,825 00
Surplus		$110,494 95

Compared with the previous year the receipts of 1873 show an increase of $22,610 56, with an increase in expenditures of $41,404 70, making a decrease in net receipts of $18,594 14. The president in his report says:

The receipts of the present year are $22,611 in excess of the previous year, although the latter included an item of $15,580 paid by the Merchants' Navigation and Transportation Co. in settlement of an old claim, and a further sum of $7,879 collected from the Fall River Line. We have not yet obtained a settlement with the last named parties for the amount due us, which is estimated at $7,000.

Owing to the severity of the past winter, and the increased number of trains run over the road, the expenses have been about $40,000 greater than last year, and the repairs have been unprecedentedly large. 27,614 new ties, and 1 117 tons of rails, have been laid on the old track; 6,742 rails have been repaired and relaid.

New truss bridges on the Howe plan have been constructed at five different points aggregating in length 344 feet; several smaller bridges have been built over highways, and other bridges have received requisite repairs.

The station houses and platforms have been repaired or renewed, at an increased outlay over last year of about $18,000. The substitution of yellow pine for spruce in the platforms involved the greater part of the difference, and will materially reduce the future outlay for such work.

The second track from Wickford to Kingston, 7 miles, was completed in August, and for about half the distance steel rails, 64 lbs. to the yard, were used. Grading for track between Stonington and Westerly, 5 miles, will soon be finished. It is intended before next spring to widen the track between the last-named place and Kingston, 17¼ miles, so that by the 1st of May, 1874, the road will be double-tracked the entire distance from Stonington to Providence. Two cargoes, about 2,000 tons, of extra quality English rails, 60 lbs. to the yard, have been received at Stonington direct from Great Britain for this work. Only about 500 tons will be required for its completion.

Large and commodious station houses have been built at Westerly, Greenwich, Wickford, and Auburn, to accommodate the increasing business of the road. The average cost of them is about $8,000 each. Freight sheds have been constructed at Providence, Westerly and Wickford.

Extensive repairs have been made on the old steamboat dock at Stonington, and a passenger shed with extensive platforms erected thereon. The bulkhead attached to the old wharf has been continued south about 250 feet, to connect with land purchased a year ago. To deepen the water on both sides of the wharf, a considerable amount of dredging has been done, and the material thus obtained is being used in filling in the bulkhead, thus affording valuable room for future requirements.

We regret to report the occurrence, on the 19th of April last, of the first disaster of a very serious character which has ever taken place in the history of the company, by which seven persons were killed, and twelve received injuries more or less serious. The accident was caused by the breaking away of a mill dam about eighty yards from the track of the road, and the subsequent carrying away of a bridge less than 20 feet long, and which only a few hours before the disaster appeared to be in a safe condition. We have no hesitation in expressing the opinion, that the unfortunate event was not the result of any negligence on the part of the superintendent or of any of his subordinates, and we are sustained in this conclusion by the report of the Commissioners of Railroads made to the General Assembly of Rhode Island in May last. The engineer and fireman of the ill-fated train sacrificed their lives at their posts of duty, and some provision has been made for the family of the former and the father of the latter.

Considerable outlay has been made on our two ferry boats, and both are now in good order. The old boat can either be kept as a spare boat or disposed of at about $15,000.

The cost of repairing the locomotive and replacing cars destroyed at Richmond Switch, and other expenses involved, have amounted to about $26,000.

Of the six per cent bonds due first of August, $49,000 have been paid, leaving $7,000 outstanding, to be paid on presentation.

The capital stock has been increased to $2,500,000. An instalment of 20 per cent of the additional stock was paid in July, and the remaining 80 per cent is payable on the first of October. When collected, the company will have available for future construction $452 140, besides $140 000 to be realized from balance of bonds due in 1899, after putting aside $83,000 of said bonds to retire the outstanding 6 per cent bonds due in 1878 and 1878.

The number of miles run is 452,147, at a cost of 18.637 cents per mile for fuel. 656,551 passengers have been carried over the road, without loss of life or serious accident, except in the case of the Richmond Switch disaster.

We have no floating debt, and have charged to construction account only the actual additions made to our rolling stock, and the work of extending double track.

Under an act of the General Assembly of Rhode Island, and pursuant to a resolution passed by the stockholders at the last meeting, an agreement has been made with the Wood River Railroad Company to subscribe for $20,000 of their stock. That company has contracted to build the road, which extends from Richmond Switch to Hope Valley, a distance of seven miles, and which is estimated to cost about one hundred thousand dollars.

The number of passengers carried over the road the past two years is as follows:

	1872.	1873.
Through passengers	152,962	178,044
Local passengers	868,948	877,315
Commuters	97,301	106,192

The amount of freight transported over the road the past two years is as follows:

	1872. Tons.	1873. Tons.
Through freight	171,134	188,065
Local freight	58,513	59,689

Capital stock	$2,500,000
Less due on account of new stock	452,140
	$2,047,860
Six per cent bonds due 1873	$150,000
Less exchanged for 7 p.ct. bonds	$94,000
Less due and paid	49 000
	143,000
	$7,000
Six per cent bonds due 1878	$100,000
Less exchanged for 7 per cent bonds	24,000
	$76,000
Seven per cent bonds due 1899—	
Sold to cover interest in steamboat Co.	$125,000
Sold on account of construction	189,000
Issued in exchange for 6 per cent bonds	118,000
Sold this last year on acc't construction.	45,000
	$777,000
Seven per cent improvement bonds	$100,000
Extension road bonds—	
6 per cent bonds due 1871	$200,000
6 per cent bonds due 1881	50,000
	$250,000

CONSTRUCTION ACCOUNT.

New engines	$28,547 70
Second track	139 606 08
Real estate	3,350 00
New cars	60,925 72
Westerly improvement	11,788 49
Greenwich "	7,255 04
Wickford "	7,950 88
Providence "	2,218 65
Stonington "	12,890 72
Dredging "	1,526 01
	$276,059 29

EXPENSES EXTRAORDINARY—RICHMOND SWITCH ACCIDENT.

New cars	$10,252 76
Repair engines	4,828 14
Sundries	782 27
Paid in New York	9,910 88
	$25,724 05

GENERAL BALANCE SHEET.

Of receipts and expenditures for the year ending August 31, 1873.

Balance cash assets from last annual report	$63.894 46
Receipts	983 681 80
Bonds sold on account construction	45 000 00
Stockholders for new stock	160,460 00
	$1,202,985 76

Expenses		$550,811 35
Dividends		190,090 00
Interest		82,735 00
Extra expenses		25,724 05
Construction account		276,059 25
Bonds of 1873, due and paid		49,000 00
Balance cash assets carried to new account--		
Cash in Stonington	$7,432 04	
Due from connect'g roads	27,551 67	
Due from Stonington Steamboat Co	26,271 93	
Due from Post Office Dement	1,328 12	
	62,583 76	
Less amount due M. Morgan's Sons	33,517 69	
		29,066 07
		$1,202,985 76

President.—SAMUEL D. BABCOCK.

Vice President.—D. S. BABCOCK.

Directors.—Samuel D. Babcock Henry Morgan. William F. Cary, Jr., J. Boorman Johnston, D. S. Babcock, Geo. M. Miller, New York City; Henry Howard, Coventry, R. I.; Charles H. Salesbury, Providence, R. I.; Nathan F. Dixon, Westerly, R. I.; John A. Burnham, Boston, Mass.; A. S. Mathews, Stonington, Conn.

Superintendent.—A. S. MATHEWS.

Assistant Sup't.—J. B. GARDINER.

Treasurer.—HENRY MORGAN.

Secretary.—F. B. NOYES.

An Open Canal in Winter.

The following is a copy of a letter addressed to the Editor of the *Journal of Commerce*, under date October 27, 1873:

Now that the storm of adverse criticism which met my proposition "to keep open the canals during the winter season" has in a measure subsided, I would desire to reply briefly to the fair and dignified remarks of your influencial journal on the subject, being emboldened to do so by the unexceptionable character of the criticism with which you have been pleased to discuss it. While it is true that, with but few exceptions, the press generally have treated the proposition with ridicule, and in some instances with a not well explained hostility, still I am happy to say that those scientific men who have examined the subject agree with me as to its feasibility. Among others is Professor R. H. Thurston, of the Stevens Institute of Technology, than whom there is no higher authority in this country. I have been invited to submit the question for the discussion of the National Academy of Science, which meets in this city during this week, which invitation I have gladly accepted, and it is therefore probable that the matter will be determined by experts of position and ability; and I venture to say in advance that, though they may not accept my figures or conditions, they will affirm the feasibility of the project. One remark made by you I indorse cordially, which is, that "actual experiment alone on the large scale can determine the accuracy of my figuring," and I hope to be able to make this experiment during the coming winter, and so put at rest all doubts upon the subject. The objection, that in any event the lakes and Hudson River would be closed, is not a vital one. The capacity of the lakes and river while open are unlimited: the difficulty has been and is now, in forwarding the freight which accumulates at Buffalo by a canal which is taxed during its boating season to its utmost present capacity. Again, the lakes are closed less than four months, and the river three months of the year, while the canal is closed sometimes even six months. Without discussing the point that the canal could be easily extended west along the lake shores and south from Albany, the fact of its being open all winter would result in making Buffalo and Albany large receiving centres of produce. Were the Erie canal navigable in the winter, the reliable check of competition as against railway freight tariffs would be better and more effectual than any laws which a Legislature could devise or enforce. Very respectfully yours.

ROBERT A. CHESEBROUGH, 110 Front street.

Debt of Arkansas.

The following is an official statement of the debt of Arkansas, August 1, 1873:

Six per cent funded debt bonds, representing total of funded debt when all outstanding bonds are exchanged		$4,520,000 00
Deduct unfunded bonds held by Government of United States for account of Indian trust fund, and offset by claims due from General Government to State of Arkansas	$1,200,000	
Deduct also unfunded b'ds in hands of creditors or destroyed	470,000	
		1,670,000 00
Leaves unfunded bonds issued or exchanged to date		$2,850,000 00
Seven per cent State Aid Railroad Bonds authorized to be issued (limited to 850 miles of railroad) $11,400,000—amount issued to date		5,350,000 00
Seven per cent levee bonds issued for the construct'n of levees, being total of issue authorized	$2,999,649 71	
Less amount retired and canceled by conversion into lands to date	728,396 49	
Levee bonds outstanding		2,271,253 22
Seven per cent ten year deficiency bonds		300,000 00
Outstanding treasurer's certificates and auditor's warrants		800,000 00
Total State debt		$11,571,253 22

Against this indebtedness are present available assets as follows, viz:

Mortgages held by State on highly improved cotton plantations, estimated will realize		$3,000,000 00
Lands owned by the State, valued at		1,500,000 00
Railroad lines and property subject to lien in respect of State Aid Bonds pledged or awarded to railroad companies, covering 850 miles	$11,400,000 00	
Less by amount of State Aid Bonds yet unissued, covering 490 miles	6,050,000 00	
Balance, or State Aid Bonds issued to date, covering 360 miles		5,350,000 00
Amount due from Memphis and Little Rock Railroad Company		146,000 00
Revenue, 1873		1,050,000 00
Total assets		$11,046,000 00

☞ A Sheffield (Eng.) newspaper mentions a rumor of the "removal of the Sheffield steel business to the United States," and adds that more than one of the leading Sheffield steel establishments are engaged or interested in Pittsburg or Philadelphia. The inciting cause of this great change appears in the important fact mentioned that Bilboa (Spanish) ore is being imported into the United States and made into steel, at a much lower rate than Sheffield firms can sell it. American cutlery in various lines of goods has for a good while past successfully competed with the British article, but this is the first time that Sheffield has acknowledgad that the mantle is falling on other shoulders.

The Wheat Prospects.

The returns of the imports of Great Britain to September 30th show that the gross value of the imports of wheat for nine months is about $99,000,000, of which the United States supplied $42,000,000 worth. The proportion of wheat received from Russia has fallen from 13,000,000 to 7,000,000 hundred weights, as compared with 1872, while that received from the United States has increased from 5,000,000 to 13,000,000 hundred weights. Wheat is usually exported from the North of France, but this year it will have to be imported, and the importations of the South of France will be largely increased. Germany, Hungary and Southern Russia are also deficient in their crops, and that European dealers have accepted the returns as thoroughly reliable, may be judged from the fact that their exports from New York alone during the fourteen days ending October 9th were 3,508,469 bushels, an amount unparalleled in the history of that port. On the other hand, the receipts of wheat at Milwaukee and Chicago have been largely increased, the receipts at the former place of the present crop being 8,555,770 bushels, against 5,044,805 bushels for the same period in 1872. The Milwaukee *Journal of Commerce*, in discussing the effects of the financial panic on the future of wheat, complains that the circulation of money is restricted by law to a fixed amount, although this year the country will have to move twice as much wheat as last year, to say nothing of the cotton.

St. Louis, Salem and Little Rock Railroad.

The St. Louis, Salem and Little Rock Railroad is now completed and in good running order. The road leaves the Atlantic and Pacific Railroad at Cuba, 91 miles from St. Louis, and runs southwesterly to Salem, a distance of forty-one miles, with about nine miles of side tracks and branches. The road is ballasted all the way with gravel from Cuba.

The company was organized in Jan. 1871. It is composed of Alex. L. Crawford of New Castle, Pa.; Wm. L. Scott and Wm. Brewster of Erie, A. J. Crawford of Terre Haute, and C. C. Simmons of St. Louis. These gentlemen are owners of the stock, and have built the road at a cost of more than $1,500,000, in order to reach extensive mining regions in Dent and Crawford counties. The officers of the road are A. L. Crawford, New Castle, Pa., President; Wm. Brewster, Erie, Secretary; J. W. Blanchard, Superintendent, and E. B. Sankey, General Agent. Mr. Sankey was Chief Engineer, and under his direction the surveys were made, the route located, and the work executed. The grading was commenced in May, 1872, and the road was opened to Salem, 41 miles, in July, 1873.

☞ The traffic of the Great Western Railway of Canada for the month of August was $407,968 this year and $381,318 last year. The receipts of the Grand Trunk Railway for the same month were $785,486 this year and $693,045 last year; Midland, $36,323 against $40,478; St. Lawrence and Ottawa, $16,758 against $14,858

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,2[illegible]6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	8,693,200	— & —	.....
" " pref..100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,550,000	A. & O.	Oct. '72 5
Parkersburg Br. pref... 50	5,280 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '73 0
Bloesburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,064,100	M. & N.	May '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.*pref.100	800,000	M. & N.	May '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence..100	3,950,000	M & N.	May '73 5
Buffalo, N. Y. and Erie*.100	950,000	F & A.	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " pref.100	1,485,900	M & S.	Sept.'73 5
Camden and Amboy*...100	5,847,800	J A J.O.	Oct. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,800	— & —	.....
" pref. 50	2,200,000	M. & N.	May '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '73 4
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '73 1½
" " pref.100	769,600	F. & A.	Aug. '73 3½
Central of Georgia.....100	4,666,800	J & J	July '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	June '73 3
" pref..... 50	400,000	J. & D.	June '73 3
Central Pacific 100	51,275,500	.....	Sept.'73 8
Chemung*.....100	380,000	J.A.J&O	July '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept.'73 5
" " pref...100	2,425,400	M. & S.	Sept.'73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Sept.'73 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '73 4
Chicago & N Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,289,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton...100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N.	May '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug.'73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	2,788,800	M.J.S.D.	June '73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug '73 5
Concord..... 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 200	1,850,000	J. & J.	July '73 5
Cumberland Valley..... 7	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec. '71 4
Delaware*..... 50	1,220,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,309,200	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Easton (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	600,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June '73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" pref.....100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension.....100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	19,466,500	F. & A.	Aug.'73 4
" " (guar.)100	533,500	F. & A.	Aug.'73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 2½
Lehigh & Susquehanna.. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Oct. '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	July '73 2
Little Schuylkill*..... 50	2,648,100	J. & J.	July '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 50	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,783 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	823,375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J. & J.	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	May '73 5
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '73 5
Newark and N. York*...100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 10
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp...100	605 000	J.A. J.O.	Sept '73 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 4
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '73 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref...100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '73 5s
Northern Central 50	5,842,000	M. & N.	Nov.'72 3
N rthern N. Hampsh...100	3,068,400	J. & D.	June'73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan.'72 4
Norwich & Worcester* 100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J. A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,258,450	J. A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	548,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept.'73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '73 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '73 3
Portland and Kennebec.100	610,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,799,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,800,000	M. & N.	May '73 7
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 5½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'71 7
Coney Island & Brookl.*.0	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..10	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Phi.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	May '73 3
South Boston 100	400,000	J.A. J.O.	Oct. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	3,229,894	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'73 4
Delaware and Hudson...100	15 000 000	F. & A	Aug. '73 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,838,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 184	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	3,693,400	— & —	.....
" certif.....100	2,224,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 5
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common 50	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Oct. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	112¼
.. ..coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	18,760,000	6	Jan. & July.	1880	112
.. ..coupon	4,655,000	6	" "	1880	113
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109¾
Loan of July 17, and Aug. 5, 1861....registered	125,566,150	6	Jan. & July	1881	112
.. ..coupon	63,753,200	6	" "	1881	113
Loan of Feb. 25, 1862 (5-20s).....registered	17,705,400	6	May & Nov.	1882	107
.. .. .. (5-20s).....coupon	170,227,150	6	" "	1882	107
Loan of March 3, 1863.....registered	53,558,600	6	Jan. & July.	1881	112
.. ..coupon	21,446,400	6	" "	1881	113
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	107½
Loan of June 30, 1864 (5-20s).....registered	24,798,950	6	May & Nov.	1884	107½
.. .. .. (5-20s).....coupon	33,386,050	6	" "	1884	108¼
Loan of March 3, 1865 (5-20s).....registered	33,925,600	6	May & Nov.	1885	107½
.. .. .. (5-20s).....coupon	118,917,150	6	" "	1885	108¼
.. .. 2d series (5-20s).....registered	55,547,500	6	Jan. & July.	1885	110
.. .. .. (5-20s).....coupon	147,211,750	6	" "	1885	111¼
.. .. 3d series (5-20s).....registered	87,491,700	6	Jan. & July.	1887	110½
.. .. .. (5-20s).....coupon	223,687,000	6	" "	1887	112¼
.. .. 4th series (5-20s).....registered	13,699,000	6	Jan. & July.	1888	112
.. .. .. (5-20s).....coupon	23,775,000	6	" "	1888	112½
Loan of March 3, 1864, (10-40s)....registered	140,477,800	5	Mar. & Sept.	1904	107
.. .. .. (10-40s).....coupon	54,089,500	5	" "	1904	106¼
Consols of July 14, '70 & Jan. 20, '71.registered	161,716,450	5	F. M. A. & N.	1881	108½
.. .. coupon	112,283,550	5	" "	1881	107¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	109
U. S. Notes and Fractional Currency.....	402,309,134	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1806 and '72..	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'89-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44&'48	866,000	6	Various.		78
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60&'61	600,000	6	Feb. & Aug.	'72-'74	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1850	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	...
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'83-'84	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,630,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds(N.O.,Mob.&Chat.R.R.)'70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss.& Mex. G. S. Can.)Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1893	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39,....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	101½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	100
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,298):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($360,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	60½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	92
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	96½
.. War Loan Bonds, July 1, 1864	600,000	6	Jan. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	96½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'66-'96	....
.. War Loan Bonds, 1864, tax free.....	684,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'76	107
.. Canal Stock.....	2,572,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	103½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	27
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1850 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,300	6	" "	1881	101
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	107
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	329,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	10½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	800,000	6	April & Oct.	1890	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	68
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	69
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,308):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,885,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,092,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,500,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	6*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	83½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1906	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	95
Loan of 1850–'80	579,500	6	" "	"	1880	92½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	92½
Loan of 1856–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	94
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	...
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	103½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	...
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	21
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. Loan (rec'd by $4,000,000 Her.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg fd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	90
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	90
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	60
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	95
Chattel Mortgage	158,350	5	" "	"	'80–'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	73
Cedar Rapids & Mo. Riv. (C & NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	102
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	80
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95–'90	87
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106½
State Aid B'ds (Int. by State) gold	1,500.000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1909	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	101½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	105½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	90
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	660,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	660,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1898	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1893	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.)	740,000	7	May & Nov.	" "	1883	83
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	89
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	100
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	9
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	82
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	....
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	80
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $28,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	99½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $1,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad. & Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793.000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	800,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'75-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	660,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	83
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	95
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,760	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1900	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	75
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	50
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.		1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	94
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A BCD & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1860	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,981,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	425,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	98
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	97
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	92½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	160,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1880	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	97
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	94
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	97
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	93
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	98
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	94
3d Mortgage	4,582,000	7	" "	" "	1883	92
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	91
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,0s9,000	7	Jan. & July.	" "	1896	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. $5 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (62,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & uly	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & N ov	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	3?,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	800,000	8	Jan & July	"	1890	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	100
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385.	14,191,615	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	876,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1896	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	85½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	..
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	72½
1st Mort. (Q. & Palm.R.R. 15 m.)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	90½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	91
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.& P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	102
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (N.Y.& O.Mid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	99
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1906	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	....
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1e89	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.)	245,000	7	April & Oct.	" "	1875	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	85
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1888	95,
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB,78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1892	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068.000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	8,455,000	1*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1886	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,360	7	March & Sept.	....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,131,000	7	J. A. J. & O.	" "	1890	92
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	89½
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	81
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	90
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	98
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	100
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	....
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	96
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch.& Tb R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Ali.& Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1896	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	94
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1888	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	95
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	90½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1878	98
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1880	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	854,000	7	Jan. & July.	New York.	'75-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'85-'85	....
Consol. M. for $5,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	92½
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	250,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	95½
2d Mortgage Dollar	3,500.000	7	May & Nov.	"	1896	84
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	94½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Masaillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	100
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	93¼
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	98
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	8*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77¼
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	73
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	79
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	88¼
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	....	1910	...
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866	1,181,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74¼
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 6*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	'898	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	660,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	102
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	94½
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90¼
Consolidation bonds of 1877	2,000,000	7	Feb. & Aug.	" "	1899	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	50
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1883	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	88
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100¼
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	85¼
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	98
2d Mortgage	1,358,500	7	May & Nov.	"	1896	93½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	94
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	81
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	80
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	82½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	65
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	72
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	85
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mortgage (War. & Fkln.)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	60
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	70½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	95
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	88
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	85
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	80½
Gen'l M. for $20,000,000, gold str.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	92
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	99
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	97
	Dollar registered	3,414,000	7	" "	"	1911	99
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	"	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	97
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1826	95
Loan of 1867		1,000,000	6	" "	"	1867	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1893	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	84
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	103
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	97
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	84
Bridge (O. & P. R. R.) bonds		163,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	100
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	92
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (T.oy, Salem & Rutl.)		500,000	7	May & N ov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	75-9	72
Rich., Fredericksbu.g & Potomac							
Sterling Loan		87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Rich mond.	1875	....
1st Mortgage		175,000	6	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	75
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	85½
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	80½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,500,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,000,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	" "	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	— & —	London.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	— & —	New York.	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	600.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	605,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	250,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807.500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	77
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	75½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	73
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1895	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1876	....
Convertible Bonds.....	648,000	7	"	" "	1883	.. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	93
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	91
1st Mort. (Quincy & Tol 34 m)..	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab.& Wt. 167 m.)	1,500,000	7	" "	" "	1871	85
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	78
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	73
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	70½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	75
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	71
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	65
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	49½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	93
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	85
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	96½
Sterling Loan £389,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	73
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123.208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage(fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	83
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	68
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	93½
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	83
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20.000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.O. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	100
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,0 0,000	6	F. M. A. & N.	"	1897	91
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	76
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	68
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	89
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,980	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	302,500	6	May & Nov.	"	1870	60
Boat and Car Loan	756,650	6	" "	"	1888	75
Boat and Car Loan	628,100	7	" "	"	1889	80
Coupon Bonds	1,079,000	6	Jan. & July.	"	1895	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1895	....
3d Mortgage stg	874,000	6*	" "	London.	1876	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1909	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,506,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	92½
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila.& R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	16,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	28.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,665	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	8,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	8,294,700	320,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	406.0	20.0	31.0	100.0	78	29	16	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	864.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)	.....	—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	206	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,682,072	8	100	160
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,785	10	100	135
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	893,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	335,380	218,608	—	100	.....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	161	46	4,113	Boston and Albany.....Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,616	10	100	142½
Sept. 30, 1872	25.2	—	2.0	0.5	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,450	139.0	.....	171,511	92,186	670,349	131,715	6p	100	12½
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	104
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,696	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	114½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	792,246	765,733	1,716,399	465,347	10	100	147½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,667,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,216,870	1,068,400	54,907	9,384	67.0	218,639	417,196	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,215,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	5.0	—	21	9	5	602	Catawissa.....Penn.	6,098,350	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.	)	572,104	183,169	7 p.	50	26
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,238,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic &	North We	stern R. R	.)	.....	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New York.	12,424,935	7,882,236	7,649,492	4,810,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	89½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	100	38
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	64,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta.....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,786	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,973	115,473	777,652	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold January 1, 1872.)				1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	.....	.....	.....	.....	224,815	28,574	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,258,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	187,240	863,238	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.8	8.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	...
Dec. 31, 1872	283.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	29,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....			(Not r	egularly o	perated.)		—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	8	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	208.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	20
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	...
Sept. 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	861	Hartford, Prov. & Fishkill*.R.I., Ct.&N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	841,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchased July 1, 1872 by Mil. & St. Paul Co. for $2,100,000.)								75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	109	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept. 20, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	28	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,988,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	97
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	66	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec. 31, 1872	183.7	—	5.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R. R. Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,858	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	...
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	216,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	3,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	188,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	8.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,208	362,294	2,213,010	1 083,505	471,764	—	100	...
Dec. 31, 1872	80.8	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	50	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	5[illegible]13		595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P.,O. Ind.& Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	(Not yet t	n operatio	n.)		—	100	...
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,639,662	87,519	138,142	72,922	744,938	2,000 000	93,314	.....	—	2,112,833	(Opened t | hrough in | July, 187 | 3.)	4,382,243	17,591,629	4,118,598	8	100	62½

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,602	.....	74.0	101,686	163,267	69,137	219,388	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	64.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	158,475	.....	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	284,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,564	1,769,809	10	100	118
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	6	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Richm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	79,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	72.0	.....	(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	906	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,322	5a	50	94
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,219,963	261,561	3,533	140.3	748,888	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,6[illegible]830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	52
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	196,406	411,888	706,856	217,103	8	100	101
Dec. 31, 1872	21.3	—	4.8	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	(Leased	to Erie Ra	ilway Co.)		273,054	37,604	8	100	....
May 31, 1873	153.0	106.0	....	1,441	72	26	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0	.....	(No sta	tement pu	blished.)	.....	.....	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,567	771,602	293,228	10	100	112
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	.....	194,167	242,210	328,841	Loss.	.....	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	55
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,469	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	23½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,880,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	22
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	109
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984 817	.....	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertow	n & Ogd.	R.R.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no returns.)		—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	.....	.....	.....	—	(Leased	by Atlant	ic & Pacifi	c R. R. Co.)		5	100	31
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	on: no ret	urns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,650	1,232,602	10†	100	88
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No	statement	furnished	.)		100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol.Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. J.r.	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,283	*	.....	.....	1,995,000	2,779,000	142,282	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,421	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	93½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,040	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376.772	23,033	.....	—	20	50	245
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	44.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic.R.	I. & Pac	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124.505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,085	.....	82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	58,413	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.5	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	32
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287.816	271,179	12	50	167
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	58	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	103½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	1,259,100	.....	275,408	.....	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	112
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	455,231	660,478	197.7	1,248,818	1,747.195	449,780	2,814,274	1,188,614	8	50	106
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,178	.....	201.0	3,160.500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,256	*	.....	.....	22,214,288	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	81
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	(In opera:	ion only t	hree mon	ths.)		—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,396	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.	.)		—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....			(Earnings	used in co	nstructio	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	—	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,380	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased	by Eastern	R.R. Co.)			10	100	123
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benefit	of contra	ctors.)		25	....
May 31, 1873	71.0	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—		(Leased b	y Eastern	R.R. Co.)		6	100	90
Sept.30, 1872	41.5	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	[illegible] 70,015	[illegible] 10,40	[illegible] 53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,897	239,926	10	100	....								
Nov. 30, 1872	18.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	....	....	437,917	50,000	63,611	....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....								
Dec. 31, 1872	21.0	—	2.6	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	"	32,200	....	260,000	269,000	2,600	....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....								
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	"	....	....	1,000,000	850,000	....	....	41.7	....	....	....	96,000	....	—	100	....								
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	155,300	102,936	1,500,000	....	92,150	166,085	97.0	....	31,226	64,096	359,277	154,400	—	100	....								
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	....	....	876,000	350,000	....	....	44.0	....	....	....	76,037	....	—	100	....								
Sept. 30, 1872	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	"	....	....	6,000,000	1,925,000	....	....	181.0	861,480	664,000	556,964	1,748,915	604,224	7	100	97								
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	"	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	296.9	628,732	134,485	176,708	832,092	363,846	—	100	....								
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	"	116,539	263,282	1,509,826	689,899	48,417	559,604	89.9	200,899	....	....	351,919	145,919	—	100	....								
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	"	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,189	118,189	42,228	160,319	45,945	—	100	....								
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,286,640	"	....	....	650,000	615,640	....	....	38.3	....	(No returns obtained.)				—	100	....								
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	—	—	—	(Leased | by Erie Railway Co.)			34,012	6	100	....								
Jun. 30, 1872	251.9	25.6	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	"	....	....	6,490,578	9,000,000	....	....	316.5	....	....	....	1,067,749	243,634	—	100	....								
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	"	....	....	250,844	....	....	....	20.9	....	(No information.)				—	16	....								
Sept. 30, 1872	141.1	48.6	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	"	....	....	2,998,900	1,735,606	86,359	....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....								
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,286,719	....	6,641,300	1,701,000	1,180,628	—	239.0	(Leased | to Central Verm't.)		434,740	405,381	—	100	8								
Jun. 30, 1873	225.0	—	24.0	34.0	19	....	....	....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	....	....	....	....	....	—	100	....								
Dec. 31, 1872	54.0	5.0	5.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	"	....	....	....	250,000	....	....	59.0	....	70,266	38,592	161,771	45,953	—	100	....								
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	"	....	238,001	4,768,400	6,700,000	218,001	....	56.0	360,130	149,499	416,216	507,019	220,002	—	100	....								
Dec. 31, 1872	195.5	15.3	37.0	—	21	13	5	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,556,951	1,951,989	1,088,796	153,738	10,000,000	5,461,000	....	....	210.8	933,393	567,576	633,574	2,146,689	687,039	3	100	60								
Dec. 31, 1872	310.9	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	....	11,000,000	5,807,000	....	....	220.0	....	....	....	822,601	169,779	—	100	....								
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	—	—	2,324,100	3,477,000	—	—	—	(Leased	by Chicago & Alton	R.R. Co.)	240,000	—	100	....								
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	"	2,369,765	439,708	24,000,000	6,000,000	943,028	....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....								
Oct. 31, 1872	158.4	—	23.0	—	30	14	5	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	"	....	205,201	2,577,779	5,499,000	250,548	60,101	158.4	862,806	....	....	1,189,273	354,082	—	100	....								
Dec. 31, 1872	207.0	175.0	16.6	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	"	3,723,033	229,522	1,968,800	16,197,000	589,333	—	283.0	462,489	235,279	152,366	682,560	....	—	100	....								
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	"	179,798	64,019	4,000,000	....	784,777	....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....								
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	"	....	....	937,500	2,307,000	....	....	160.0	....	178,651	153,505	574,951	37,802	—	50	....								
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	"	529,789	1,171,804	4,479,677	3,242,200	1,571,999	....	347.0	635,300	98,234	....	983,966	339,639	—	100	....								
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	30	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	....	....	1,000,000	1,427,800	....	....	104.0	(No	statement	furnished	: very small.)		—	100	....								
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	"	....	105,689	1,278,400	210,000	107,000	....	80.0	255,679	26,309	162,832	566,619	266,335	8	100	....								
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	"	....	....	3,750,000	9,230,000	large	....	237.0	....	....	....	800,000	....	—	100	....								
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	....	....	1,389,000	1,423,000	10,000	....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....								
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	....	199,000	780,000	....	....	32.0	40,500	16,170	56,220	58,850	32,395	—	53	....								
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	"	....	....	2,068,400	1,628,000	....	....	157.8	....	....	....	162,406	10,344	—	100	....								
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	"	568,362	....	2,800,000	1,740,000	450,494	....	....	(Run by c	ontractors	: no returns.)			—	100	....								
Sept. 30, 1872	188.0	—	9.2	—	....	....	....	....	South and North Alabama.....Ala.	7,481,764	"	....	....	3,458,067	4,906,000	....	....	131.0	....	41,327	74,837	199,051	60,285	—	100	....								
Dec. 31, 1872	157.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	"	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	545.105	—	100	....								
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	....	....	1,783,021	2,288,000	89,881	....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....								
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,925	....	....	1,000,000	2,250,000	386,782	....	57.0	238,990	617,899	83,701	501,871	226,837	—	100	....								
Aug. 31, 1872	167.5	—	9.5	—	12	6	3	243	Southern Minnesota .....Minnesota.	9,424,958	"	....	....	3,825,000	4,592,000	1,007,953	....	165.5	....	46,349	92,661	493,438	190,021	—	100	....								
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	246	Southern Pacific.....California.	11,500,000	"	....	....	8,404,800	5,750,000	....	....	170.9	....	314,150	121,660	932,725	481,664	—	100	....								
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	"	....	....	4,000,000	4,480,000	140,000	....	....	(Not in o	peration at	date.)			—	100	....								
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	"	....	....	2,004,000	1,670,000	129,414	....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....								
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	....	....	1,063,400	500,000	229,997	....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....								
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	"	1,583,484	191,840	1,988,150	800,000	616,344	1,178,143	99.3	....	190,997	834,850	1,070,354	128,448	—	100	....								
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	"	....	....	200,000	4,000,000	....	....	66.0	....	....	....	346,001	85,042	—	100	....								
Dec. 31, 1872	227.3	10.2	29.0	—	46	13	9	1,169	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	....	....	5,700,000	3,450,000	204,794	....	237.5	1,192,831	....	....	1,316,106	368,093	—	100	....								
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	"	....	....	16,000,000	18,683,000	....	....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,152	—	100	38								
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,416	....	....	1,599,000	1,899,000	65,309	....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....								
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	"	....	....	36,762,200	75,179,612	....	....	1,032.0	....	....	....	165,688	....	—	100	16								
Dec. 31, 1872	165.0	—	160.0	—	242	281	33	1,762	United Companies of New Jersey..N. Jer.	22,450,328	"	13,210,919	427,838	18,990,627	17,615,608	797,681	472,456	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	112								
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	"	....	....	500,000	1,000,000	....	....	37.0	....	....	....	360,612	206,358	—	100	....								
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	"	....	....	400,000	660,000	....	....	31.0	....	....	....	126,884	63,442	—	100	....								
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,441	258,703	....	....	1,754,020	775,500	....	....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....								
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,131	....	....	2,908,000	....	....	....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....								
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	—	—	3,000,000	—	—	—	—	(Leased	by Vermont Central	R. R. Co. at 8 p.c.)			8	100	60								
May 31, 1872	118.0	—	108.0	—	176	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	....	....	5,000,000	6,500,000	....	....	773.0	....	....	(2 yrs.	8,497,442	493,487	—	100	....								
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	"	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24,299	275,181	131,458	557,196	169,523	2	100	....								
Feb. 29, 1872	140.0	—	7.5	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	245,588	193,945	454,072	2,929,236	86,869	....	140.0	181,288	82,372	49,431	408,220	102,913	—	100	....								
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	"	....	....	998,005	750,000	78,187	....	....	(Leased	to N. Jer. Southern	R. R Co.)			—	100	....								
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,400	—	—	—	(Leased | to D. L. & W. R. R.)		525,749	215,353	7	100	83								
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,775	....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....								
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	....	626,504	150,534	—	100	....								
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State		of Georgia & leased to a company for $300,000 a year.)						138.0	....	....	125,932	1,590,245	66,587	—	100	....								
Sept. 30, 1872	60.0	—	8.9	18.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	"	208,560	17,069	682,593	1,800,000	109,069	....	60.0	217,760	184,655	73,841	197,707	7,038	—	100	....								
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	—	—	1,022,450	1,800,000	1,023,555	—	—	(Leased	by Pennsylvania R.	R. Co.)			—	55	....								
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	"	1,486,466	178,482	1,359,700	2,398,000	162,583	....	128.9	330,556	642,728	28,443	664,777	291,863	8	100	164								
Mar. 31, 1873	197.0	—	19.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	"	....	....	4,000,000	4,640,000	....	....	165.0	....	....	....	549,045	263,329	—	100	....								
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	"	....	....	500,000	....	79,642	....	32.0	39,328	53,176	11,688	48,164	480	—	53	....								
Sept. 30, 1872	186.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	281,117	51,244	....	300,000	3,800,000	304,142	....	172.0	....	....	....	591,046	226,498	—	100	....								
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,161	82,892	....	750,063	2,332,300	108,610	....	63.6	230,554	132,366	264,573	228,778	21,667	—	50	....								
Sept. 30, 1872	162.0	19.0	9.5	—	22	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	"	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	....	635,871	230,833	—	100	....								
Dec. 31, 1872	130.0	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	"	....	....	1,657,400	1,591,500	....	....	....	....	....	....	131,793	63,778	—	100	....								
Sept. 30, 1872	46.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	"	86,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,964	368,042	587,359	195,458	12	100	144								
									CANALS, &c.																									
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	"	258,967	....	1,880,800	1,997,872	....	....	12.5	....	....	....	419,222	281,718	4	50	....								
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	"	....	....	8,229,504	8,065,500	....	....	184.5	....	....	....	....	....	—	25	....								
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,360	"	....	....	1,633,360	800,000	....	....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97								
Dec. 31, 1872	166.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,338,210	725,581	20,936,200	....	15,000,000	13,000,000	....	....	108.0	....	....	1,869,557	86,970	loss.	10	100	103								
Dec. 31, 1872	48.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	"	....	....	5,847,400	....	....	....	65.5	....	....	....	957,557	386,170	10	100	....								
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	"	....	....	8,784,450	15,767,656	....	....	108.0	....	....	1,041,891	506,060	32,570	—	50	47								
Dec. 31, 1872	55.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	"	....	....	1,904,150	110,000	8,054	....	55.0	....	....	2,059,934	196,149	159,121	9	50	....								
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	"	....	....	2,200,000	1,125,129	....	....	103.0	....	....	....	322,762	30,194	7	50	96								
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	"	....	....	4,457,180	2,588,000	1,048,200	....	360.0	....	....	....	967,573	558,164	loss.	—	50	22								
Dec. 31, 1872	108.2	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	....	4,355,798	8,576,332	267,196	....	108.2	(Leas. to | Ph. & R'g.)	1,200,181	649,352	634,169	1	50	10								
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,867,105	"	....	....	2,092,700	2,767,310	166,811	....	45.0	(Leas. to | Ph. & R'g.)	426,393	99,151	51,241	—	50	12								
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	"	....	....	2,907,850	300,000	35,000	....	54.0	....	....	124,969	44,862	200	—	50	....								
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,080,344	"	....	....	1,100,000	748,000	295,219	....	....	(Leased | to Pennsylvania.)	....	....	....	—	50	....								

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	18
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	100
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	...
Catawissa,* pref. and guar.....	1,159,500	7	7	77
Camden and Amboy,* guaranteed..	5,847,800	10	10	112
Camden and Atlantic, preferred....	763,549	7	3½	....
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	87
Central Ohio,* preferred	411,550	6	6	78
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	60½
Chicago and Alton, † preferred.....	2,425,400	...	10	....
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	....
Chicago and North-Western, pref...	21,289,563	7	7	60½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	75
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar.....	5,000,000	...	3	....
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	65
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	27
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	....
Huntington & Broad Top Min, pref.	190,750	7	...	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref...	8,101,660	6	...	....
" " 2d pref.....	4,436,250	6	...	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	328,376	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	48
Mine Hill,* guaranteed.....	3,856,450	8	8	99½
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	85
Nesquehoning Valley,* guar.....	2,000,000	10	10	....
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,300	10	10	114
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	....
" " *com.& guar.	8,500,000	8	8	104½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	119
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55
" " pf.& *guar.	2,000,000	8	8	90
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	88
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norristo'n,*guar.	2,231,900	12	12	167
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	112
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	81
Pittsfield and North Adams,* guar.	400 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	123
Rochester & Genesee Valley,* guar.	557,580	...	...	....
Rutland,† preferred and guaranteed.	4,300,000	7	7	45
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	....
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	....
Warren,* guaranteed.....	1,500,000	7	7	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,690,000	4	4	45
Schuylkill Navigation, preferred....	2,808,977	6	6	20

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	46	@	48 —
Gartsherrie.....	—	@	48 —
Glengarnock.....	—	@	40 —
Eglinton.....	39	@	41 —
Pig, American, No. 1.....	38	@	40 —
Pig, American, No. 2.....	30	@	32 —
Pig, American, Forge.....	28	@	30 —
Bar, Refined, English and American.....	—	@	— —
Bar, Swedes, assorted sizes.....(gold).	—	@	137 50
Store Prices.			
Bar, Swedes, 1¼ x ⅜ & 1¼ x ½ to ⅝ & ¾ sq. 1¼ to 5x½ to ¾ & ⅞ to 2 sq. 6 to 12 x ⅜ & ½.....175	—	@	— —
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in.....	—	@	82 50
Bar Refined, 1½ to 6 by ½ & 5-16 in.....	—	@	87 50
Bar Refined, 1 & 1½ by ¼ & 5-16.....	—	@	90 —
Large Rounds, 2½@2¾ to 3¾ @4 in.....	92 50	@	107 50
Scroll.....	102 50	@	135 —
Ovals and Half-round.....	110 —	@	130 —
Band, 1 to 6 in. by 3-16 to No. 12.....	102 50	@	105 —
Horse Shoe.....	117 50	@	— —
Rods, ½@1-16 inch.....	92 50	@	135 —
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14...	120 —	@	160 —
Nail Rod..... per lb.	9	@	— —
Sheet Russia, as to assortment.....(gold)	17½	@	18½
Sheet, Single, D. and T. Common.....	5½	@	6
Sheet, Doubles and Trebles, Charcoal....	6½	@	8
Sheet Galvanized..... List 10 per ct. disc.			
Rails, English.....(gold).....per ton.	63	@	65 —
Rails, American, at Works in Penna..c'y.	70	@	75 —
Anvils (Eagle).....per lb. currency.	9	@	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	—	18½	@ — 23
English Spring (2d and 1st quality).....	—	9½	@ — 10½
English Blister (2d and 1st quality).....	—	14	@ — 18½
English Machinery	—	-	@ — 14½
English German (2d and 1st quality).....	—	12½	@ — 14½
American Blister.....	—	—	@ — 11½
American, Cast, Tool.....	—	—	@ — 17
American, Cast Spring.....	—	—	@ — 11
American Machinery.....	—	11½	@ — 12
American German Spring.....	—	9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	—	—	@ 4 75
8d. and 9d. "	—	—	@ 5 —
6d. and 7d. "	—	—	@ 5 25
4d. and 5d. "	—	—	@ 5 50
3d. "	—	—	@ 7 —
2d. and 3d. Fine.....	—	—	@ 8 75
Cut Spikes, all sizes.....	—	—	@ 5 —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold).per lb.	—	—	@ — 33
Straits.....(gold).	—	29	@ — 29½
English .....(gold).	—	—	@ — 27

Plates—Fair to good brands.	Gold.			Currency.		
I. C. Charcoal...per box.	9 50	@	10 —	11 —	@	11 50
I. C. Coke.....	7 25	@	8 —	9 50	@	9 50
Coke Terne.....	7 —	@	7 75	8 25	@	9 25
Charcoal Terne.....	9 50	@	9 75	11 —	@	11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@43 gravity (in bulk)	—	5½	@ — 5½
Crude 40@47 gravity (in shipping order)..	—	10½	@ — —
Refined, Standard White (in ship'g order).	—	16	@ — 16½
Refined, S. W. (in jobbing lots).....	—	16½	@ — 16½
Refined, S W. (in tin).....	—	20½	@ — 24
Naptha, Refined (65@73 gravity).....	—	9½	@ — 10
Residuum....(in shipping order).per gall.	—	8	@ — 8½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	—	@ — 38
Copper, Bolts.....	—	—	@ — 40
Copper, Braziers' (over 16 oz.)	—	—	@ — 40
Copper, Nails	—	—	@ — 46
Copper, Old Sheathing, &c., mixed lots.....	—	—	@ — 21
Copper, American Ingot.....	—	22½	@ — 23
Copper, English Pig.....	—	—	@ — —
Yellow Metal, New Sheathing & Bronze...	—	—	@ — 26
Yellow Metal, Bolts.....	—	—	@ — 32
Yellow Metal, Nails, Sheathing & Slating ..	—	—	@ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	—	—	@ — 7
German Ordinary.....(gold)	—	—	@ — 7
English .....(gold)	—	—	@ — 7
Bar.....	—	—	@ 9 25
Pipe.....	—	—	@10 50
Sheet.....	—	—	@10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.			
Tatham's improved Tin-Lined Lead Pipe.....16½c.			

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	16 —	@18 —	
Liverpool House Cannel.....	20 —	@21 —	
Anthracite (by cargo) ... per ton of 2,000 lb.	5 50	@ 6 50	

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	Th. 23.	F. 24.	Sat. 25.	M. 27.	Tu. 28.	W. 29.
Boston, Hart. & Erie.....	1½	1½	1½	1½	....	
Canton Co.....	60	....	....	57	58	
Central Pacific 6s.....	90½	89	....	....	....	
Central of N. Jersey....	89	89	88½	86½	87½	87
Chicago & Alton.....	90	90	....	91	92	
" pref.....	....	....	....	....	....	
" 1 M.....	101	....	....	....	....	
" S. F.....	....	....	....	....	....	
" Ine. bds.....	....	....	....	....	....	
Chicago, Burl. & Q.....	....	....	86	....	86	
8s, 1883	....	....	....	....	....	
Chic. & Northwestern .	39½	36½	33	34	36½	35
" pref.....	65½	64	....	60	62½	60½
" 1st M.....	....	....	....	....	89	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	....	....	....
Chic., Rock Isl. & Pac..	91½	91½	87½	87½	89½	88½
Chi., R. I. & Pa. 7s, 1896.	99	99	....	99½	....	99½
Clev., Col., C. and Ind..	69½	....	....	....	....	70
Clev. & Pittsburg guar..	75	76	76½	75	76	75
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	97
" 4 M.....	84	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	20	20	18½	18½	20½	19
" 1 M.....	77	....	77	77	75½	75
" 2 M.....	....	....	....	....	50	....
Del. & Hudson Canal ..105½		106	105	....	104	103
Del. Lack. & Western..	87½	87	86½	84	85	85½
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	....	....	....	....	....	....
Erie Railway.....	46½	45½	45½	45½	47	45½
" pref.....	64½	65	....	65	.	.
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883 90½		....	....	....	....	....
" 4 M. 7s, 1880 90½		92	91	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort. 80		....	79	....	78	....
Hannibal & St. Joseph....	21½	20	....	21	20	
" pref.....	28	25	25	27	....	
" 8s, conv.....	74½	72½	....	....	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central	93	97	....	....	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th.	67½	65½	61½	61½	64½	62½
Marietta & Cin. 1st pref....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central.....	71	70	70	70	69½	
" S.F. 8s, 1882.....	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.....	102½	102½	....	100	....	
" 2 M.....	....	....	....	....	....	
Mariposa Mining Co.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
Milw. and St. Paul.....	30½	28½	25	26½	28½	28½
" pref.....	54½	52	54	50	51	48
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	....	103	....	
" 7 3-10s con.....	....	....	....	....	....	
" 7s, gold.....	77	....	....	....	....	
Missouri 6s.....	87	86½	86	86	86½	86½
" H. & St. J. 1ss.....	....	....	....	85½	....	....
Morris and Essex.....	85	84	85	85	....	....
" 1st mort....104		....	....	....	....	103
" 2d mort....	94	93½	....	....	....	94
N. Y. Cen. & Hud. Riv.	89½	89	86	84½	86	85½
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	....	....	....	90	....	....
" 6s, S.F. 1887.....	87	....	....	....	....	....
N. York and Harlem...109		108	105	105	105	104½
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York, N. Hav. & Hart. 123½		123	123	120	....	118
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	23½	23½	22½	23½	24½	23½
" pref.....	50	50	....	....	....	....
" 2d M.....	72	72	....	....	....	....
Pacific Mail S. S. Co....	32	32½	30½	30½	31½	30
Panama	88	....	88	....	85	88
Pitts., Ft. W. & Chi. gtd.....		81½	82½	....	81½	81
" 1 M.....	103	....	....	....	....	....
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co..	25	....	....	....	....	20
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	25	....	....	....
" 1 M.....	93	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds.....	....	....	....	....	....	75
Tennessee 6s, old.....	69½	....	....	69	....	68
" new.....	....	....	....	....	....	....
Tol., Wab. & Western..	42	40½	37½	37½	39½	38½
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	93	93	....
" 2 M.....	....	....	....	....	....	85
" Equipment.....	....	....	....	72	73½	73
" St. Lou. Div.....	....	....	....	77	75	....
Union Pacific.....	17½	17½	16½	16½	17½	16½
" 1st mort...	74½	73	70½	71	71	
" L. Gt. 7s.....	68	66	65	65½	65	
" Ine. 10s....	50½	50	49½	4 ½	49	49½
Virginia 6s, old.....	35	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	....	....	....	....
" def. cert....	7	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	Th.23.	F.24.	Sat.25.	M.27.	Tu.28.	W.29
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg.	....	....	....	....	....	....
U. S. 5s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	105	....	....	107	....	....
U. S. 5s, 10-40s, coup.	107	....	107	106¾	....	106¾
U. S. 5s, 1881, reg.	....	....	....	107¼	108¼	....
U. S. 5s, 1881, coup.	108¼	108¾	108¾	109	108¾	107¼
U. S. 6s, 1881, reg.	111¼	111¾	112	112	112	112
U. S. 6s, 1881, coup.	....	....	113¾	113¾	113¾	113
U. S. 6s, 5-20s. reg. '62.	105¼	....	....	....	106	107
U. S. 6s, 5-20s, c. 1862.	106¾	....	....	107¼	107¼	107
U. S. 6s, 5-20s, reg. '64.	....	107¼	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	107¼	108	108	....	108¼	....
U. S. 6s, 5-20s, reg. '65.	107	....	....	....	108	107¼
U. S. 6s, 5-20s, c. 1865.	....	....	109¼	....	108¼	108¼
U. S. 6s, 5-20s, r. n. '65.	....	....	....	....	110	....
U. S. 6s, 5-20s, c. n '65.	110¼	111¼	111¾	111¼	111¼	111¼
U. S. 6s, 5-20s, reg. '67.	111	....	111¼	110¾	110¾	110¾
U. S. 6s, 5-20s, c. 1867.	113	113¼	114	113¼	113¼	112¾
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	112	....
U. S. 6s, 5-20s, c. '68.	112¼	....	....	113¾	112¾	....
U. S. 6s, Pac. RR issue.	109¾	....	110	109¾	....	109¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

	W.22.	Th.23.	F.24.	Sat. 25.	M.27.	Tu.28
Catawissa preferred	37¼	38	....	38¼	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	 89	....	89	....	....	....
" 6s, 1889	....	....	....	....	...	85
" mort. 6s, '89	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	93
Lehigh Navigation	23¾	24	24	24	23¾	23¼
" 6s, 1884	....	....	80	....	....	....
" Gold L.	78	78	78	....	....	....
" R. R. L.	....	....	....	....	....	....
" Conv. '77	....	....	....	....	....	....
Lehigh Valley R. R.	55	55	55	53¾	54¼	55
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	96	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	50	....	49¾	....	49¾	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1880	98	....	....	....	....	....
" 7s	99¼	99¼	99¼	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	16	16	16	....	....	....
" 7s	60	....	....	....	....	....
Pennsylvania R. R.	46¼	46¼	46¼	46¼	46¾	46¼
" 1st M.	....	....	....	....	....	....
" 2d M.	95	....	95	....	....	95
" Gen. mort.	88	....	....	....	88	....
" reg.	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series.	103	....	....	....	....	105
" 6s, 3d series.	....	....	....	....	107	....
Philadelphia City, 6s.	95	95	95	95	96	....
" new	101	101	101	101	100¾	100¾
Philad., Germ. & Nor.	84	84	....	....	....	83¼
Phila. & Reading	50	50¼	50¾	50¼	50¾	51¼
Philadelphia and Erie	19	....	....	....	16	....
" 6s.	....	....	....	....	....	....
" 7s.	....	....	....	80	80¼	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	6	....	5	....
" pref.	10	....	10	....	....	....
" 6s, 1882	....	....	....	....	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	113	112	112	112	112¼	112¼
Hestonville, (Horse)	15	....	....	....	16	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	 56	....	....	....	....	....
Spruce and Pine	....	....	....	....	30	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 28.

	W.22.	Th.23.	F.24.	Sat.25.	M.27.	Tu.28
Baltimore City 6s, 1875.	....	....	....	94¼	....	....
" 1886	....	....	....	....	....	....
" 1890	 95	94¼	94¼	94¼	94¼	94¼
" 1884	....	....	....	....	....	....
" 1900	 95	....	94	....	....	....
Balt and Ohio	160	....	....	....	....	....
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	....	....	....	....	....	92¼
Marietta & Cin. 1st M.	97¼	....	97	....	....	....
" 2d M.	....	....	....	....	....	....
" 3d M. 8s.	....	68¼	69	....	....	69¼
Northern Central.	26	26	....	....	....	....
" bonds, 1885.	....	....	....	....	....	....
" " 1900.	....	80¼	....	....	....	....
Pittsb. & Connellsv. 7s.	....	....	....	....	84¼	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	43¼	....	....	....	....	47¼
" Defer. Certif.	....	....	....	....	....	....
City Passenger R. R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 29.

	Th.23.	F 24.	Sat.25.	M 27.	Tu.28.	W.29
Boston and Albany	 142	142	143	143	142¼	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	115¼	115	114¾	114¼	114¼	114¼
Boston and Providence.	147	....	....	147¼	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	21¼	21	....	21¼	21¼	21¼
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	87¼	87¼	86¾	87¾	97	86¼
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	125	....
Eastern	92	....	91	....	91¼	91
Fitchburg	....	....	....	126	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	....	71	71¼	71	70¼	70
Northern, N. H.	100	100	101	....	101	
Ogdens. & Lake Champ.	....	55	....	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	109¼	109¼	109¼	....	109	....
Ph., Wil. & Baltimore	51	.. ..	51	51¼	51¼	51¼
Portl'd, Saco & Porta.	....	....	123	....	....	....
Union Pacific	....	....	....	....	....	20
" 6s	73	....	....	....	69¾	70
" Land Grant 7s	....	....	....	....	....	66
" Income 10s	50	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	99	....	....	....	....
Metropolitan	....	50	....	51	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	20	19¾	....	19¼	....	18¾
Franklin	....	4¼	....	....	....	3¾
National	....	....	....	....	....	....
Quincy	32	33	....	31¼	....	31¼

London Stock Exchange.

	Closing Prices. Oct. 10.	Oct. 17.
Atlantic & Gt. W. 1st mort., $1,000	73 — 75	73 — 75
Do. 2d mort., $1,000	59 — 61	60 — 62
Do. Con. mort. B'nds Bisch's Cert.	34 — 36	34 — 46
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	86 — 88	86 — 88
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	41¼ — 41¾	39¼ — 40
Do. 6 per cent Convertible Bonds.. Cons. Mort. amount antho. to be issued for conv. of existing bonds..	96 — 98	— — —
	92 — 94	92 — 94
Illinois Central $100 shares all paid	83 — 85	81 — 83
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds.	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	99 —100	80 — 90
Panama 2d mort.	77 — 79	76 — 77
Panama General mort.	97 — 99	97 — 99
Pennsylvania, 2d mort.	96¼— 97¼	97 — 99
Do. General mort.	97 — 99	99 — 98
Do. $50 shares	41 — 43	41¼— 42¼
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, November 1, 1873.

Stock Exchange and Money Market.

There has been substantial progress reported during the week in the financial line toward a restoration of strength and confidence. The city banks have been steadily gaining in the line of their legal tender reserve, and are now much better off in this respect than they have been at any time since the September disturbances. Lenders have been more accommodating in their views, and call loans, on satisfactory collatrals, have been of easier negotiation on the basis of the legal rate of 7 per cent to the best class of borrowers, with a fractional commission added in the instances of other advances on railway and miscellaneous securities in a controllable form. The discount market has been rather more active, some improvement having been noted in the demand for the choicest grades of business paper, which have been rated at 12@15 per cent per annum. The Treasury Department has resolved on the disbursement of silver, in qualified amounts, in liquidation of actual claims against it—but not in exchange for currency. The order of the Secretary of the Treasury contemplates the payment of $5 in silver, on each claim liquidated. This measure has again awakened to vigorous activity the political economists of the daily press, who have reviewed with energy, the discussion of the question of specie payments, and the practicability and wisdom of their prompt and full resumption. Meanwhile more than ordinary interest is attached to the Washington reports, relative to the policy and views of the chief director of the national finances.

We observe that Col. Scott, Vice President of the Pennsylvania Railroad Company, has returned from his late European trip. As everybody is already aware, he went over in the interest of the several railroads he is so largely concerned in. His special purpose, we believe, was to raise funds for continuing the construction of some and enlarging the working capacity of one or more of the others. In this he was only partially successful. He negotiated a loan of ten millions for the use of the Pennsylvania Railroad Company but by reason of the money panic occurring here just at the most inopportune time, when Col. Scott was at the turning point in his negotiations, his efforts to realize means to complete his Texas Pacific line were frustrated for the time being. Still, it is said he secured sufficient material aid to continue work thereon right along without any stoppage whatever. The foregoing will indeed be glad tidings to probably 15,000 people who depend upon the labor of their hands, along the lines of those two roads, for their means of subsistence, no less than to those more directly interested.

It is stated in this connection, that there is now very little doing in American railroad securities in the European markets, but it is confidently believed there will very soon be a revival of confidence, and consequently an increasing activity in that direction. The present dormant, stagnant state of things cannot long continue, for capital soon gets tired of lying completely idle, and will seek legitimate employment.

The opinion is pretty freely expressed in railroad circles that the present troubles will, after all, work good to all the real, sound railroad enterprises of the country, by weeding out the unsound and spurious; while still others, that by themselves are weak, will either consolidate, or fall into the hands of older companies, and thus obtain the means of pushing through and planting themselves on a sound basis.

In any event we think good will result, and the lessons of the trying ordeal through which we are passing, that are being at this time so severely taught us, it is hoped may be profitable through all future time.

The cash balances in the Treasury Department on Monday were: Currency, $3,164,530; special deposits of legal tenders for the redemption of certificates of deposit, $11,930,000; coin, $81,868,513. Coin certificates, outstanding, $29,147,400. Outstanding legal tenders, $360,284,888.

The U. S. Sub-Treasury, last week, enlarged its currency balance $432,667, and its coin reserve $1,766,692. Its currency balance at the close of the week was $2,890,664; and its coin reserve $49,777,884.

Gold has been moderately active, opening more firmly, but closing heavily. The speculative inquiry has been fair; while the customs call has been about the usual average. There has been no

export movement of importance. The extremes of the price have been 108@108¾, closing on Wednesday at 108½ as against 108½ on Wednesday of the preceding week. The specie outflow, last week, was only $382,972. The imports of specie last week were $2,745,068, and since Jan. 1, $12,951,438, as against $5,301,492 same time last year.

The past week's imports of specie at this port embraced of: United States Coin—Silver, $17,638; Gold, $67,440; And of Foreign Coin—Silver $7,827; Gold, $1,919,529; Bullion, $733,134.

Government is now disbursing quite freely, without rebate, the November coin interest on the public debt, the aggregate of which is about $15,000,000. There is also $15,000,000 principal of the bonds of 1862 to be paid off in Gold after Nov. 16, and while the larger portion of these bonds may be exchanged in London for the new 5 per cents, it is quite certain that a very considerable amount will be drawn in Gold from the local Treasury Office and the Gold turned into currency or exchange, in the New York market.

The amount of Gold Interest falling due November First on the United States 5 20 Bonds is, at all the Treasury Offices, precisely $12,000,000, or three per cent on $400,000,000 Bonds of 1862, 1864, and 1865, May and November, as they appear on the First of October Schedule of the Public Debt. The amount due, 1¼ per cent, quarterly on the New 5 per cents, is $3,425,000.

The customs demand for Gold last week, averaged $318,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $106,028,602, against $127,218,269 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $56,058,673, against $64,700,300 during the same time in 1872. The export drain of specie since January 1, 1873, has been $43,309,445 against $62,775,530 during the same portion of 1872.

Foreign Exchange has been quoted lower, on a freer offering of bills, and a moderate inquiry from all sources. Bankers' sixty day bills on London closed on Wednesday at 106¼@106½; sight bills on London, at 107¼@107¾. The week's exports of Domestic Produce have been to the currency value of nearly 6½ millions.

Government securities have been less active, and toward the close weaker in price, in sympathy with the lower range of Gold, though an improvement realized early in the week was not wholly lost.

U. S. sixes of 1881 closed on Wednesday of this week at 113@113½; U. S. Five-Twenties of 1862, 107@107¼; U. S. Five-Twenties of 1864 at 108@108¼; U. S. Five-Twenties of 1865 108½@108¾; U. S. Five-Twenties of 1865 consolidated 111¼@111¾; U. S. Five-Twenties of 1867, 112¾@113¼; U. S. Five-Twenties of 1868, 112¾@113¼; U. S. Ten-forties at 106½@107; U. S. Fives of 1881 (Funding Loan) 108⅛@108⅜; Six per cent. currency Sixes from 109⅜@109⅝.

Business in Railway and Miscellaneous securities has been moderately active, but much depressed in price during most of the week; though the later dealings indicated a stronger range.

State and Railway bonds have been in rather more request and values have shown more steadiness. Central Pacific first mortgage six per cents closed at from 87½@89.

Messrs. Fisk & Hatch have made very encouraging progress in the satisfactory adjustment of their affairs, a large number of banks, their principal creditors, having quite promptly accepted their proposition. We anticipate the pleasure of being enabled to announce their resumption of business very speedily.

The import entries of foreign merchandise, at at New York, including dry goods amount for the past week to $5,830,093, as compared with $7,459,511 same week last year. The exports of domestic produce are $6,404,434, as against $5,470,104 last year. The exports of Gold and Silver $382,971, as against $1,416,535 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,909,900, comparing with $2,247,800 same week in October 1872.

A fairly active business has been reported in the line of domestic produce. Breadstuffs, Cotton, Wool, Tobacco, and Petroleum have been quoted lower. Provisions and Naval Stores have shown more firmness toward the close. Live Stock have been quoted about steady. Foreign goods have been generally quiet. Copper and sugars have been more sought after, the former at firmer rates, and the latter at a slight reduction. In the Metal trade, there has been universal depression, with cash buyers in especial favor. Lake Ingot Copper has been quoted down to 22½c., cash, with sales reported of 100,000 lbs. Copper Sheathing and Yellow Metal nominally as before. Scotch Pig iron has been offered with more freedom. The demand, however, has been quite limited, and values weak and irregular; 150 tons Glengarnock sold, part at the low rate of $39 50, cash. American Pig-iron is dull and quite heavy, under increased pressure to place supplies, forwarded in part directly on account of producers; no important dealings reported. Wrought Scrap-iron is inactive and nominal. Bar-iron is slow of sale, and somewhat irregular as to values; refined in limited supply. Iron Rails are selling slowly, and are depressed in price. Some inquiry has been noted for Russian Sheet-iron on the basis of 17¾c., gold; the last sale was at this rate. We quote nominally: Eglinton Pig at $39@$41; Glengarnock, $39 50@$42; Coltness, 45@$48; Gartsherrie, $48; No. 1 American Pig at $35@$37; No. 2 do., at $31@$33; Gray Forge, $28; English, Rails at $63@$65, gold; American Rails (nominal) at works, $70@$75; Wrought scrap, $40 from dock. Pig-Lead has been in slack request, with foreign quoted at 7c., gold for ordinary, and domestic at 6⅔c.@6½c., gold; Bar, 9½c.; Sheet and Pipe, 10½c. Spelter is in limited demand at 7½c.@7¾c., gold, for foreign. Pig-Tin has been sparingly sought after, with Straits, quoted at 29c.@29½c.,; English, at 27c., refined do. at 28c.@28¼c.; Banca at 33c.@33½c., gold; Charcoal Plates quoted at $9 50@$10; Charcoal Terne, $9 50@$9 75; Coke, $7 25@$8; Coke Terne, $7@$7 75, gold, per box. Zinc nominal at 9¾c.@10c. per lb. Ocean freights have been quoted stronger, with room on berth and charter offered much less freely, while the demand for accommodation has been good, especially from shippers of Breadstuffs, Cotton, Provisions and Tobacco. The week's exports hence of Domestic Produce and miscellaneous goods have been to the liberal value of $6,404,434—of which the aggregrate to Liverpool was $1,819,308; London, $656,596; Bristol, $249,761, Cork and Queenstown, $667,029; Antwerp, $210,304; Bremen, $289,277; Hamburg, $501,722; Rotterdam, $217,406; Marseilles, $120,859; Cuba, $144,314; Hayti, $119,431; British North American colonies, $120,776, as the most important items.

At the auction sale of Scranton Coal on Wednesday, 75,000 tons were disposed of at a shade easier prices, the range having been from $4 80@$5 45, as against $4 80@$5 47¼ per ton at the September sale.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Toledo, Peoria and Warsaw 1st mort., E. D. 80; do. W. D., 77½; Canada Southern 1st mort., 60; Morris and Essex const. bonds 83; Boston, Hartford and Erie 1st mort., 21½; Ohio and Miss. consol., S. F., 85; Gt. Western 1st mort., 1888, 91; Pacific R. R. 7s, guar. by Mo., 92; Lake Shore div. bonds, 81; Am. Dock and Imp. 7s, 93; Long Dock bonds 90; Delaware, and Hudson Canal reg. 6s, 1891, 100; Central Pacific State-aid bonds, 100; New York and New Haven 6s, 95; Central of New Jersey 1st mort., new, 102; Delaware, Lackawanna and Western 7s, conv., 94; St. Louis and Iron Mt. 1st mort., 90; Michigan Central 7s, 95; New Jersey R. R., 114; Pacific R. R., of Mo., 31; Atlantic and Pacific pref., 13; Western Union Telegraph, 52½; do. 7s, 87¾; Quicksilver pref., 27; Consol. Coal of Md. 42; Pennsylvania Coal, 245; Am. Mer. Exp., 50¼; Adams Exp., 80; U. S. Exp., 51¾; Wells-Fargo Exp., 60; Louisiana 6s, Levee, 50; South Carolina, 6s, new, Jan. and July, 10½; N. Y. State 7s, B. L., reg., 103¼.

Philadelphia.—Philadelphia and Reading 7s, new, conv., 97; do. Gen'l mort., 7s, reg., 99; do. coupon 97; do. 7s, 1893, 99; Lehigh Valley 7s, 100½; Wilmington and Reading 1st mort., 93½; Pennsylvania and New York Canal 7s, 96; Philadelphia Coal and Iron deben. bonds, 80; Huntingdon and Broad Top Mt. 1st mort., 99; Oil Creek R. R. 1st mort., 70; Nesquehoning R. R., 49¼; Catawissa R. R., 18; Philadelphia and Trenton R. R., 112; Pittsburg 5s, 72. The latest quotations are City 6s, 95@96½; do. free of tax, 100⅜@101½; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 104½@—; do. 3d series, 107@108; Philadelphia and Reading 51¾@51¾; do. Gen'l mort. 7s, coup., 96@97; do. reg., 99@99½; do. mort. 6s, 1880, 92@—; do. 7s, new, conv., 97@98; United New Jersey R. R. and Canal Co., 112@113; Camden and Amboy 1st mort. 6s, 1889, 96@97; do. 1883, 88@90; do. 1889, —@90; Pennsylvania R. R., 46⅞@46⅞; do. 1st mort., 98@98½; do. 2d mort., 94@96; do. General mort. coupon, 85@89; do. reg., 90@92; Little Schuylkill R. R., 44@45; Morris Canal, 45@48½; do. pref., 112@118; do. 6s, 83@92; Susquehanna Canal, 6@9; do. 6s, 62½@75; Schuylkill Nav., 5@7; do. pref., 10@10; do. 6s, 1882, 67@70; do. 1872, 75@80; Elmira and Williamsport pref., 30@38; do. 7s, 1878 93@95; 5s, do. 50@60; Lehigh Coal and Navigation 23⅞@24; do. 6s, 1884, 80@82; do. R. R. Loan, 80@88; do. Gold Loan, 79@83; North

Pennsylvania, —@49; do. 6s, 98@99½; do., 7s, 99@99½; do. Chattle 10s, 103@105; Philadelphia and Erie, 15½@18; do. 6s, 80@85; Minehill, 49½@50; Catawissa, 12¼@13; do. pref., 38@38¾; do. 7s, 1900, 95@97; Lehigh Valley, 54¾@55; do. 6s, new coupon, 93@94; do. reg., 95@96; do. 7s, 100@101; Fifth and Sixth streets, (horse,) 50@54; Second and Third, 54@57; Thirteenth and Fifteenth, 21@23; Spruce and Pine, 28@32; Green and Coates 40@—; Chestnut and Walnut, —@57; Hestonville, 15½@18; Germantown, 31@—.

Boston.—Norwich and Worcester R. R., 119; Boston, Concord and Montreal R.R., 12½; do. new, 26¼; do. pref., 84½; Portsmouth, Gt. Falls and Conway R. R., 88; Cincinnati, Sandusky and Cleveland R. R., 9¼; Burlington and Missouri River R. R. in Nebraska, 43; do. 8s, in Nebraska, 90; Atchison, Topeka and Santa Fe 7s, 59½; Eastern R. R. 7s, 1887, 98; Chicago, Burlington and Quincy 7s, 90; Michigan Central 7s, 1902, 93¼; Michigan Central 8s, 1890, 98; Boston and Albany 7s, 1892, 103½; Burlington and Missouri River 7s, L.G, 94; Vermont Central 1st mort., 20; Rutland scrip No. 1, 81½; do. No. 3, 77¼; do. No. 4, 75¼; Boston Water Power Co., 13¾; Cary Imp., 6⅜; New Hampshire 6s, 1884, 97; Chicago 6s, 1880, 90; do. 7s, 94; Toledo O., 7-30s, 1900, 95; Charlestown 6s, 1893, 94½; Bath 6s, 1898@1902, 89; Chelsea 6s, 1892, 89¾; do. 7s, 1895, 95; Boston 6s, 1880, currency, 97¼; Cincinnati 7-30s, 1888, 102½; Cambridge 6s, 1890, 92; Calumet and Hecla, 125; Mesnard, 1; Pewabic, 7¼; St. Clair, 1; South Side, 20; Shuniah Silver, 15c.

Baltimore.—Orange, Alex. and Manassas 7s, 70⅞; Northern Central 6s, 1900, gold, 80; Maryland Defense 6s, 101½; Virginia consols, coupons, 74. The latest quotations are: Wilmington, Columbia and Augusta bonds, 68@70; Pittsburg and Connellsville 7s, 1898, 84@84½; Baltimore and Ohio, 153@160; do. 6s, 1875, 95@—; do., 1880, 92½@92¾; do., 1885, 90¾@94; Parkersburg Branch, 9@11; Northern Central, 25@30; do. 6s, 1885, 86@—; do., 1900, 80@85; do., 6s, 1900 gold, 81@—; N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, 90@94; Marietta and Cincinnati 1st mort. 7s, 1892, 95½@97½; do., 2d mort., 7s, 84@88; do., 3d mort., 8s, 69¼@69⅞; Central Ohio, 35@38; do. pref., 31@39; do. 1st mort., 80@85; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 90@96; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@88; Richmond and Danville 1st mort., 72@72; Orange and Alexandria 1st mort. 6s, —@90; do., 2d mort. 6s, 75@80; do., 3d mort. 8s, 87½@90; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 70¾@79⅞; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., —@73; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 94½@96; do., 1884, 94@95; do. 1886, 95¼@96; do. 1890, 94@95; do., 1893, 94¾@95; do. 1893, exempt, 95@99⅞; do., 1900, exempt, 94@95½; do. 1900, new, 93½@95; do. 1902, 95@96; Memphis City 6s, 38@49; Maryland Defense Loan, 1883, 101⅜@101½; Virginia 6s, old, 87@—; do. coupon old, 31@35; do. consol. 6s, 45@48½; do. coupons, 73⅞@74; West Virginia, 8@10; City Passenger R. R., 10@18; George's Creek Coal, 100@135.

Union Pacific Railroad.

Application was made last April before Judge Barrett, by counsel for Samuel L. Treadwell, to compel an accounting of the profits of the contract for building the Central Branch, Union Pacific Railroad. A motion is now before the court for a commission to take important testimony of witnesses residing out of the State. This suit will come off at the December term, and the railroad company have issued a circular to the holders of the first mortgage bonds of the company. The circular is as follows:

The board of directors have determined to ask the holders of the first mortgage bonds to fund the first seven coupons maturing subsequent to the 1st of November. For this purpose a series of bonds, called coupon bonds, have been prepared, numbering from 1 to 1,600, and therefore corresponding in number to the first mortgage bonds. These bonds will be for the following amounts, each:

Seven coupons, gold	$210 00
Interest on said coupons, from date of maturity to Nov. 4, 1876, at six per cent., gold	18 90
Total	$228 90

And from and after Nov. 1, 1876, will bear interest at six per cent., with coupons attached, principal and interest payable in gold.

Wood Preserving.

Those railroad people who have been writing us on the subject are informed that there are several patented plans or processes for rendering wood weather proof, whether the structures be bridges, sleepers, ties or any other structure exposed to all kinds of weather. But we have not as yet been able to find the necessary time for investigating the various claims to superiority in this respect, and hence do not at present feel willing to endorse or recommend either this or that system. We certainly think if any party has a good and well tested thing in this line, something they are willing to stand by, they will do well to make the facts known through the appropriate medium to the various railroad companies of the Country.

Rendering Wood Incombustible.

In reply, once for all, to several inquiries at this office, we would say that we do know of a cheap and reliable method of making wood, or any kind of building, not only incombustible but indestructible, as well. And further, any responsible party requesting it, and giving us the proper data, shall be furnished with estimates of cost and all necessary particulars for the execution of any job, large or small.

Imperishable Metal Coating.

Any person desiring it, will be furnished from this office, with the proper information, and working estimates when required, necessary to render iron and any and every kind of metal perfectly indestructible as against fire, water and weather, and also proof against all action of salt water, from lying in the ground, &c.

☞ Governor Smith, T. W. Park and other magnates of the Central Vermont Railroad, with leading citizens from Barre, met at Montpelier last week and decided to build a railroad to Barre (six miles) immediately. Barre is to give $55,000 toward the road.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending October 18, at 468,975 tons, and for the coal year 16,289,599 tons, against 15,498,537 tons to corresponding time last year, being an increase of 791,062 tons. The bituminous tonnage for the week is 85,909 tons, and for the year 2,625,385 tons, giving a total of all kinds for the week of 554,884 tons, and for the year of 18,914,984 tons, against 17,757,176 to same time last year, being an increase of 1,157,808 tons.

☞ The earnings of the Northern Central Railway for the nine months ending September 30, 1873, were $3,753,605 63, the expenses $2,786,741 27, and the net earnings $966,864 36. For the corresponding period of the previous year the earnings were $3,256,228 29, the expenses $2,567,502 20, and the net earnings $688,726 09—showing an increase in earnings of $497,377 34, in expenses of $219,239 07, and in net earnings of $278,138 27.

☞ The earnings of the Denver and Rio Grande (Narrow Gauge) Railway for the week ending October 14, 1873, were: freight, $4,571 82; passengers, $3,462 00—total, $8,033 82. Same week last year, $7,250 60. Increase, (10.8 per cent) $783 22. For the week ending October 14, 1872, contractor's freight was $663 40; increase of commercial traffic same week 1873, 21.96 per cent.

☞ The gross receipts of the Philadelphia and Reading Railroad for the ten months of the current year ending September 30, ultimo, were $12,022,221, against $9,695,160 in same time the previous year, showing an increase of $2,327,060. The net profits for the same time in 1873 were $4,179,659, against $3,069,929 in the year before, showing an increase of $1,109,729.

☞ The earnings of the Erie Railway Company for the week ending Oct. 15, 1873, were $505,454, and since Oct. 1, $934,935—an increase over the corresponding period of the previous year of $59,907.

☞ The directors of the Des Moines and Minnesota Narrow Gauge Road have ordered the immediate purchase of iron and material for the first ten miles of that road.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Oct. 15, are: freight, $52,368 72; passengers, $29,957 28—total, $82,326 30.

☞ The building of the Grafton Centre (Mass.) Railroad has been awarded to Albert Spencer of Rhode Island, who has already begun the work of grading said road.

☞ Last week the Baldwin Locomotive Works, of Philadelphia, shipped ten locomotives and tenders complete, valued at $205,000, for the Don Pedro Second Railway, Rio Janeiro, Brazil.

☞ The Montpelier and Wells River Railroad progresses but slowly. It is doubtful whether the cars will run the whole length of the road before spring.

☞ The gauge of the Berlin and Galt branch of the Grand Trunk has been changed to the same gauge as the main line, 4 feet 8½ in.

Northern Pacific Railroad.

TRUSTEES' OFFICE, NORTHERN PACIFIC R.R. Co.
114 South Third Street.
PHILADELPHIA, Oct. 8th, 1878.

Dear Sir.—In reply to your letter of the 4th ult., asking for definite information respecting the present condition of the Northern Pacific Railroad, and the probable effect upon it of the monetary revulsion which has involved the suspension of the company's financial agents, I take pleasure in placing before you, in as condensed form as possible, all the material facts in the possession of this office.

Construction and Surveys.—The company has built and equipped of its road:

	Miles.
The Minnesota Division, extending from Thomson Junction (24 miles west of Duluth), to Moorhead on Red River	228½
The Dakota Division, extending from Moorhead, across the eastern half of Dakota, to Bismarck on the Missouri River	200
The Pacific Division (nearly completed), extending from Kalama on the Columbia River, northward in Washington Territory, to Tacoma on Puget Sound, the principal western terminus of the road	105½
	534
Add the main line of 24 miles, extending from Thomson Junction to Duluth, which is owned and used jointly by the Northern Pacific and the Lake Superior and Mississippi R. R. Companies	24
	558

The Northern Pacific Railroad Company controls by lease the remaining one hundred and thirty-one miles of the Lake Superior and Mississippi Railroad, and thus extends its working line to Minneapolis and St. Paul—the centres of population, manufactures, railroads and commerce northwest of Chicago, besides branches to Minneapolis, Stillwater and Carver. This gives a total of 740 miles of road operated directly by the Northern Pacific Railroad Company—a line equal in length to that from Philadelphia to Fort Wayne, or that from New York City to Toledo.

Work is progressing steadily on the Pacific Division, and it is expected the small unfinished portion will be completed by November 10, as the material is all at hand or on the way. The several divisions named above are in regular daily operation with freight and passenger trains.

The route of the road has been surveyed entirely across the continent, and a line has been obtained which the engineers pronounce remarkably favorable, both as regards economy of construction and operation, and character of country traversed.

The Minnesota Division and sixty-five miles of the Pacific Division have been examined by Government Commissioners, and accepted by the President of the United States as first class in every regard. The Dakota Division is now finished, ready for examination and acceptance, and the Commissioners are appointed for the purpose.

Traffic Connections.—It has been the policy of the company to make each completed section of its road as nearly as possible independent of through connections, so that should the work of construction be delayed for any reason, at any point, the finished portions would, with allied lines, constitute a useful and remunerative transportation system in themselves. Accordingly the Eastern Division of the road, now complete, connects at Duluth with several lines of steamers and the general commerce of the Lakes and at St. Paul and Minneapolis with the general system of railroads extending east and south. At the crossing of the Red River of the North it receives the important trade of the British Provinces, and at Bismarck, the present end of the track, this division connects with a line of steamers on the Upper and Lower Missouri, thus securing the Government transportation and the general business of the Northwest as far as Fort Benton and the Rocky Mountains, a thousand miles beyond the terminus of the road. Thirty miles beyond Bismarck the line strikes inexhaustible coal-beds, to which the track is to be completed as soon as practicable. The importance of these mines as the source of fuel supply to the Northwest, and as a permanent source of business for the road, is evident.

One proof of the value and the need of this shortened route is the fact, given on authority of United States officials, that it saves the Government fifty per cent of former freight charges on the large amount of Indian Department and Army transportation throughout the Northwest. There is little doubt that this saving to the Government equals the annual interest on the cost of the road already built. There is as little doubt that the completion of the line across the continent, by permanently and peaceably settling the Indian question throughout the entire Northwest, by avoiding further costly Indian hostilities, by reducing to a minimum the expense of Government transportation through the region traversed, and by enabling the Government to discontinue most of its Northwestern military posts, withdraw the troops and proportionately reduce the army, will save to the United States treasury each year, an amount greater than the annual interest on the remaining cost of the road.

The Pacific Division has the like advantage of being complete in itself. At Kalama, its southern end, it taps the Columbia river and connects with the boats of the Oregon Steam Navigation Company, a corporation three-fourths of whose share capital is controlled by the Northern Pacific Railroad Company, and which is paying regular dividends on its stock from the lucrative trade it enjoys. In this way connection is made with Portland and the other cities of Oregon, and by the completion of the Pacific Division an outlet to the sea over the Northern Pacific Railroad is furnished for the grain and cattle of the Upper Columbia Valley in Eastern Washington. At Tacoma, its northern terminus, the Pacific Division connects with the steamboats of the North Pacific Steamship Company, and thus secures the trade of Puget Sound and adjacent waters. The traffic already enjoyed by the Pacific Division, before its completion to the Sound, indicates that it will be more than self-sustaining from the outset and profitable at an early day.

The earnings of the several completed sections have equalled the expectations of the company's officers, and have shown a fairly rapid increase from the beginning. It is believed that the time required to develop the business of the road now constructed to such an extent that the net earnings will meet the interest on its cost, will not exceed the period required for the average of new roads. The rolling stock of the road consists of the following: 72 locomotive engines; 22 passenger cars, 6 mail and baggage, 4 immigrant, 25 dump, and 1,525 box and platform freight cars.

The Company's Lands.—Under its charter the company receives 12,800 acres of land per mile through Minnesota, and 25,600 acres per mile through the Territories traversed. Lands accordingly accrue to the railroad company, as follows:

	Acres.
In Minnesota	2,924,800
In Eastern Dakota	5,120,000
In Washington Territory and Oregon	2,688,000
	10,732,800

The title to lands is in no way dependent upon the completion of the road across the continent, nor is it at all affected by routine delay in the issuing of government patents. Six hundred and forty-nine thousand acres have thus far been patented to the company, and other patents are only delayed by the government surveys and the clerical labor of preparation.

Of the company's land thus far earned, about 400,000 acres lie between Thomson and Brainerd, the crossing of the Mississippi. Much of this tract is undesirable for present settlement, being poorly drained and mainly covered with forest. This timber, however, by furnishing fuel, fencing material and lumber, will, I think, prove of greater value to the company, and of greater benefit to the extensive prairie region further west and south, than would an equal area of prairie farm land. It is part of the much needed and rapidly disappearing Timber Preserve of the Northwest which is annually furnishing several hundred million feet of pine logs to the lumber trade.

About two million acres are in Western Central Minnesota, between the Mississippi and the Red River. This tract embraces woodland, high rolling prairie, interspersed with numerous groves and lakes, natural meadow and wide alluvial bottoms. Probably four fifths of the whole is prairie, and a very large proportion, including the Park region and the valleys of the Buffalo and the Red, is not excelled by any agricultural land in America. Almost without exception the portion not suited to cultivation furnishes excellent grazing. It is to this section of Western Minnesota that settlement at present mainly tends.

Some five million acres lie in Eastern Central Dakota, between the Red River and the Missouri. This is wholly a prairie region, except that there are fringes of timber along the streams and about the lakes. The average quality of the land is very similar to that of the rolling prairies of Iowa. The valleys are very fertile, the table lands are less so but still good, while the occasional elevations or knobs are gravelly with little or no soil. Gen. Cass, President of the company, regards the Dakota lands as averaging better than even those of Western Minnesota. It is a moderate and prudent statement (I speak from what I have seen, not from what I have heard) to say that, for the growth of wheat, the other small grains, the staple vegetables and grass, the company's lands extending from near the Mississippi River to the Missouri, 350 miles, equal in average productiveness any like area in any part of the West.

The remaining lands of the company (nearly three million acres), are in Western Washington and Oregon, in the Columbia valley and Puget Sound basin. They are mainly timbered, and embrace some of the best portions of the well known forests of fir or Oregon pine, which are supplying three hundred million feet of lumber annually to the markets of Asia, America and Europe. Properly husbanded and brought into market these valuable forest lands will bring a larger revenue to the treasury of the company than any other equal portion of its grant.

The number of acres sold up to the present time, fifteen months after the date of the first conveyance, is 59,353—equivalent to 94 square miles. This is exclusive of several tracts aggregating some 200,000 acres, selected by colonies and reserved for them under more or less definite stipulations of gradual purchase. The average price per acre realized is $5 48, and the total proceeds are $325,653 96. Of this amount $172,582 59 has been received in cash and bonds, and the remainder is due in yearly payments from purchasers, with a lien on the land sold. At the average price above named the company's lands already earned would produce about $55,000,000 or nearly double the cost of the finished portion of the road. On the one hand it is true that the first sales are naturally from the company's best lands; on the other it is to be remembered that the company has several millions acres quite as good as those already sold, that sales are made at the outset in competition with the cheap adjoining public lands, and that as the country settles up and the alternate Government sections are absorbed under the Homestead Act, the remaining lands will advance in value. Thus, as has been the case with other land grants, the average selling price will be more likely to increase than diminish. Sales have thus far been chiefly made to actual settlers who begin cultivation at once.

The progress of settlement and the success of settlers in raising crops are fairly illustrated by the fact that the Northern Pacific Railroad will carry to market of this year's product from one to two thousand car loads of wheat from counties in Western Minnesota, whose residents twenty-four months ago imported their breadstuffs,

A letter received at this office from a resident of Philadelphia, who writes from Fargo on the line of the road, under date of October 1, contains the following passages:

* * * I have yet to meet a settler who is not satisfied. The people are here and they are going to stay here; it is their home. They are prosperous beyond their own expectations and in view of the assaults upon the road, they rally to its defense with hearty unanimity. * * * Wheat has been pouring into the depots in really surprising quantities. At one station we counted 23 loaded wagons, 16 at another, 40 at another, and so on, the largest procession (at Perham) numbering 68. The grain is nine-tenths number 1, much of it over weight. The farmers have received, cash in hand, from eighty-five cents to one dollar per bushel at the railroad station. This settles for them all questions. * * * As to the character of the road itself, I think there is none better in the Northwest. Of the six roads I have passed over west of Chicago, not one is in so good condition. We came in from Bismarck to Fargo yesterday (200 miles) in six hours and forty minutes, including, stops, and a smoother, pleasanter ride I never had. * * * The service of the road is excellent, and conducted with a degree of economy that cannot well be improved upon.

The Company's Bonds.—All the company's property, including its road, rolling stock and lands, and its franchise as a corporation, is mortgaged to the two trustees who represent the holders of its bonds and no portion can be alienated or divested of the lien except by payment in full. You are already aware that the company receives its 7-30 bonds at 1.10 and accrued interest in exchange for its lands at market rates. Matured coupons, detached from the bonds, are also convertible into lands. At the low price the company has fixed upon its lands, such exchanges should prove remunerative. The lands will of course produce no income unless tilled, but they must steadily increase in value with the settlement of the adjacent country, and should be marketable at an advanced price within reasonable time. Quite a number of judicious investors, familiar with western lands and western growth, have during the past few months purchased bonds of the company and exchanged them for lands simply as a promising and secure investment. Any holder can make the exchange at any time by visiting or corresponding with the Land Department of the company at 23 Fifth Avenue, New York, or St. Paul, Minnesota, or the office of the Trustees, 114 South Third Steet, Philadelphia. Prices range from $2 50 to $9 00 per acre, according to quality and distance from stations.

There is no occasion for holders of Northern Pacifics sacrificing their investment, and the most unwise course possible would be to attempt to force these bonds, or any other railroad securities, on the market during the present period of depression and alarm. The intrinsic worth and ultimate security of Northern Pacific bonds have not been impaired by the panic. All the property pledged for their redemption still exists. The railroad company loses no money by the suspension of its financial agents; it has paid its interest promptly and met its engagements with the public; no interest falls due for three months to come, and this gives time for making new financial arrangements. Among the directors and stockholders are many of the strongest capitalists and most successful railroad managers in the country, who have several million dollars of their own means invested in the work. A resolute effort will be made to overcome whatever embarrassments may result from the prevailing financial stringency, meet every obligation to bondholders and others, and carry forward the work of construction the coming season.

In any event Northern Pacific bonds are secured by the road and its growing traffic, and by about 20,000 acres of land per mile of track, while other railroad bonds are secured by road and growing traffic without any land. In other words, while the financial storm affects all new roads alike, and their securities will for a time be depressed, I know of none that have so much of real value and actual property behind them to sustain their credit and insure their redemption as have Northern Pacifics.

The character of these various issues of new railroad bonds recently marketed will of course be temporarily decried by speculators who may wish to buy them in at their own prices, and who deem it enterprising and honorable to spread unnecessary alarm and anxiety among thousands of investors—the only persons really affected by their unreasoning denunciation.

To your several minor questions I answer briefly: (1) No stockholder can derive one penny of revenue or profit from his shares until the bondholders are first provided for. The bonds are a first lien upon all the company's assets. The trustees have thus far cancelled and retired $133,900 of the company's bonds received in payment for land. Not an acre of the grant can be conveyed or alienated without the consent and co-operation of the trustees. (2) It is my emphatic belief that every department of the company's service is managed with clean hands, with rigid economy, and with good judgment. Every mile of the road has been built under contracts let to the lowest responsible bidder after public advertisement and competitive bidding. (3) The Northern Pacific Railroad is not more "premature" than were nine-tenths of all western roads when built. To some extent it precedes settlement; so did they. If no railroad is "premature" which opens to the landless and rapidly settles a fertile region otherwise permanently inaccessible and useless, which will annually save to the nation in reduced Army, Indian and Transportation expenses, a sum equal to the yearly interest on its cost, and which has a profitable business certainly awaiting its completion—then the Northern Pacific Railroad was not begun in advance of need and demand.

Believing the future of the road, and of the noble country it developes and peoples, will more than justify the expectations of the company, and assuring you that under any and all circumstances the interests of bondholders shall be guarded with watchfulness and fidelity, I am,

Very truly yours,
A. B. NETTLETON,
Trustees' Agent.

Iron Manufacture in Rhode Island.

Rhode Island is said to have probably more iron in proportion to her population than any other State in the Union, and yet, with some unimportant exceptions, she has never produced any, although ore of superior quality, both magnetic and hematite iron, is found in unlimited quantities. A correspondent of the New York *Tribune*, writing from Providence, says:

Recently George F. Wilson of the Rumford chemical works has made some excellent cast-steel from the native ores, and he purposes, it is said, to extend the business and to erect furnaces for cast iron. Samples of the steel have just been sent to market. The process is an invention of Mr. Wilson's, whose exertions in this direction may arouse the people to the importance of the subject, though Rhode Island seems exclusively devoted to the manufacture of cotton and woollen goods. Three miles from the well-known and thriving town of Woonsocket is "Cumberland Iron Mountain," so called, one of the wonders almost of the State. The mine is three miles east of the line of the Providence and Worcester Railroad and about the same distance from the Boston and Erie road. A charter has been obtained and the route surveyed for an independent road to pass the mine, though a branch road can be readily built, or a tram road can be laid. Cumberland Iron Mountain is nearly the highest land in the State, being 550 feet above tide-water at Providence. On clear days Wachusett Mountain and Mount Tom can be distinctly seen from the top of the mine. The rock rises to the very vortex, and can be blasted in almost any direction at a very trifling expense. The whole hill is one vast bed of ore.

There have been many analyses made of the ore; this made by Dr. Clinton of New York is below:—

Per and protoxides of iron	58.55 per cent
Silicic acid	26.33 per cent.
Titanic acid	3.66 per cent.
Lime	65 per cent.
Magnesia	6.80 per cent.
Manganese	2.10 per cent.
Water and loss	1.91 per cent.
Total	100.= per cent.

This gives a rather larger percentage of iron than some others; but all the assays have been made from surface rock, and it seems to be a universal rule that all mines grow richer in mineral as they descend. The titanic acid has been considered an objection; but later experience proves it not to be so; and now we learn that English steel makers have even imported titanic sand from Australia to improve the quality of their steel. The mine has its history also. During the French war, as early as 1755, the inhabitants of this colony made from the ore from this very mine, mixed with a hematite ore from Cranston, R. I., cannon which were used in the service against the French and Indians, and thus it has aided in carrying out the far-reaching policy of the great Pitt. In 1800, also, the cannon were again cast from these ores at Hope, a small village on the Pautuxet River in this State, for John Brown of Providence, who had a contract with government at this date to furnish its guns; and, what is singular, the guns were cast hollow—a supposed modern invention.

Though Rhode Island people have not appeared to recognize the importance of this possession, still many places, such as Easton, in Massachusetts, which early entered into the production of iron, have regularly carted from this mine their supply, and a large firm in Philadelphia takes thousands of tons annually of this ore.

☞ The cotton trade is not so brisk this year as it was last. The crop is much later, and the yield not so great. Between September 1st and October 24th, 1872, there were 528,214 bales of cotton sent from the interior to the Southern ports on the Atlantic and Gulf coasts, but between those dates this year the number has only been 361,751 bales. Last week the receipts were 100,452 bales, whilst during the corresponding week of 1372 they were 113,148 bales. A proportionate decrease is also shown in the exports of cotton to Europe, for, whilst at this time in the last cotton year they had reached 189,281 bales, this year they are thus far but 103,505 bales.

☞ The Calumet and Hecla Mining Company will pay a dividend of five dollars per share on the 15th of November at the office of the company, No. 114 State street, Boston, to Stockholders of record at the close of business Oct. 29, 1873.

☞ It is stated that nearly all the wire is constructed and the contracts out for a new cable between England and some point on Long Island. The capital is ten millions of dollars, and the directory embraces prominent English and American capitalists.

☞ The progress in Hoosac Tunnel during the week ending Oct. 22 was 213 feet, and there remains 839 feet to be cut through.

☞ Rutland Railroad Company coupons of 7 per cent equipment and 8 per cent first mortgage bonds, due Nov. 1, 1873, will be paid at the company's office, 18 Kirby St., Boston.

Philadelphia and Reading Railroad.

Messrs. McCalmont Bros. & Co., of London, on behalf of the Philadelphia and Reading Railroad Company, have issued a prospectus inviting subscriptions to a ten million dollars gold 6 per cent coupon mortgage loan, interest and principal payable in gold, dollars or sterling, in Philadelphia or London, at holders' option, bonds dated October 1, 1873, for 24 years, protected by a cumulative sinking fund of 2 per cent per annum by yearly drawings in London. The objects of the loan and the position of the company are explained in a letter of F. B. Gowen, president, to Messrs. McCalmont Bros. & Co., which accompanies the prospectus, some points of which we gather and condense:

The roadway is 708 miles in length, with tracks and sidings equal to an aggregate of 1385 miles of single track. The Philadelphia and Reading Coal and Iron Company, the entire capital of which is held by the Reading Railroad Company, owns 90,000 acres of coal lands, on which there are ninety collieries, producing annually four millions of tons of coal, and may be increased double or treble that amount. The gross receipts for the current year from railroad traffic alone will be $15 000,000, against $12,125,000 in 1872, and the entire gross receipts of the year from the two companies will be over $22,000,000. The following shows the tonnage receipts from railway traffic and working expenses of the road for the last thirteen years, of course estimating the last quarter of the current year:

Year.	Tons of 2000 lbs.	Receipts.	Expenses.
1861.....	2,348,209	$2,905,838	$1,282,134
1862.....	3,260,953	3,911,830	1,536,583
1863.....	4,391,877	6,252,902	2,546,001
1864.....	4,606,286	9,269,340	4,584,848
1865.....	4,712,016	11,142,519	5,905,864
1866.....	5,574,907	10,902,819	6,221,500
1867.....	5,421,538	9,106,496	5,567,858
1868.....	5,488,558	8,791,937	5,641,100
1869.....	6,667,190	11,208,881	6 272,833
1870.....	7,449,925	9,671,367	5,931,467
1871.....	8,548,964	12,562,843	6,859,967
1872.....	10,981,657	12,125,038	7,301,738
1873.....	12,000,000	15,000,000	8,500,000

This constantly increasing traffic not only requires increased facilities for carrying, but the opening of new mines for the supply of coal. In addition, the scarcity of vessels has created a necessity for an addition to the company's fleet of iron screw colliers for the shipping trade at Port Richmond, which already amounts to 2½ millions of tons per annum. For these several purposes it is estimated ten millions of dollars will be required. The present net revenue of the company is equal to the interest and sinking fund upon the loan herein announced and on the existing debt, whilst continuing the usual annual dividend of ten per cent. A balance sheet of the condition of the company, November 30, 1872, shows assets in detail of the value of $69,314,983, against which there is in capital and other liabilities, $67,356,979, showing an excess of assets of $1,958,003. As nearly all the property enumerated in the assets has greatly increased in value since its acquisition, a further detailed analyzation of present values is given, which shows an aggregate value of the property of the railroad company of $75,604,462, and of the Coal and Iron Company an aggregate value of $51,000,000, making a total of $126,604,462. The amount of mortgage and other liens on the railroad is $26,869,668, of which $5,890,000 is reserved unissued to pay several small loans maturing at intervals between now and 1893. The mortgage bonds and mortgages on lands of the Coal and Iron Company (which is a charge on that company's property only) amount to $14,464,193, giving a total of mortgage liens of both companies of $41,333,862. Thus showing a surplus value of property, in excess of all liabilities which are liens upon it, of $85,270,599. The proceeds of loans made by the railroad company since 1869, amounting in the aggregate to $21,973,773, have been expended as follows:

Advances to Coal and Iron Company for purchase of coal lands of.....	$20,000,000
Expended by railroad company in purchase of real estate.....	2,006,702
Engines and cars	3,052,654
New railroads.....	1,922,482
Stocks, bonds in other companies.....	326,387
Steam colliers and coal barges.....	578,162
Wharves	117,828
Workshops.....	200,813
Payment of loans matured 1871-72...	212,000
Stores and materials, excess quantity in hand over that in 1869.....	1,012,018
Loans to branch railroad companies..	787,719
Total.....	$30,216,766

This frank exhibit of the manner in which the company have expended the proceeds of their loans will, as it should, do much to command the confidence of the public as to the integrity of its management and the substantial credit of its securities. These figures show that every cent of the loans has been expended in the legitimate business of the company.

Debt of South Carolina.

The special session of the Legislature of South Carolina convened at Columbia on the 21st ult., to take action in reference to the decision of the Supreme Court of the State ordering the Comptroller to levy a special tax for the payment of the interest on a portion of the State bonded debt. The following is a detailed statement of the debt of the State as given in the message of the Governor:

Interest on bonded debt to Oct. 31, 1873..	$2,342,293
Debt funded under acts Sept. and Dec..	116,751
Pay certificates and bills payable sessions of 1870-'71, 1871-'72.....	500,000
Pay certificates sessions of 1872 '78....	100,000
Debt due Blue Ridge Railroad.....	1,797,352
Miscellaneous floating debt.....	450,000
Total.....	$5,306,297
Funding debt	15,027,503
Floating debt	5,306,397
Aggregate floating and funded debt...	$20,333,901

On a portion of this debt, amounting to an aggregate of $3,549,000, the Comptroller is required by a mandamus of the Supreme Court of the State to levy forthwith a sufficient amount of taxes to pay the coupons already matured and about to mature. The real object of the extra session is to prevent the Comptroller from levying the tax in accordance with the orders of the court.

☞ The directors of the Hannibal and Naples Railroad Company elected on the 9th ult., are: A. Boody, A. B. Baylis, Alex. M. White and George Cecil, of New York; C. M. Smith, Springfield; C. L. Higbee, Pittsfield; John D. Doling and Josiah Hunt, Hannibal, and J. N. Drummond, Toledo. The officers are: C. M. Smith, of Springfield, President, and W. B. Corneau, of Toledo, Secretary and Treasurer.

☞ The earnings of the Pennsylvania Railroad Company for September, 1873, were $2,468,076; same month, 1872, $2,070,425—increase, $397,651. From January 1, to October 1, 1873, $18,720,807; same period in 1872, $16,219,050—increase, $2,501,757.

Debt of North Carolina.

The following is a statement of the debt of North Carolina for the fiscal year ending 30th September, 1873, as prepared by the State Treasurer. It will be observed that the principal has been reduced $353,000 during the previous year. Under the second class of bonds in the table below will be found a decrease from last year of $287,000. The decrease was occasioned by the return of bonds to the Treasury issued to aid the construction of the Chatham Railroad. The third class is decreased $10,000. The fourth class is decreased $56,000 by the return of that amount of bonds issued for the purpose of buying a site for the penitentiary.

	Issued Jan. & July.	Issued Apl. & Oct.
1. "Old" or ante war bonds.	$4,738,800	$3,639,400
2. Bonds issued for internal improvement purposes since close of the war, not "special tax".....	2,383,000	1,695,000
3. Bonds issued for funding under acts of 1866 and 1868	2,417,400	1,711,400
4. Bonds and registered certificates since close of war for other purposes..	382,045	44,000
5. Special tax bonds.....	.....	11,407,000
Total.....	$9,922,245	$18,496,800
6. Bonds issued after May 20, 1861, and prior to May, 1865, for internal improvements, not marketable	708,000	420,000
	$10,630,245	$18,916,800
Total.....		$29,547,045

INTEREST.

Interest on first class of bonds.....	$2,513,460 00
Interest on second class of bonds...	1,214,400 00
Interest on third class of bonds....	1,241,041 00
Interest on fourth class of bonds...	1,139,604 85
Interest on fifth class of bonds.....	2,844,510 00
Interest on sixth class of bonds....	518,910 00
Total interest due on entire debt...	$8,471,924 85

Railroads in Mexico.

The *Trait d' Union* of Mexico, under date of October 1st, says:

One of the most important questions before the Mexican Congress is that of the railroads. The contract made between the Executive and Mr. Edward Lee Plumb, representing the International Company of Texas, was submitted to Congress at the last session, and it is believed that now it will receive serious attention and will be promptly ratified. Such, indeed, would be the best course to pursue. Mr. Sullivan, who has succeeded General Rosecrans as representative of the Union Contract Company, has made new propositions entirely different from the old ones, which we have carefully examined. They seem to us to be based on those of Mr. Plumb, over which it is claimed that they are an improvement. Certain of these conditions, however, do not appear to us to offer all the desired guarantees of franchise. The project, moreover, is presented under so many different aspects that one is excusable in losing faith in its realization. Lastly, also, there has been talk of organizing a purely Mexican company, but this is merely a patriotic dream, a scheme resting on no solid basis. In any event, however, it is certain that the government anxiously desires the construction of railroad lines, and will do its utmost that such an advantage may promptly accrue to the country.

☞ Fifty car loads of tea passed through Omaha on the 24th ult., from China, via San Francisco, for the East.

☞ The Wasatch and Jordon Valley track is laid to Fairfield's Flat, 12 miles from the junction with the Utah Southern at Sandy, and 5½ miles beyond the late terminus at Granite. On the line between Granite and Fairfield's Flat the ascent is very rapid, there being one short grade of 287 feet to the mile, and about three miles with a grade of 250 feet to the mile. About half way between the two places a back switch 1,400 feet long had to put in to obtain the required elevation. No more work will be done beyond Fairfield's Flat until next season. The road is of three-feet gauge.

☞ A letter from Cumberland, Md., to the Baltimore *Sun*, of date Oct. 25, says that the shipment of Cumberland coal for the week ending October 18 amounted to 68,493 tons 7cwt., an increase of 12,359 tons 15 cwt. over the corresponding week of last year. For the year to that date 2,069,196 tons 11 cwt., showing an increase over the same period in 1872 of 250,894 tons 15 cwt.; increase in railroad shipments 328,601 tons 14 cwt.; decrease in canal shipments 72,706 tons 19 cwt.

☞ The extention of the Colorado Central Road from Golden northward is open to Longmont, 41 miles from Golden, and trains are run to that point. This leaves the line from Denver to Golden at Golden Junction, two miles east of Golden. A branch of the narrow-gauge line (Golden to Black Hawk) has been built from Fork's Creek, 14 miles west of Golden, to Floyd Hill. This branch is four miles long. The total length of road now in operation is 81 miles.

☞ Recently, for want of ready money to pay taxes, the original promoters of the New Jersey West Line Railroad were forced to sell out, and in most instances Mr. Asa Packer of the Lehigh Valley Railroad has been the buyer. It is believed that as soon as Mr. Packer can secure the absolute right of way he will speedily complete the road, as it would give him a continuous line from the coal fields of Carbon county, Penn., to New York.

☞ The Bangor *Commercial* says that there will be no consolidation of the European and North American Railway with the Eastern and Maine Central Railroad line till spring. The company has stopped making either broad or narrow gauge freight cars, one reason for the discontinuation of work being probably the uncertain state of affairs as regards consolidation.

☞ The Arkansas Valley Railway, a branch of the Kansas Pacific Railway, has just been completed from Kit Carson to Los Animas on the Arkansas river, a distance of fifty-six miles. Los Animas is on the south bank of the Arkansas river, just outside the military reservation of Fort Lyle.

☞ The exportation of gold from Australia this year, up to the 31st of August, amounted in value to $31,078,245, an increase of more than one-third over the value of the exports in 1872.

☞ Since June 30th, 2,417 miles of new railroad postal service have been put in operation in this country, making the total now in operation 65,876 miles.

☞ The whole line of the Southern Maryland Railroad, from the junction with the Baltimore and Potomac Railroad, is now graded, with the exception of about twenty-two miles, which are under contract. When this shall be completed the track will be laid along the whole line, which will give the people of Southern Maryland direct communication with Baltimore, via the Baltimore and Potomac Railroad, which is now running to the Potomac river. Southern Maryland has long felt the need of railroad communication to transport her large crops, including millions of bushels of oysters.

☞ A table in course of preparation for the annual report of the Postmaster General shows, by their recent readjustment of pay on the railroad rates for the year ending September 30, 1873, the amount of annual compensation to all railroad companies, it being increased $223,828, being now $1,015,508 per annum. The readjustment is made on fifty-seven railroad routes. Six hundred different railroad companies receive pay for carrying the mails, the aggregate length of railroad service in the United States being now nearly 65,000 miles and increasing at the rate of over 5000 miles per annum.

☞ At the annual meeting of the stockholders of the Camden and Atlantic Railroad Company, on the 23d ult., the following named persons were elected directors: Andrew K. Hay, Anthony J. Antelo, Samuel Richards, Walter D. Bell, John Lucas, James B. Dayton, Charles Cambios, Jr., Enoch A. Doughty, John S. Newbold, Thomas H. Dudley, William Massey, Charles R. Colwell and Samuel C. Coeper. Andrew K. Hay was subsequently elected president, and D. M. Zimmerman secretary and treasurer.

☞ Arrangements are completed for the consolidation of the Milwaukee and Northern Illinois, and the Varna, Peru, Mendota and State Line Railroad Companies, under the title of the Milwaukee and St. Louis Air Line. The new company is to build a line from Milwaukee southwest to a junction with the Western Division of the Chicago and Alton. The partially graded roadbed of the old Milwaukee and Beloit Road is to be used.

☞ At a meeting of the stockholders of the Chatham Branch Railroad Company, held in Chatham. N. B., on the 6th ult., the following gentlemen were elected Directors:—Hon. Wm. Kelly, Alex. Morrison, F. E. Winslow, F. J. Letson and J. B. Snowball; and at a meeting of the Directors, Alex. Morrison was chosen President; and A. D. Shirreff, Secretary.

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This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

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ROSENDALE CEMENT.

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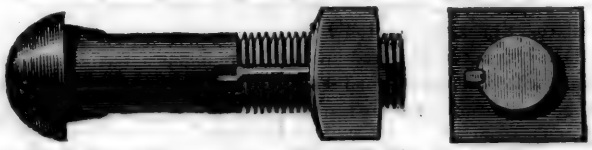
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Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

Severely tested for over *four years*, they have *never failed*, and are *now in use on over fifty Railroads*, giving perfect satisfaction. We solicit a trial *anywhere*.

Licenses Granted to R. R. Companies, Car Builders and others.

Scott's Wrought Iron Clamp Truss Joint
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LENGTH 9 TO 12 INCHES, WEIGHT 20 TO 30 LBS.
THICKNESS ⅝ OF AN INCH. COST FROM $1.30 TO $1.50.

Has been tested to *24,000* lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a *TRUSS*, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is *SIMPLE*, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION. VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two ¾ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, November 8, 1873.

Carbolizing Wood—Perpetual Durability.

A paragraph in our last issue, designed merely as an answer to several communications sent us respecting the best known method of preserving wood from decay, has elicited information on that subject of no ordinary importance.

Believing we cannot in any way confer a greater benefit on the community, we proceed to lay before the public the results of our investigations, and the information gained, as fully as our columns will admit.

There have been a number of contrivances or processes patented for preserving wood; but being based upon wrong principles, they were impracticable, and hence short lived. So far as we have been able to learn the Seely-Pelton method of preserving wood from decay under all circumstances, is the only one in active operation possessing an established reputation, founded upon merits of no common order. Patents have been secured for the Seely-Pelton process and method, and an organization effected under the name of "THE AMERICAN WOOD CARBOLIZING COMPANY," and which is at this time in most successful operation, taking and executing contracts and granting licenses to operate, in all parts of the United States.

The process consists in taking blocks or sticks of timber of any form, size or condition, and by a certain method of immersion first in a bath of hot creosote or dead oil, at about 250° Fah. to expel, or drive out from the pores of the wood every vestige of sap, and all other destructive elements inherent therein. Then, by a rapid cooling process, the vacuum or spaces thus formed between the fibres, are by the operation of natural laws, effectually filled with the creosote, or rather the oil it contains. In this way the whole mass of fibrous material becomes thoroughly saturated, through and through, with the only real antiseptic substance known to science.

Thenceforth, timber thus treated is wholly insensible to weather and water, and is in all respects rendered perfectly indestructible except as against fire and the axe.

For street paving, this system is invaluable; for where blocks thus treated are laid on suitable foundations, it will wear away even under heavy traffic, less rapidly, and last longer than stone. We have seen specimens of this sort, that have been in use in Europe for a period of 27 years, and the blocks were still as sound and capable of wear as on the day they were laid down.

When the pores are once impregnated with this acid neither water now any other distructive agent can evermore penetrate or damage the timber; not even that terrible marine pest, the dreaded teredo, or salt-water worm, will have anything to do with carbolized wood. He lets it severely alone. Indeed we have been shown specimens of treated and untreated wood which had lain in the waters of Charleston harbor, nailed together, for a period of nearly two years; and while the natural wood was completely-honey combed and ruined by the sea worm, the other was wholly untouched and perfectly sound. As carbolized wood bids defiance to both salt and fresh water, this system becomes of the first importance in the construction of piers, wharves and the like.

The great value of this process is most strikingly seen, however, in its various applications to railroad purposes—the building of depot platforms, of cattle cars, for ties, and especially in the construction of bridges and elevated roadways. These structures being held together by spikes, bolts, nails, &c., can never weaken nor get loose from corrosion, or vibration, for iron does not rust when imbedded in creosoted wood. While ordinary ties last on an average but 6 or 7 years, carbolized ties are guaranteed to do good service for at least 30 years; in fact we have in mind at this moment not less than three railroads using ties prepared in this manner, that have already done duty, respectively, 27, 30 and 32 years, and how much longer they will last cannot be told, for they are as sound to-day as when laid down.

Thus, any railroad man will quickly figure out, that the renewals on a thousand miles of road, of the ordinary ties at 50 cts. each, would amount in 25 years to over six millions of dollars—all of which might be saved by carbolizing the wood at first. What an enormous sum could thus be saved on the 60,000 miles of railroad to-day running in the United States. There are a thousand other uses besides the above, to which the Seely-Pelton process may be applied; for instance ship planking and timber, fence and telegraph posts, and stable material.

From what information we have already gathered respecting this antiseptic process, it is quite apparent to us that any kind of wood, properly treated by this method will at least endure wear, and last during an ordinary lifetime. What an immense saving there is here, not only in first cost but in time, labor and material.

It would appear that creosote not only hardens and renders wood far more durable in the actual wear, but it also protects it from all destructive or corroding elements without, and expels all those within. We should not omit to state that the process we are considering, together with the appliances for utilizing it, are the joint discoveries of Prof. Charles A. Seely, the eminent chemist, and Wm. T. Pelton, Esq., of this city; and in point of solid importance and real utility, well deserves to rank among the most important inventions of the day. It may properly be styled an

art both preservative and industrial; and we deem it particularly fortunate that it has been developed, and is achieving such wide success at this time, when the rapid and wanton destruction of the forests of the country is beginning to cause serious apprehension in regard to our future timber supply. Experience of more than 30 years in Europe, by the crude, imperfect methods in use there, has effectually demonstrated the fact, that no other substance known to chemistry will enable wood to resist perfectly, all action of weather, salt or fresh water, and all attacks of marine or land worms or insects, and utterly defy decay, and at the same time add at least 25 years to its durability under severe strain and constant attrition.

The United States Government has adopted this system into its public works as well as numerous private establishments throughout the country. The strong professional and official endorsements given are almost without number, for a few of which only, can we to-day find room. Gen. Mc Clellan, Gen. Humphreys, U. S. A., Gen Meigs, U. S. A., Gen. Burnside, Gen. Belknap, U. S. A., Gen. Gillmore, U. S. A., Gen. Newton, U. S. A., Gen. Cass, N. Pacific R. R., Professors Doremus, Chandler, Silliman, Delaney, Worth and others, all of whom give the most unqualified assurance that the above method of Messrs. Seely and Pelton, is based on correct principles in Chemistry, and in its practical application as well.

We believe no better service can be done the railroads of the country, than in bringing to their knowledge, this most valuable improvement. For their sake we urge them one and all, to give the matter their early attention.

The gentlemen forming the above named company, are well known citizens of responsibility and position, whose names, as well as those of the officers in charge, are a sufficient guarantee that any statements made, or contracts entered into, will be most scrupulously fulfilled.

Their offices are located at No. 59 Liberty St., N. Y. City.

From the Pottsville Miners' Journal.

Cast Iron Rails.

WE ARE INDEBTED to a friend for the following item, copied from Vol. 11 No. 6, of THE NEW YORKER, bearing date April 24, 1841, and published by H. Greeley & Co., No. 30 Ann street, New York city:

CAST IRON RAILS.—The MINERS' (Pa.) JOURNAL says that the experiment tried in their immediate neighborhood of laying Cast Iron Anthracite Rails, instead of wood faced with iron, has proved completely successful. They have sustained none of the injury which was apprehended from the frost. The Schuylkill Valley Railroad Company have ordered a great quantity of these rails, which are afforded at $40 to $50 per ton. But a short time will probably elapse before these rails will come into general use. The first cost of laying a road constructed of this material is but a trifle more than one made of wood and faced with wrought iron. The wooden road requires to be repaired or renewed every three years, whereas the cast iron road is expected to last a great number of years.

The Schuylkill Valley Railroad, to which the above extract refers, was the second piece of railroad of any special account in the country, the first one having been laid down in the Lehigh Valley at Mauch Chunk. This road in the Schuylkill Valley was commenced about 1829 or 1830, the chief promoters of which were Mr. Wm. Lawton, now residing at New Rochelle, N. Y., and the late Burd Patterson, of this place, with some others whose names we do not now recall. The road ran from Port Carbon for some miles up the valley, and was built, be believe, by contribution of ties and other timbers from the land owners principally. At the time of experimenting with cast-iron rails, it will we borne in mind, there was as yet no mill erected in the United States for rolling rails, and hence the peculiar interest attaching to the successful use of cast iron.

Connecticut and Passumpsic Rivers R. R.

The earnings of this road for the years ending June 30, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	$260,721 09	$287,110 53
" freights	524,488 34	484,046 43
" mails	13,345 08	13,780 95
" express	7,800 00	7,800 00
" rents	6,413 28	10,101 38
	$812,767 79	$802,839 29
Expenses, viz:		
Repairs of road	$182,784 46	$189,153 83
Stations and buildings	18,861 61	6,412 44
Bridges	9,015 45	7,919 66
Wood	56,505 21	89,951 76
Car and locomotive repairs	100,027 23	89,383 54
Oil and waste	6,893 81	10,288 82
Passenger expenses	33,160 88	37,076 76
Freight expenses	53,508 79	63,066 30
Losses and bad debts	5,113 64	4,676 52
General expenses	21,057 11	17,792 19
Tools and machinery	3,984 95	3,540 45
Shop expense	6,170 69	6 513 02
Stationery and printing	6,381 94	8 025 12
Insurance	.....	6,763 61
	$503,865 87	$540,564 02
Net earnings	$308,901 92	$262,275 27
Add balance of income per last report		34,921 21
Total		$297,196 48
Disbursed as follows:		
Paid trustees of sinking fund		$36 347 95
Coupons on bonds and notes		68,466 00
Coupons on Massawippi Railroad b'ds		27,424 69
Dividends, February and August, 1873		130,056 00
Dividends on Massawippi shares		24,000 00
Interest on borrowed money		10,783 30
Balance of income		118 54
Total, as above		$297,196 48

The equipment of the road consists of 23 locomotives, 15 passenger, 7 baggage, 330 platform, 10 ore, 10 horse, 55 hay, 93 rack, 170 box, 8 saloon, 20 gravel, 3 crane, 34 push, 25 wood and 40 hand cars, and 1 snow plow. Number of miles run, 508,839. Number of passengers carried, 182,280; do. carried one mile, 6,153,567. Tons of merchandise carried, 158,428; do. carried one mile, 11,209,527. The report says:

The business of the road for the year has not been as favorable as the year preceding, the gross receipts having fallen off $9,928 50, and the expenses of operating have increased $36,698 15, making a decrease in net earnings of $46,626 65. This falling off in the business of the road is to be attributed to the very severe winter and deep snows, which prevented the usual teaming being done, and a large reduction in the amount of freight received from the West during the winter, together with the dull state of the lumber market. These causes have passed and we confidently hope for a better result for the coming year. The completion of the Missisquoi and Clyde Rivers Railroad connecting with us at Newport, thus giving us a direct line to Montreal over the South-Eastern Railway of Canada, will, we think, add largely to our business the next year. This line was opened on the 10th of July and is now in successful operation, bringing considerable business to our road already. One cause of the increase in operating expenses, was a collision between a passenger and freight train in September last near St. Johnsbury Centre, which cost some $15,000, and several other accidents to freight trains during the winter, causing a large amount of repairs; another for repairs on Massawippi Road, caused by a local freshet in August last, which carried away two large culverts and otherwise damaged the road to a considerable extent. These culverts have been much enlarged and rebuilt in the most thorough and substantial manner; and the road, wherever it is exposed to the action of the water of the lake has been protected by rubble, and the entire road-bed very much improved; it is now in a very satisfactory condition. The road-bed for the entire length of the Passumpsic Road, although not as good as we intend to have it, is in good condition, and much better than it has ever been before; 1,443 tons of new rails have been laid during the year, and 7,649 rails have been taken up, repaired and relaid in track, 107,219 new sleepers have been laid during the year which is more than twice the number ever laid in one year before, since the completion of the road (the largest number being 46,691 in 1871). We are expending liberally for the improvement of the road-bed and track, believing it to be good economy and that it will meet your approval. Experience has taught us that the most important part of a railroad is the track, and that money judiciously expended in improving that, is well invested.

The furniture of the road has been kept in good repair and the condition of the cars and engines is now better than a year ago. There has been added to the equipment of the road and charged to current expenses, 10 new platform cars, 10 push cars, 1 snow-plough. Rebuilt—8 platform cars, 5 box cars, 1 wood car, 5 hand cars. Thoroughly repaired—20 box cars, 7 platform cars, 4 passenger cars, 1 drovers' saloon car, 1 freight saloon car, and about ten thousand dollars expended in extra repairs on engines.

The equipment of the road is the same as last year, with the addition of 1 new engine, 10 new platform cars, 1 freight saloon, 10 push cars, 2 hand cars, 1 wood car, and 1 snow plough, and is sufficient for the present business.

There has been built on the company's land at Lyndonville during the year and rented to employes, six dwelling-houses at a cost of	$7,500 00
Expended in adding to water-works at Lyndonville	3,000 00
For new car-house and other expenditures for the accommodation of the South-Eastern Railroad at Newport.	10,000 00
One new engine	13,500 00
There has been expended upon the road in turning river at Lyndon, raising track, and other permanent improvements, in addition to the ordinary expenses of maintaining the road and which properly belong to construction, and have been thus charged.	42,040 69
Making a total charged to construction of	$76,040 69

It will be noticed that the cost for wood is much in excess of any former year. This is to be attributed in a large degree to the quality of the wood we have had to burn. Our wood agent winter before last made large contracts, and the winter being extremely favorable for getting it in, every contract was filled, giving us a large amount of wood to carry through the wet season of last year, and not having proper wood sheds to store it in it suffered great deterioration in quality, and consequently the consumption of a much larger amount to get the same steam than it would with first quality wood.

We are now erecting cheap wood-sheds at different points along the line of road, intending at all times to have a good supply of dry wood under cover. We hope thereby to make a material saving in the cost of operating the road.

We stated in our last report that about $90 000 of the notes authorized for the purpose of assisting by loan the construction of the Missisquoi and Clyde Rivers Railroad, had been negotiated. Since then the balance has been disposed of, and the whole amount of three hundred and fifty thousand dollars has been paid over to that road. We hold for this loan the first mortgage bonds of that road, amounting to $350,000, and also an equal amount of collateral. We have also made a temporary loan to the South Eastern Railway (the lessees of the Missisquoi and Clyde Rivers Road) of $60,000, to enable them to open the road at a much earlier day than they could have done without it. This loan is secured by ample collateral. We have had built two engines to be leased to the Montpelier and Wells River Road. That road it is expected will be in operation by October next, connecting with us at Wells River, and will, we think, bring considerable additional business to this road.

In pursuance of a vote of the stockholders passed at the special meeting held at White River Junction, March 14th, 1873, a mortgage for $1,500,000 has been executed to B. F. Stevens, F. M. Weld and T. P. Redfield, Trustees, on the road, its franchise and entire rolling stock, payable in twenty years from April 1st, 1873. Bonds to that amount have been prepared bearing 7 per cent. interest, with coupons payable semi-annually on the first days of April and October. These are intended to take up the different classes of notes and bonds now outstanding, so that there will be but this one class of indebtedness of the corporation. These bonds are now ready to be exchanged for the notes and bonds outstanding, about $140,000 having already been exchanged. Any one holding the notes or bonds of the company can exchange them on application at the Treasurer's Office, No. 7 Merchants' Exchange, Boston.

BALANCES, AUGUST 25, 1873.

Construction	$3,461,500 29
Wood lots	5,028 14
Memphremagog House	60,433 30
Notes receivable	12,886 45
Superintendent, including stock and material on hand	180,659 74
Missisquoi and Clyde Rivers Railroad bonds	346,950 00
Montpelier and Wells River Railroad	25,889 58
South-Eastern Railway Co.	60,000 00
Interest	1,667 89
Cash	19,384 85
	$4,174,699 74
Coupons and dividends uncalled for	$9,212 05
Lyndon lands	29,263 65
Stock issued	2,175,500 09
Partial payments on account of st'k.	2,948 73
Notes payable	274,357 27
" Dec. 1, 1876	551,500 00
" July 1, 1881	316,000 00
Bonds payable, Dec. 1, 1876	385,400 00
" April 1, 1893	236,500 00
Earnings	118 54
Sinking fund	120,000 00
Trustees of sinking fund	78,900 00
	$4,174,699 74

President.—EMMONS RAYMOND.

Vice President.—JOSIAH STICKNEY.

Directors.—Emmons Raymond, Josiah Stickney, Elijah Cleveland, B. P. Cheney, Albert Knight, Henry Chase, Benjamin Pomroy, Gardner C. Brown, T. P. Redfield, F. M. Weld, Horace Fairbanks, Amos Barnes, S. S. Thompson.

Treasurer.—N. P. LOVERING.

Secretary.—ELIJAH CLEVELAND.

Superintendent.—WILLIAM M. PARKER.

Chesapeake and Ohio Railroad.

The directors of this company, after a careful investigation of its affairs, and an earnest effort to devise the best mode of re establishing its credit on a permanent and substantial basis, have decided that this result can only be secured by funding the entire floating debt of the company, which amounts to more than eight millions of dollars, and a portion of the interest on its mortgage debt, in income bonds, to be paid out of the net earnings of the road.

They have, therefore, authorized the issue of 7 per cent twenty-year income bonds, to the amount of twelve millions of dollars, to be used in retiring the floating debt, and in funding the interest that will accure on its 6 per cent bonds, to and including May 1, 1875; and also the interest that will accure on its 7 per cent bonds, to and including July 1, 1876.

The said income bonds, principal and interest, are payable out of the net earnings of the road, interest semi-annually, and are dated October 1, 1873.

The proposition of the company to the holders of its bonds is therefore as follows:

All holders of 6 per cent bonds, having coupons attached, to surrender to the company all coupons due on or before May 1, 1875, and to receive therefor the face value thereof, less interest to October 1, 1873, in income bonds as above described, at the rate of eighty-five cents on the dollar. All holders of registered 6 per cent bonds having coupons detached, to assign to the said railroad company all interest that will accrue thereon to and including May 1, 1875, and to receive the value or amount thereof, less interest to October 1, 1873, in income bonds as above set forth. All holders of 7 per cent bonds having coupons attached, to surrender to the company all coupons due on or before July 1, 1876, and to receive therefor the face value thereof, less interest to October 1, 1873, in income bonds as above set forth. All holders of 7 per cent registered bonds having coupons detached, to assign to the said railroad company all interest that will accure thereon to and including July 1, 1876, and to receive the value or amount thereof, less interest to October 1, 1873, in income bonds as above set forth.

These propositions are put forth with a request for their acceptance, as the directors believe there is no other way in which the affairs of the company can be placed on a basis of enduring safety and prosperity.

If the bondholders assent promptly, the company will be in a position to proceed without delay in completing its original plan of extending its road from Richmond to deep water, and establishing connections by rail with the important cities and towns of the West and South-west.

If the plan is adopted, the officers of the company are confident that its future is full of encouragement, and that the earnings of the road will insure the prompt payment of all its obligations.

☞ At Trenton, N. J., articles of association have been filed in the office of the Secretary of State, for the construction of a railroad from Prattsville to Flemington, in Hunterdon county. This will make another connection with New York, starting from the Doylestown branch of the North Pennsylvania Railroad to Prattsville. From Flemington the route will be by the South Branch Railroad, and thence by the Central Railroad to New York.

Chicago Manufactures.

Mr. Everett Chamberlain, a member of the press of Chicago, is about to issue a volume containing a large number of statistics concerning the commerce and industries of that city, from which the following statements and figures are taken:

The following table presents a summary view of the number of establishments in each of the classes into which we have divided the manufactories of Chicago, together with the development since 1860, and the present production per year:

	Number established 1873.	Number up to 1860.	Present annual product.
Iron works	127	26	$32,103,000
Wood works	143	26	18,607,000
Iron and wood (additional to foregoing)	58	26	17,419,500
Silver smelting and works in brass, type metal, and terra cotta	24	5	7,250,000
Brick and stone	57	6	7,570,009
Leather (including boots and shoes)	34	13	3,001,000
Malt and spirituous liquors	22	5	9,140 000
Chemical varnish, &c.	61	14	9,122,500
Miscellaneous	124	28	18,268,000
Total	660	149	$122,481,000
Number concerns established since 1870			182
Total number of employes			48,429
Total capital invested			50 017,500
Total wages per annum			27,700,828
Total yearly product			122,481,000

From other figures given it is estimated that Chicago has 70,999 persons engaged in manufactures, that an aggregate of $179,831,000 is the yearly product of their labors, and that upward of one-half the entire population of the city is already supported by the manufactures of what most people are still disposed to regard as "an exclusively commercial city."

☞ The Pennsylvania Railroad Company give notice that the fourth instalment of 25 per cent on the allotment of new stock of 1872 will be due and payable at the office of the company, between November 1st and 28th, 1873. An instalment of 25 per cent on the allotment of new stock for 1873 will be due and payable at the same time and place. The remaining instalment of 25 per cent will also be received from such stockholders as may desire to pay in full for their shares.

☞ Blast furnaces are already in operation or are about to be established at the following points on the Chesapeake and Ohio Railroad: One at Richmond, one at Tolersville, one at Silberton, one at Elizabeth, one near Belts Valley, one at Langdale, one at Clifton Forge, one at Laurel, and four at points not yet decided upon, a total of twelve.

☞ Messrs. Fairbanks of St. Johnsbury, Vermont, have during the last six weeks made twenty-five hundred and sixty-two scales, all for orders. Last week they shipped eleven car loads of scales from the factory, drawing partly from stock on hand—the orders exceeding their production for the week.

☞ The board of directors of the Concord and Claremont Railroad met on the 3d inst., and organized as follows: President, Onslow Stearns of Concord; Clerk, John Y. Mugridge of Concord; Treasurer, Joseph Minot of Concord.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Genesee & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A J&O	Oct. '73 3
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	May '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence..100	8,950,000	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " pref.100	1,435,900	M & S.	Sept.'73 5
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Oct. '73 2½
Camden and Atlantic.... 50	879,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J. & J.	Jan.'72 $24
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 0
Catawissa*..... 50	1,169,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	689,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,880,400	M. & N.	Nov. '73 1½
" " pref..100	769,600	F. & A.	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J	July '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	June'73 3
" pref..... 50	400,000	J. & D.	June '73 3
Central Pacific 100	54,275,500	.....	Sept.'73 3
Chemung*..... 100	380,000	J.AJ&O	July '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept.'73 5
Chicago,Burl. & Quincy.100	18,652,910	M. & S.	Sept.'73 5
Chicago,Iowa & Nebras*100	3,916,300	J. & J.	July '73 4
Chicago & N Western..100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,258,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov.'73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug.'72 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F.M.AN	May '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June'73 2
Colum. & Hocking Val.100	2,500,000	F. & A.	Aug '73 5
Concord..... 50	1,500,000	M. & N.	Nov. '73 5
Concord and Porta.*..... 100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 100	$1,850,000	J. & J.	July'73 5
Cumberland Valley..... 5	$1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec. '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J. A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	July '73 1¼
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref..... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	June'73 1½
Fitchburg.....100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	26,289,510	F. & A.	Aug.'73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '73 4
Lake Shore & Mich. So..100	19,466,500	F. & A.	Aug.'73 4
" " (guar.).100	533,500	F. & A.	Aug.'73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Oct. '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Apl. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 4½
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	5,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,728.204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	328.375	J. & J.	July '73 5
Milwaukee and St. Paul.100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J.	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'73 5½
Naugatuck.....100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton..100	600,000	M. & N.	May '73 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N.Haven & Northamp...100	605.000	J.A J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J.	Jan '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 6
N. Y. Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N.	Nov.'72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'73 4
Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* 100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 3
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 2½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	1,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	May '73 5
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept.'73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref.. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Oct. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	Oct. '73 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '73 1½
Pittsfield & N. Adams...100	450,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '73 5
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome,Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug'73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2.040.000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 4½
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 2
Sussex (N. J.)..... 100	314,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol.,Peo.& War.1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov.'73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 0
Vermont and Mass 100	$2,880,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,209,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City 100	800.000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock,E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	3
42nd st. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Phi.) 50	491,750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston,Mantau & Fairm. 50	2,050.000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '66 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	Nov.'73 3
South Boston 100	400,000	J.A. J.O.	Oct. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio .. 25	3,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'73 4
Delaware and Hudson...100	15 000.000	F. & A	Aug. '73 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.) 50	2,888,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '66 –
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Sept.'73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,800	— & —	.....
" pref.....100	8,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Nov.'73 3
Quicksilver, common.....100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug '66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Oct. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,045,000	5	Jan. & July.	1874	112½
.. .. coupon	13,955,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,760,000	6	Jan. & July.	1880	111½
.. .. coupon	4,655,000	6	" "	1880	113½
Oregon War Bonds of March 2, 1861....coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,566,150	6	Jan. & July	1881	111½
.. ..coupon	63,753,200	6	" "	1881	113½
Loan of Feb. 25, 1862 (5-20s).....registered	17,705,400	6	May & Nov.	1882	107
.. .. .. (5-20s).....coupon	170,227,150	6	" "	1882	106½
Loan of March 3, 1863.....registered	53,553,600	6	Jan. & July.	1881	111½
.. ..coupon	21,446,400	6	" "	1881	113½
Loan of March 3, 1864. (5-20s).....registered	946,600	6	May & Nov.	1884	107½
Loan of June 30, 1864 (5-20s).....registered	24,798,950	6	May & Nov.	1884	107½
.. .. .. (5-20s).....coupon	33,386,050	6	" "	1884	106½
Loan of March 3, 1865 (5-20s).....registered	33.925,600	6	May & Nov.	1885	107
.. .. .. (5-20s).....coupon	118,917,150	6	" "	1885	107½
.. .. .. 2d series (5-20s).....registered	55,547,500	6	Jan. & July.	1885	109½
.. .. .. (5-20s).....coupon	147,211,750	6	" "	1885	109½
.. .. .. 3d series (5-20s).....registered	87,491,700	6	Jan. & July.	1887	110½
.. .. (5-20s).....coupon	223,687,000	6	" "	1887	111½
.. .. .. 4th series (5-20s).....registered	13,699,000	6	Jan. & July.	1888	112
.. .. .. (5-20s).....coupon	28,775,000	6	" "	1888	112
Loan of March 3, 1864, (10-40s)....registered	140,477,800	5	Mar. & Sept.	1904	105½
.. .. .. (10-40s).....coupon	54,089,500	5	" "	1904	106½
Consols of July 14, '70 & Jan. 20, '71.registered	161,716,450	5	F. M. A. & N.	1881	108½
.. .. coupon	112,283,550	5	" "	1881	108
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99	109½
U. S. Notes and Fractional Currency.....	402,309,134	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 6,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500).					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'72-'74	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7		'83-'84	....
Kentucky—($2,750,810):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1878	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N. O., Mob. & Chat. R. R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	646,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	6	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,680,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	611,366	6	J. A. J. & O.	1883	101½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	99
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,651,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	451,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863..... ...	718,000	6	" "	1883	....
.. Renewal Bonds, 1858.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	85
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	92½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'76	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'90	....
.. War Loan Bonds, 1864, tax free.....	554,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	103½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104
North Carolina—($29 900,045):					
.. State (old) Bonds 1818 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	18
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	154
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,369	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($29,272,950):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	....
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	107½
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602.000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	9
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	62
.. State Bonds (direct)	4,819,644	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	69
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,662,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'65-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	84½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1936	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(265 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $6,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	92½
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	91
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	94
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A. & T.H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	103½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	21
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. L. (sec'r'd by $1,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	105½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	880,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
1st Mortgage coin or stg skg f'd.						
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	892,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1880	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	85
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	90
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	60
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	95
Chattel Mortgage	158,350	6	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	20½
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	101
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	84
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	106½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Als.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	101
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	105½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	87
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	93
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	80
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	90½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	99
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	79
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	90
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	"	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	96
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd. skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1859	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1898	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La. F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan.* & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	82
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	89
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,344,750	7	April & Oct.	New York.	1908	73½
2d Mortgage Consol. skg fund.	3,679,900	7	Feb. & Aug.	" "	1909	45
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1876	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York.	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	98½
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	97½
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	93
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds.	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	94
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	600,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	97
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	93
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	98
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	94
3d Mortgage	4,582,000	7	" "	" "	1883	91½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	90
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY&London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1880	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipmen Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y & Lond.	1894	....
1st L.M.(& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N Y.& Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	800,000	8	Jan & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase.	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	631,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	85
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1895	72½
1st Mort. (Q. & Palm.R.R. 15 m.	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City & Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1879	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,674,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F& PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	99
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85½
3d Mortgage (Consol)	1,261,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1900	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	81
2d Mortgage	1,500,000	8	Jan. & July.	" "	1900	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	74
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	....
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	208,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ev.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.).	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees.	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. &St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,0 0,000m)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	248,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'96-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B's.&Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870.	4,152,000	7	J. A. J. & O.	" "	1890	92
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	87
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	92
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	90
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	96
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	100
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	92
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1896	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	94½
1st Mort. Sept. 1, 1869(E.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68(Kal.A.&L.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1896	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	358,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	2,546,000	6	June & Dec.	"	1898	95
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1809	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1853	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	23½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	90½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1899	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	90
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1876	96
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1889	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol.M.for $5,000,000(392 m.).	6,647,000	7	April & Oct.	" "	1898	86
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,280	7*	Jan. & July.	"	1908	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1878	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	92
2d Mortgage Dollar	2,500000	7	May & Nov.	"	1896	84
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	99½
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	90
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	100
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	93½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	98
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.& So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	73
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	75
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	88½
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	274,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	942,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1884	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1900	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	98½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	95
Convertible bonds	1,810,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,999,000	7	Feb. & Aug.	" "	1889	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.& OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	50
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1868	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	85
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S'L(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	85
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	..
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	1 0,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
3d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99
2d Mortgage	5,000,000	7	May & Nov.	"	1896	95
Chattel Mortgage	330,000	10	April & Oct.	"	1877	102½
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	88
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	85
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	89½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& n.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	82½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	65
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	72
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bonds	50,000	7	May & Nov.	" "	1883	84½
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	60
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	93½
Plain Bonds	485,000	6	April & Oct.	"	1875	97½
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	64½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	70
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	78
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	70
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	71½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & Jury.	Boston.	1900	92
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,800	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama.						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	98
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	96
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	88
State lien for $17,600,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	842,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	3.0,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1886	82
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C.& A.):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (Instalments).	341,500	8	Jan. & July.	New York.	'70-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Loan of 1870, convertible	28,000	7	" "	"	1899	....
Mortgage Loan of 1857, conv.	93,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	66
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	87
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1850	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1850	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	97
	Dollar registered	3,414,000	7	" "	"	1911	99
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	"	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.		2,305,630	7	Jan. & July.	"	1903	97
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free..		4,000,000	7	Jan. & July.	Baltimore.	1898	84
2d Mort. (Balt. Loan) of 1866..		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	100½
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	96
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	86
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	97½
Construct'on bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		200,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		600,000	7	May & Nov.	New York.	1890	92
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'76-'96	90
Rich., Fredericksb'g & Potomac:							
Sterling Loan		87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1921	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Rich'd and	1875	....
1st Mortgage		175,000	6	April & Oct	"	....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.& R.)Sks Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	70
Equipment Mortgage	500,000	8	March & Sept.	"	1880	98
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	93
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	75
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis, Jacksonv.& Chic.(C.& A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	75
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,023,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $460,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.).						
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	6*	Jar. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500.000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1900	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1864	....
1st Mortgage extension.....	691,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1890	....
Shepang Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	560,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferr. d bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1579	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1896	....
Sterling Mountain:						
1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	80
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	75½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	70
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	...
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	645,000	7	"	" "	1882	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	85
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1898	90
1st Mort. (Quincy & Tol 34 m).	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1892	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	83
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	75
Equipment (Tol. & Wab. 75m.).	600,000	7	" "	" "	1883	73
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	70½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	75
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	57
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	42½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	8*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, sk̃g fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	94
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1913	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	99
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	94
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	103,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&H C):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, sk̃g fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan., Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795,500	6	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	79
Equipment Mortgage	1,000,000	8	" "	"	1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	536,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	"	1884	72
4th Mortgage	846,000	8	March & Sept.	"	1900	88
Registered Certificates	1:3,208	8	Jan. & July.	"	'71-'75	....
Funded Interest	204,200	8	" "	"	1880	....
Income Mortgage (fundable)	112,500	8	" "	"	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	913,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	93
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt.	675,000	6	" "	"	1900	95
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold sk̃g fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	70
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	93½
2d Mortgage coupon or regis.	723,600	7	Jan & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1861	....
Currency Bonds	221,400	7	May & Nov.	"	1862	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1893	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m.	1,585,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, sk̃g fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	99
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1894	102
1st Mortgage registered — 3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	100
Delaware & Raritan Sec U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	83
Mortgage Loan reg.	2,0 0,000	6	F. M. A. & N.	"	1897	81
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	82
Convertible Loan, gold	922,000	6*	March & Sept.	"	1884	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	68
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1870	95
Boat Loan, sinking fund	286,966	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1857	....
Pennsylvania:						
1st Mortgage sk̃g fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	69
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1888	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July	"	1882	70
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	77
Boat and Car Loan	756,850	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1880	76½
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1874	....
2d Mortgage	200,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	296,000	6	May & Nov.	"	1930	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years owning.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	180,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.8	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	.....	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	92½
Sept. 30, 1872	61.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	.....	.....	.....	.....	1,000,000	.....	—	61.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	.....	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,155	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	.....	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila.& R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	23.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In progress to N.	Mexico.)	.....	.....	.....	—	100	15½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	906,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,282,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	406.0	20.0	31.0	100.0	78	29	16	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,848	.....	—	428.0	1,427,688	232,576	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	.....	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 26, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	.....	.....	.....	732,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylv	ania.)	.....	36,000	—	50	.....
Sept. 30, 1872	379.6	—	502.7	—	385	209	52	7,004	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,428,832	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	150
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington branch ¶.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	135
Sept. 30, 1872	103.5	—	21.5	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,805	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	.....	.....	.....	650,000	250,000	.....	—	—	(Operated	by Maine	Central.)	.....	.....	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	.....	.....	.....	468,000	.....	.....	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,166,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,862,615	10	100	188½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	738,240	—	163,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,738	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	12½
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,985	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,298,969	241,010	8	500	164
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	976	Boston and Maine.....Mass., N. H. & Me.	6,728,382	1,144,587	775,992	525,480	6,816,334	—	1,341,862	1,016,686	158.8	1,215,998	4,135,469	520,722	2,004,672	504,116	10	100	115
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	468,347	10	100	141
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,369,500	.....	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb..... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,009	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,330,000	.....	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,160	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Emporium, Pa.)		139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	625	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	5.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)	.....	.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(Comple	ted to Mo.	Line May,	1873.)	.....	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	—	—	—	—	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	.....	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	$76,195	138,354	32,388	1,218,870	1,068,400	54,907	9,384	67.0	218,639	417,196	69,224	467,036	212,119	3p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	*	.....	.....	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	61.0	.....	.....	.....	.....	Canada Central.....Canada.	685,166	*	.....	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,647	1,022,330	349,000	132,561	43,985	94.0	210,684	286,417	75,147	321,708	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,161	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Pb.&Rdg.)	572,104	183,169	7 p.	50	24½
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	.....	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,845	4,391	—	100	.....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic.&	North Wes	tern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	83	44	27	782	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,683	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,469,616	*	.....	.....	997,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,062	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,068,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	87
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,227	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,488,198	2,513,287	54,283,190	81,939,680	422,041	7,483,966	1,158.0	.....	588,833	746,153	11,963,641	6,962,362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,000	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,187	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,318	.....	13,897	628,080	600,000	3,150	—	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,868	13,398,407	18,624,963	3,387,461	—	227.0	511,475	141,873	115,473	777,032	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,554	2,153,300	809,200	28,992	118,370	88.1	622,256	192,234	412,432	824,763	183,851	6	100	....						
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	956,000	—	—	(Phila. a	nd Reading	R. R. Co	mpany.)	—	—	50	....						
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	*	4,348,918	1,348,501	11,355,300	5,446,630	3,255,428	303,773	649.1	5,902,102	772,506	1,601,798	5,156,326	1,879,147	10	100	85						
Dec. 31, 1872	698.8	552.4	287.2	—	288	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	*	4,855,731	—	28,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 month	hs on 825	miles.)	7,554,575	2,839,866	10	100	82						
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	*	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opene	d in Fall o	f 1872.)	.....	.....	—	100	....						
Dec. 31, 1872	119.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	*	221,107	.....	2,975,000	3,325,000	345,068	.....	110.0	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No inf	ormation	furnished.)	.....	.....	—	100	....						
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	*	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No inf	ormation	furnished.)	.....	.....	—	100	....						
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	*	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., B	url. & Quin	cy R. R. C	o.)	140,000	—	100	....						
May 31, 1873	81.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	*	.....	.....	4,200,000	810,000	.....	.....	—	(Chic. &	Northwes	tern R. R.	Co.)	.....	8	100	82						
Dec. 31, 1872	170.0	25.0	19.6	55.0	25	12	7	605	Chicago and Michigan Lake Shore	Michigan.	6,538,400	*	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,662	600,985	218,500	—	100	....						
May 31, 1872	1,383	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n. Ill., Wis. & Mich.		56,199,718	*	2,343,919	.....	35,878 644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,692,135	—	100	35						
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	.....	.....	—	(Operat	ed by con	tractor—N	o report.)	.....	—	100	....						
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No infor	mation.)	—	—	—	—	—	—	(Being co	nstructed.)	—	—	—	—	100	....						
Mar. 31, 1873	493.0	120.5	142.8	—	197	60	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	*	7,869,900	2,109 406	25,000,000	8,972,000	164,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	84						
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under	construct	ion—no	informati	on.)	—	—	—	—	—	—	—	—	—	—	....						
Dec. 31, 1872	269.0	32.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	—	—	7,000,000	5,000,000	1,658,551	—	—	(Chic., R	ock Islan	d and Pacif	ic R. R.	Co.)	—	—	....						
Dec. 31, 1872	36.5	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	265,000	500,000	—	—	—	(St. Lou	is K. City	and North	ern R. R	Co.)	—	—	....						
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	—	—	(Marietta	and Cin	cinnati R.	R. Co.)	—	—	—	....						
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,032,000	1,052,450	669,651	60.0	549,574	750,687	564,542	1,204,865	495,373	8	100	....						
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	*	—	—	(Sold un	der forec	lose. for	$1,000,000	123.0	.....	.....	.....	312,358	L. 17,967	—	100	....						
Dec. 31, 1872	39.0	—	1.9	—	.....	.....	.....	.....	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until re	cently lea	ed to Ind.	Cin. & La	fayette.)	—	100	....						
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	*	.....	109,315	3,996,610	1,500,000	31,360	84,326	148.0	424,240	141,450	148,249	439,838	156,087	—	100	....						
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	.....	700	56,965	382,600	565,000	61,350	42.0	.....	.....	.....	229,635	70,974	—	100	....						
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	—	—	2,000,000	1,800,000	—	—	91.5	.....	90,118	72,204	187,252	61,470	—	100	....						
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	*	.....	.....	4,729,037	3,261,830	18,108	—	215.5	741,280	254,436	283,393	850,755	339,244	—	100	7						
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under	construction—no		—	—	—	—	25.0	20,360	4,032	.....	7,047	.....	—	100	....						
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	*	1,929,844	1,427,549	14,961,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,364	4,593,171	1,879,526	7	100	64						
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	.....	.....	2,059,200	1,164,000	.....	.....	—	(Atl. & G	t. Wtn. Ra	ilway Co.)	274,907	260,946	7	50	....						
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,675,125	—	.....	.....	1,200,000	2,300,000	.....	.....	114.5	183,000	135,607	176,909	300,347	126,728	—	100	....						
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,154	654,758	1,881,912	Pa. R. R.	1,053,283	7	50	78						
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	*	.....	.....	13,328,569	23,555,174	130,974	—	681.0	4,590,845	646,459	1,399,697	4,411,095	783,881	—	100	17						
Dec. 31, 1872	76.0	4.0	....	161.0	8	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	*	.....	.....	1,474,300	525,000	.....	.....	40.0	.....	.....	.....	90,216	14,967	—	100	....						
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,678,037	1,072,739	288,658	59,094	1,208,810	2,148,000	291,199	330,219	39.0	499,522	134,999	681,819	854,892	442,663	25	50	....						
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	to Cin., Sa	nd. & Clev	. R. R. C	o.)	—	100	....						
May 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire.	1,500,000	*	187,390	104,436	1,500,000	—	111,357	180,169	146.5	802,162	613,842	692,768	1,040,115	150,759	10	50	162						
Mar. 31, 1873	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concor	d R. R. Co	mpany.)	25,000	25,000	7	100	....						
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,386,436	*	261,151	123,946	2,127,273	1,357,100	39,767	246,371	143.7	458.581	167,112	171,923	312,768	808,902	6	100	72						
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	138,686	510,977	1,850,900	250,000	415,226	405,778	55.9	324,053	986,504	383,770	729 311	215,481	10	100	125						
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	.....	.....	1,033,500	998,000	973,000	7,390	45.0	66,293	205,441	16,077	144,851	7,390	—	100	....						
Sept. 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,028	2,436,500	96,323	—	68.3	146,880	151,838	60,467	223,565	65,612	—	100	....						
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	.....	.....	—	(Phila.	and Trent	on R. R. C	ompany.)	.....	6	50	....						
Sept. 30, 1872	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	*	.....	.....	308,405	100,000	22,240	.....	17.0	.....	.....	.....	39,611	14,727	—	100	....						
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	371	Cumberland Valley	Penn.	1,725,143	*	656,432	157,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,084	287,989	8	50	....						
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Dany., Hazleton & Wilkesbarre	Penn.	1,102,600	*	.....	.....	684,235	1,400,000	.....	.....	—	(Leased	to Penns	lvania R.	R. Co.)	—	—	50	....						
Sept. 30, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut.	1,108,448	145,383	.....	.....	600,000	407,500	86,060	25,681	33.8	101,558	159,330	44,663	172,120	69,796	10	50	....						
Mar. 31, 1873	90 0	32.0	....	20.0	.....	.....	.....	.....	Davenport and St. Paul	Iowa & Minn.	5,000,000	*	.....	.....	9,000,000	2,440,000	.....	.....	90.0	(Recentl	y opened	—No repo	rt.)	.....	—	100	....						
Mar. 31, 1873	142.0	—	21.3	—	28	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,623	8	100	....						
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	*	.....	.....	86,000	527,445	.....	.....	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....						
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,000	—	—	—	(Operat	ed by Pitt	sb'g, St. L.	& Cinc. C	o.)	—	100	....						
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware [1]	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....						
Dec. 31, 1872	45.0	—	65.0	—	46	3	1	4 259	Delaware and Hudson	Penn.	4,621,411	*	24,313,589	955,845	16,000,000	13,088,385	—	1,804,460	62.0	(Owned	& operate	d by Del. &	Hud. Can	al Co.)	10	100	....						
Dec. 31, 1872	115.0	—	119.0	—	125	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	*	.....	.....	20,000,000	5,394,000	4,239,545	.....	115.0	3,254,260	249,578	2,347,671	4,746,678	2,867,965	10	100	85						
Dec. 31, 1872	106.0	15.0	6.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,862	871,903	196,997	—	100	....						
Dec. 31, 1872	118.0	31.0	5.8	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	.....	158.0	(Operati	ons by Co.	commenced	Jan. 1, 1873.)	.....	—	100	....						
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	640	Des Moines Valley	Iowa.	13,808,285	*	.....	.....	6,523,600	5,070,000	930,000	—	250.0	447,679	108,599	198,360	776,264	127,223	—	100	....						
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	.....	—	(Recently opened—no		returns.)	.....	.....	—	100	....						
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	60	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	*	.....	.....	343,150	1,470,000	.....	.....	65.0	(Recently opened—no		returns.)	.....	.....	—	100	....						
Dec. 31, 1872	189.0	—	26.0	—	84	37	20	602	Detroit and Milwaukee	Michigan.	10,213,528	*	.....	.....	2,917,140	7,296,388	.....	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....						
Aug. 31, 1872	164.0	2.0	2.0	22.0	.....	.....	.....	.....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	*	.....	.....	1,707,000	4,070,000	.....	.....	166.0	.....	.....	.....	610,000	.....	—	100	....						
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	.....	.....	—	(Leased	to Maine	Central.)	—	18,000	6	100	....						
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	.....	.....	.....	.....	.....	.....	.....	33.5	.....	12.338	7.781	22,792	7,175	—	100	....						
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston	and Maine	R. R. Co.)	—	29,000	6	100	....						
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	890,000	.....	.....	—	(Leased	by Illinois	Central.)	.....	.....	6	100	55						
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	—	—	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161.458	72,488	—	100	....						
Dec. 31, 1872	54.8	—	4.2	—	6	7	8	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	*	.....	.....	1,266,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109.262	2,064	—	100	....						
Dept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	*	.....	.....	1,488,487	1,800,000	554,407	.....	58.0	.....	.....	.....	210,54	L. 26,998	—	100	....						
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	*	—	9,876	350,000	—	42,239	2,150	17.5	.....	100.711	6,262	34,048	1,434	—	100	....						
Oct. 31, 1872	17.5	—	0 6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsy	lvania R. R	Co.)	.....	.....	—	50	....						
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Phila. &	Reading	Co.)	.....	.....	6	50	....						
Jun. 30, 1872	242.0	28.0	27.0	—	45	33	8	605	East Tenn., Va., & Georgia	Tenn. & Ga.	9,167,351	*	34,750	661.293	1,970.024	3,889,900	168,593	3,735,377	270.0	.....	.....	.....	.....	.....	—	100	....						
Sept. 30, 1872	41.4	71.7	61.6	—	78	133	36	854	Eastern	Massachusetts.	7,436,949	1,767,261	1,232,235	1,579.678	4,262,800	6,746,100	701,841	405,582	264.6	1,403.179	5,000,399	424.320	1,973,823	574,261	—	100	90						
Dec. 31, 1872	23.0	5.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	23.0	49,312	22,107	41,308	129,305	21,728	—	100	....						
Dec. 31, 1872	40.0	—	1.7	—	.....	.....	.....	.....	Eastern Shore [1]	Maryland.	895,000	*	.....	.....	295.000	600,000	.....	.....	40.0	.....	(No state	ment furnished.)	.....	.....	—	100	....						
Dec. 31, 1872	185.0	—	9.7	—	.....	.....	.....	.....	Elizabeth and Paducah	Kentucky.	6,000,000	—	.....	.....	3,000,000	3,000,000	.....	.....	185.0	(Recently o		pened—no	returns.)	.....	—	100	....						
Dec. 31, 1872	46.8	—	3.3	—	.....	.....	.....	.....	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500 000	—	—	—	—	(Northern Central		R. R. Co.)	25,000	25,000	5	100	....						
Dec. 31, 1872	78.0	—	14.0	—	.....	.....	.....	.....	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000.000	1,620,000	—	—	—	(Northern Central		R. R. Co.)	165,000	162.000	5	50	....						
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	70	10638	Erie	New Jersey, N. York & Pa.	27,048,084	11,191,472	568,131	1,133,257	86,536,910	26,398,800	2,517,301	—	954.0	12,318,504	3 595,988	5,564,274	18,371,885	4,720,285	14	100	40						
Sept. 30, 1872	12.3	—	0.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	—	—	144,900	120,000	—	—	12.3	.....	.....	.....	.....	.....	—	100	....						
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	*	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	30,160	38.344	74,404	27,338	—	100	....						
Dec. 31, 1872	81.8	3.7	11.3	—	29	10	4	1,519	Erie and Pittsburg	Pennsylvania.	5,397,000	*	.....	.....	2 000.000	3,297,000	.....	.....	114.0	749,280	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....						
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American [1]	Maine.	3,725,907	*	.....	.....	1,272,550	4,753,773	3,230,360	.....	114.0	154,290	298,082	.....	367,574	165,289	—	100	....						
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	6	340	Evansville and Crawfordsville	Indiana.	2,879,748	—	24,449	92,135	1,144,263	1,127,000	20,630	704,462	132.0	359,515	146,036	.....	568,379	218,645	—	100	....						
Dec. 31, 1872	55.0	—	3.1	—	8	6	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	.....	—	(Chicag	o, Danville	& Vincenn	es R. R. C	o.)	—	100	....						
Sept. 30, 1872	5.5	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331.107	4,200	71,504	469,159	150,000	254,633	271,986	213,351	5.5	11,988	106,787	—	42.378	15,608	—	100	....						
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Pbg. &	Connells	v. R. R. Co.)	.....	.....	74	50	....						
Sept. 30, 1872	50.8	43.2	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,508,372	569,000	227,508	.....	4,000,000	—	—	511,300	93.3	716,246	1,869,427	740.123	1,350.289	323,935	8	100	121						
Dec. 31, 1872	12 5	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	—	(Belv. Delaware R.		R. Co.)	—	16.217	L. 16,186	—	100	....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Asterisks (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Siddings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	26.0	26.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,705,602	1,135,131	694,505	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	844,559	1,133,612	455,118	—	100	....
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,258,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,782	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	313.000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston,	Clinton &	Fitchb'g.)	21,580	21,580	—	100	....
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	257,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,068	398.639	234.423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,385,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,09	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	....
Dec. 31, 1872	283.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,998	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,840	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5 197,216	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	5,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102 0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,1c7,4+7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0 5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,778	161,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	—	—	—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	180,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	0	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)	—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.	)	—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,009,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.... ..	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	296.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,464,670	670,529	—	100	16
Sept. 30, 1872	7.8	—	1.0	—	2	2	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123.550	—	40,000	68,151	7.9	21,096	79,998	14.397	71,032	20.295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	780,000	.....	.....	54.0	(Leased	by Penney	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,351	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721.348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford. Prov. & Fishkill*. R.I., Ct & N.Y.	4,201.486	598,875	.....	.....	2,037,910	2,055,500	100,000	200,619	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,416	Loss.	—	100	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,688	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	731,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,320	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	180.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,754	2,103,197	10	100	97
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	35.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	267	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424.409	600,000	3,338,000	654,822	.....	261.0	1,732,280	291,787	690,971	2,110,681	730,239	—	100	....
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,291	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill.Cen	. R.R.Co.)	837,462	118,112	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept.30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82.960	20,367	121,660	110,842	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	—	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 32, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,595,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.	)	140.000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,050,864	162,891	2,000,000	4,888,000	1,214,013	7,868	224.0	1,061,102	658,633	468,336	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	....
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana....Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103 800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	69.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6 131,500	.....	.....	280.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	....
Dec. 31, 1872	438.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,960	16,925,000	2,706,480	.....	672.6	2,475,270	179.182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	188,205	361,492	2.395.000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	13.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,208	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	30.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	....
Sept.30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	....
Dec. 31, 1872	5-1.8	596.2	633.2	—	418	160	69	8,440	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,284,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112 833	4,382,243	17,591,629	3,118,598	8	100	61
Jan. 30, 1872	27.0	—	....	66.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,988	2.000 000	93,314	.....	—	(Opened t	hrough in	July, 1873.)			—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,866	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	284,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford .N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	116
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R. R. Co.)	60,000	6	100	....
Jun. 30, 1872	36.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,564	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,418	592,036	488,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶.....South Carolina.	2,148,131	*	88,720	87,364	979,850	1,101,500	138,977	83,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No s	ccounts o	btainable.)	.....	.....	.....	.....	72.0	(No accou	nts.)		.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	38	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,920	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,110	1,336,938	592,322	5a	50	94
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,219,963	261,561	3,533	140.3	748,888	212,980	313,664	894,774	180,541	—	50	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,264	Northern Central ¶.....Md. and Penn.	11,6 6 880	3,223,438	2,750,000	928,676	5,842,000	11,040,602	1,464,216	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	49
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,688	706,355	217,103	8	100	100
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	278,054	37,604	5	100	....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,894	.....	.....	50,000p.m	.....	.....	559.0		(No sta	tement pu	blished.)			—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,983	*	84,706	109,185	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	118
Jun. 30, 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	53
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,765	404,765	708,799	3,343,845	984,008	—	100	224
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	569,926	676,500	1,285,554	461,531	6½	50	20
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441 553	586,443	5,103,506	3,521,000	467,989	581,156	160.7	1,110,676	3,711,246	510,434	1,897,436	630,249	6½	100	107½
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,078,555	*	.....	.....	290,300	736,000	75,852	.....	11.9		2,984 817		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,282	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,963	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertown	n & Ogd.	R.R.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,982	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no returns.)		—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific of Missouri* ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. Co.)	—	5	100	31
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	2,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	63.5	469,280	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	on: no ret	urns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	78
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,500,000	1,200,000	.....	.....	109.0		(No	statement	furnished.)			—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)		25 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.8	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol.Wa	b. & Win.	Co.)		—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer.	Sth'n R.R.	Co.)		—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0		88,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania	31,283,396	11,154,553	53,506,985	10,413,980	53,271,937	35,072,309	19,395,428	8,910,154	787 7	13,380,937	5,250,393	7,844,779	22,012,525	8,247,852	10	50	83½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,640	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	538,500	575,000	.....	47.0	.....	3,486	1,876,772	23,083	.....	20	50	240
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	488,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York.N.Y. & Penn.	5,066,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	487,135	—	50	....
Dec. 31, 1872	44.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	3	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124.505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey	214,581	.....	.....	.....	.....	.....	.....	.....	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	50	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia	1,817,985	*	.....	.....	57,200	100,000	57,381	.....	82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	323,905	43,388	1,324,200	500,000	361,083	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	.....	2,248,698	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,551	839,793	2,028,568	3,980,753	846,319	—	50	33½
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	366,282	600,793	.....	2,281,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	166
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	63	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,604	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	100
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	*	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	50	112
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,786	*	2,318 306	175,895	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,988,614	8	50	102
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	84	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,749	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160.500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.8	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., L. & I.	35,835,286	*	.....	.....	22,214,286	13,021,000	17,280	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	50	86
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0		(In opera	tion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa.&Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,390	450,000	.....	.....	—	(Leased	by Pennsy	lvania Co.)			—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	316	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	60.0	5	13	3	92	Portland and Ogdensburg.....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55.592	87,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,662,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings	used in co	nstructio	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,216	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	218	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,290	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased b	y Eastern	R.R. Co.)			—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benefit	of contra	ctors.)	10	100	122
May 31, 1873	71.	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Leased b	y Eastern	R.R. Co.)			6	100	90
Sept.30, 1872	41.5	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,013	10,40	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,566	125,566	107,661	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,806	895,807	289,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	646,079	78,026	.....	.....	487,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,458	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	"	82,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	5	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	"	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	155,300	102,985	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,087	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	"	.....	.....	6,000,000	1,925,000	.....	.....	181.0	862,480	864,000	556,934	1,748,915	604,224	7	100	96
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	"	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	"	116,539	263,282	1,509,826	889,899	43 417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	"	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	"	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)	.....	.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie Railway Co.)	.....	.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	"	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	236,235	"	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.5	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	"	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	6,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central Verm't.)	434,740	405,381	.....	—	8	....
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan. & Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	64.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	.....	250,000	.....	.....	59.0	.....	70,285	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	15.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	"	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,218	507,079	220,002	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,558,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.5	983,393	557,675	633,574	2,146,639	687,639	3	100	60
Dec. 31, 1872	310.0	48.0	25.0	60.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	15.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton R.R. Co.)	.....	.....	240,000	—	100	....
Jan. 31, 1873	363.0	—	17.6	—	88	38	19	1,551	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	"	2,369,76	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,625	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	"	.....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	"	8,723,033	229,522	1,968,600	16,197,000	589,333	—	208.0	462,459	235,279	152,356	882,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	"	179,79	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	"	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,902	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	842	Savannah, Albany and Gulf.....Ga.	7,592,283	"	526,789	1,171,804	4,479,677	3,242,200	1,671,999	.....	347.0	635,300	98,234	.....	983,996	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	: very small.)	.....	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	"	.....	105,689	1,278,400	210,000	107,000	.....	80.6	235,679	26,309	162,582	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,818	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,600	16,170	56,220	58,850	32,393	—	53	....
Jun. 30, 1872	106.8	—	11.5	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,096,400	"	.....	.....	2,068,400	1,628,000	.....	.....	157.5	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.0	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	"	568,362	.....	2,800,000	1,740,000	450,494	.....	—	.....	(Run by contractors: no returns.)	.....	.....	.....	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	.....	.....	.....	.....	South and North Alabama.....Ala.	7,481,764	"	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	"	2,019,176	806,086	5,819,275	4,730,346	236,736	71,474	243.0	856,737	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,782,021	2,288,000	89,881	.....	116.0	302,744	101,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	238,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,933	"	.....	.....	3,825,000	4,592,000	1,007,958	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	28	5	245	Southern Pacific.....California.	11,500,000	"	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,960	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	"	.....	.....	4,000,000	4,460,000	140,000	.....	—	.....	(Not in operation at date.)	.....	.....	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York..N.Y.	2,936,297	"	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,558	216,491	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	46	Syracuse and Chenango Valley.....N. Y.	1,165,962	61,985	.....	.....	1,063,400	800,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	"	1,583,484	191,840	1,988,150	800,000	616,244	1,173,143	99.8	.....	190,997	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.0	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	"	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,705,000	3,460,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	478.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,583,000	"	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	354
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	376,418	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,762	191,122	816,563	212,097	2	100	....
Dec. 31, 1872	1 032	—	100.0	—	151	93	36	2,409	*Union Pacific* .....Nebr. Utah Nev. & Cal.	111,948,818	"	.....	.....	36,762,300	75,179,512	.....	.....	1,082.0	.....	165,688	.....	4,892,032	4,092,032	—	100	151
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	22,450,328	"	13,216,919	427,838	18,990,827	17,615,608	797,681	472,465	455.9	3,905,741	7,860,795	2,536,304	8,266,228	2,261,060	10	100	114
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	"	.....	.....	800,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,388	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	71	Utah Southern .....Utah.	1,000,000	"	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,583	62,064	387,299	111,209	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	488,131	.....	.....	2,906,600	.....	.....	.....	120.0	228,887	246,101	178,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)	—	100	60
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	—	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts..Mass. & Vt	2,703,966	"	20,785	191,899	2,360,000	900,000	68 899	167,751	88.1	24 ,299	275,181	131,458	557,198	169,528	2	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,825,191	"	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer. Southern	R. R Co.)	.....	.....	—	100	....
Dec. 31, 1872	16.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. & W. R. R.)	.....	525,749	215,353	7	100	53
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	.....	960,700	130,400	321,248	346,178	44.0	81,361	27,606	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,584	—	100	....
Dec. 31, 1872	134.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.0	.....	.....	128,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	8.3	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	—	208,500	17,089	682,593	1,800,000	109,069	.....	60.0	217,760	134,685	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	37.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsylvania R. R. Co.)	.....	.....	.....	—	50	....
Dec. 31, 1872	60.7	—	16.2	—	15	63	8	171	West Jersey.....New Jersey.	2,256,358	"	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	164
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	6,640,000	"	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	55	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	286	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304.142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	68.6	—	9.5	—	21	18	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	82,892	.....	750,063	2,332,300	108,610	—	63.6	230,554	132,365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	22	31	—	324	Wilmington and Weldon ¶....N. Carolina.	3,004,044	"	61,436	296,893	1,456,200	1,619,100	77,042	299,581	181.0	519,184	124,995	.....	635,871	230,833	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	"	.....	.....	1,657,500	1,691,500	.....	.....	—	.....	.....	.....	181,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H. & Mass.	2,212,144	"	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,954	368,042	667,359	195,458	12	100	124
									CANALS, &c.																						
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	"	256,967	.....	1,880,800	1,997,972	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	"	.....	.....	8,229,694	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	"	.....	.....	1,633,360	800,000	.....	.....	—	(Leased	to Lehigh Coal and	Nav. Company.)	8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,561	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,589,557	86,970	loss.	10	100	101
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,898,743	"	.....	.....	5,847,000	.....	.....	.....	65.5	.....	.....	.....	957,557	388,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,456,800	"	.....	.....	8,784,650	15,767,656	.....	.....	108.0	.....	.....	1,041,891	606,060	32,570	—	50	42
Dec. 31, 1872	86.9	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,080	"	.....	.....	1,094,150	110,000	8,064	.....	86.0	.....	.....	2,059,934	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	"	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	90
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,360	"	.....	.....	4,467,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.8	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,547,126	2,285,573	271,467	.....	4,386,798	8,676,282	267,198	.....	108.8	(Leas. to	Ph. & R'g.)	1,200,181	649,352	634,169	1	50	10
Dec. 31, 1872	46.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	"	.....	.....	2,092,706	2,757,310	165,811	.....	46.0	(Leas. to	Ph. & R'g.)	426,893	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	6,807,850	"	.....	.....	2,907,850	300,000	35,000	.....	54.0	.....	.....	124,960	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,844	"	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p. c	p. c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	12½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	100
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	..
Catawissa,* pref. and guar.....	1,159,500	7	7	79½
Camden and Amboy,* guaranteed..	5,547,800	10	10	112
Camden and Atlantic, preferred.....	763,549	7	3½	....
Cayuga and Susquehanna,* guar.....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	87
Central Ohio,* preferred	411,550	6	6	68
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	69½
Chicago and Alton, † preferred.....	2,425,400	...	10	90
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	82½
Chicago and North-Western, pref...	21,289,563	7	7	56
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	75
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar.....	5,000,000	...	3	....
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	63
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	27
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	....
Huntington & Broad Top Mtn, pref.	190,750	7	....	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref...	3,101,850	6	....	....
" " 2d pref....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	45
Mine Hill,* guaranteed.....	3,856,450	8	8	98
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	84
Nesquehoning Valley,* guar....	2,000,000	10	10	....
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	114
New London Northern,* guar.....	971,400	10	10	....
New York & Har.em,* pref. & guar.	1,500,000	8	8	110
" " *com.& guar.	8,500,000	8	8	103½
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	119
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	56
" " pf.& *guar.	2,000,000	8	8	88
Ohio and Mississippi, preferred.....	4,030,000	7	7	50
Oswego and Syracuse,* guar.....	1,144,600	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	78
Paterson and Hudson,* guar.....	630,000	—	5½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	—	....
Phila., Germant'n & Norristo'n,*guar.	2,231,900	12	12	166
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	112
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,286	7	7	80
Pittsfield and North Adams,* guar.	400 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	122
Rochester & Genesee Valley,* guar.	557,580	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	45
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	21
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	889,460	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	....
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,695,000	4	4	48
Schuylkill Navigation, preferred....	2,808,977	6	6	20

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	44 —	@ 45 —
Gartsherrie		— —	@ — —
Glengarnock		39 —	@ 40 —
Eglinton		38 —	@ 39 —
Pig, American, No. 1		35 —	@ 37 —
Pig, American, No. 2		30 —	@ 31 —
Pig, American, Forge		25 —	@ 27 —
Bar, Refined, English and American		— —	@ — —
Bar, Swedes, assorted sizes	(gold)	— —	@137 50

—Store Prices.—

Bar, Swedes, 1¼ x¾ & 1¼x¾ to ¾& sq. 1¾ to 5x¾ to ¾ & ¾ to 2 sq. 6 to 12 x ¾ & ¾	175 —	@ — —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in	— —	@ 82 50
Bar Refined, 1¼ to 6 by ¾ & 5-16 in	— —	@ 87 50
Bar Refined, 1 & 1¼ by ¾ & 5-16	— —	@ 90 —
Large Rounds, 2¼@2¾ to 3¾ @4 in	92 50	@107 50
Scroll	102 50	@135 —
Ovals and Half-round	110 —	@130 —
Rand, 1 to 6 in. by 3-16 to No. 12	102 50	@105 —
Horse Shoe	117 50	@ — —
Rods, ¾@1-16 inch	92 50	@135 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14	120 —	@160 —
Nail Rod	per lb. —	9 @ — —
Sheet Russia, as to assortment	(gold) —	17½@ — 18½
Sheet, Single, D. and T. Common	—	5½@ — 6½
Sheet, Doubles and Trebles, Charcoal	—	6½@ — 8
Sheet Galvanized	List 10 per ct. disc,	
Rails, English	(gold) per ton.	63 — @ 65 —
Rails, American, at Works in Penna.	c'y.	70 — @ 75 —
Anvils (Eagle)	per lb. currency.	— 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17½@ — 22
English Spring (2d and 1st quality)		— 9½@ — 10½
English Blister (2d and 1st quality)		— 14 @ — 18½
English Machinery		— — @ — 14½
English German (2d and 1st quality)		— 12½@ — 14½
American Blister		— — @ — 11½
American, Cast, Tool		— — @ — 17
American, Cast Spring		— — @ — 11
American Machinery		— 11½@ — 12
American German Spring		— 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 50 @	4 75
8d. and 9d.	"	4 75 @	5 —
6d. and 7d.	"	5 — @	5 25
4d. and 5d.	"	5 25 @	5 50
3d.	"	6 — @	7 —
2d. and 3d. Fine		8 50 @	8 75
Cut Spikes, all sizes		4 75 @	5 —

TIN—Duty: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— — @ — 33
Straits	(gold).	— 28½@ — 29½
English	(gold).	— — @ — 27

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal	per box. 9 50 @10 —	11 — @ 11 50
I. C. Coke	7 25 @ 8 —	8 50 @ 9 50
Coke Terne	7 — @ 7 75	8 25 @ 9 25
Charcoal Terne	9 50 @ 9 75	11 — @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	5½@ — —
Crude 40@47 gravity (in shipping order)	—	10½@ — 10½
Refined, Standard White (in ship'g order)	—	— @ — 16
Refined, S. W. (in jobbing lots)	—	16½@ — 16½
Refined, S W. (in tin)	—	20½@ — 24
Naptha, Refined (65@73 gravity)	—	9½@ — 9½
Residuum (in shipping order)	per gall.	8 @ — 8½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	— — @ 33
Copper, Bolts		— — @ 40
Copper, Braziers' (over 16 oz.)		— — @ 40
Copper, Nails		— — @ 45
Copper, Old Sheathing, &c., mixed lots		— — @ — 21
Copper, American Ingot		— 21 @ — 21½
Copper, English Pig		— — @ — —
Yellow Metal, New Sheathing & bronze		— — @ — 26
Yellow Metal, Bolts		— — @ — 32
Yellow Metal, Nails, Sheathing & Slating		— — @ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	— — @ — 7
German Ordinary	(gold)	— — @ — 7
English	(gold)	— — @ — 7
Bar		— — @ 9 25
Pipe		— — @10 50
Sheet		— — @10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. per lb.
Tatham's Improved Tin-Lined Lead Pipe.....16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	—	— @ — 14
Liverpool House Cannel	—	— @ — 20
Anthracite (by cargo)	per ton of 2,000 lb.	5 50 @ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	Th. 30.	F. 31.	Sat. 1.	M 3.	Tu. 4.	W. 5
Boston, Hart. & Erie	1½	1½	1½	....	....	1½
Canton Co	....	....	....	....	....	....
Central Pacific 6s	85½	84	....	84½	....	84
Central of N. Jersey	86	86	....	....	....	87
Chicago & Alton	....	90	86	....	....	85
" pref	....	90	90	....	....	90
" 1 M	....	....	....	....	....	....
" S. F	....	....	....	....	....	....
" Ins. bds	....	90½	....	....	....	....
Chicago, Burl. & Q	85	....	82	....	....	....
" 8s, 1883	....	....	....	....	....	105
Chic. & Northwestern	33½	34½	35	35	....	35
" pref	59	56	57½	57	....	56
" 1st M	....	....	....	90½	....	90½
" S. F	....	....	....	....	....	....
" Consol	....	....	79	....	....	....
Chic., Rock Isl. & Pac	87½	86½	87½	87½	....	84½
Chi., R. I. & Pa. 7s, 1896	98½	98	97	....	....	96
Clev., Col., C. and Ind	70	....	....	68½	....	....
Clev. & Pittsburg guar	75	73½	73	74½	....	75
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
" 4 M	....	....	....	82	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C	18½	17	18	17½	....	17
" 1 M	74½	72	....	74	....	73½
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	100	100	100	101	....	....
Del. Lack. & Western	84½	80	82½	83	....	82
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	98	....	....	....	97½
Erie Railway	45	44½	44½	43½	....	40
" pref	65½	64½	....	....	....	63
" 1 M. 7s, 1897	....	....	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	91	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
" 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort	....	75a	....	....	....	....
Hannibal & St. Joseph	19	16	17½	18	....	18
" pref	....	....	....	....	....	....
" 8s, conv	....	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	94	97	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th	61½	58½	63½	62½	....	61
Marietta & Cin. 1st pref	....	....	....	....	....	....
" 2d pref	....	....	....	....	....	....
Michigan Central	69	....	65	66	....	66
" S. F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F	100	....	....	....	....	....
" 2 M	....	....	....	....	....	....
Mariposa Mining Co	....	....	....	....	....	....
" pref	....	....	....	....	....	....
Milw. and St. Paul	24	22½	24½	24½	....	23
" pref	46	44	47	48	....	45
" 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 8s	103	....	....	....	....	....
" 7 3-10s con	....	....	....	....	....	....
" 7s, gold	....	....	....	....	....	....
Missouri 6s	86	85	85	86	....	85
" H. & St. J. 1s	....	....	....	85	....	....
Morris and Essex	84½	....	....	84	....	84
" 1st mort	103	....	100a	99½	....	98½
" 2d mort	....	....	....	....	....	95
N. Y. Cen. & Hud. Riv.	83½	81½	83½	81½	....	78½
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	89½	89	....	....	....	....
" 6s, S.F. 1887	....	....	87½	....	....	....
N. York and Harlem	102½	101	101	102½	....	103½
" pref	....	....	110	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. York N. Hav. & Hart	....	117	....	116½	....	116
N. Caroline 6s, old	....	....	....	....	....	18
" new	....	....	....	....	....	....
Ohio and Miss	23	22½	23½	23½	....	22½
" pref	....	....	50	....	....	....
" 2d M	....	....	....	....	....	....
Pacific Mail S. S. Co	27½	27	28½	27½	....	25½
Panama	....	80	80	83	....	78
Pitts., Ft. W. & Chi. gtd	....	....	....	80	....	....
" 1 M	....	100	....	....	....	100½
" 2 M	....	....	....	....	....	....
" 3 M	....	....	....	....	....	....
Quicksilver Mining Co	....	....	....	....	....	....
St. L., Alton & T. H	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M. pref	53	....	....	....	....	....
" Income bds	....	....	....	....	....	....
Tennessee 6s, old	....	....	....	....	....	62
" new	....	....	....	....	....	....
Tol., Wab. & Western	37½	33½	37½	36½	....	35½
" pref	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" 2 M	83	....	....	....	....	....
" Equipment	....	....	....	....	....	....
" St. Lou. Div	....	....	....	....	....	....
Union Pacific	16½	15½	16½	16½	....	15½
" 1st mort	70½	69	70	70½	....	68½
" L. Gt. 7s	62½	60½	67½	....	....	57
" Ins. 10s	36	42½	43	....	....	42½
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol	....	....	....	....	....	....
" def. cert	7	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	Th 30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	...
U. S. 5s, 1874, coup	....	....	....	....	....	...
U. S. 5s, 10-40s, reg	107	107	....	....	....	106¼
U. S. 5s, 10-40s, coup	106¼	....	....	106⅝	....	....
U. S. 5s, 1881, reg	....	....	....	....	....	...
U. S. 5s, 1881, coup	108¼	107	....	....	....	108
U. S. 6s, 1881, reg	111¼	111¼	111¼	111¼	....	111¼
U. S. 6s, 1881, coup	112¼	....	112¼	112¾	....	113⅛
U. S. 6s, 5-20s, reg. '62	105¼	....	....	....	....	...
U. S. 6s, 5-20s, c. 1862	106¼	106¼	106¼	....	....	106¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	...
U. S. 6s, 5-20s, c. 1864	107¼	106¼	106¼	....	....	106¼
U. S. 6s, 5-20s, reg. '65	....	....	107	....	....	107
U. S. 6s, 5-20s, c. 1865	106	107¼	....	106¼	....	107¼
U. S. 6s, 5-20s, r. n. '65	109¾	....	....	....	....	...
U. S. 6s, 5-20s, c. n '65	110¼	109¾	110	110¼	....	109¾
U. S. 6s, 5-20s, reg. '67	....	110¼	111	....	....	110¼
U. S. 6s, 5-20s, c. 1867	112¾	112¼	112	112¼	....	111⅞
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	...
U. S. 6s, 5-20s, c. '68	112¾	....	112	112	....	112
U. S. 6s, Pac.R.R issue	109¼	108¼	108	108¼	....	109½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

	W.29.	Th.30.	F.31.	Sat. 1.	M.3	Tu.4
Catawissa preferred	....	....	37¼	....	....	39¼
Camden and Amboy	....	....	....	....	....	...
" 6s, 1875	....	....	....	....	94	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	...	...
" mort. 6s, '89	....	....	....	94	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	23¾	23¾	22¾	22⅝	22¾	21¼
" 6s, 1864	....	....	82	....	....	...
" Gold L	....	....	....	....	....	....
" R. R. L	81	....	....	....	....	....
" Conv. 2s '77	....	....	....	....	....	....
Lehigh Valley R. R	54¼	54¼	54¼	54	54¼	54
" 6s new coup	....	....	....	....	....	....
" 6s new reg	95	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	49¾	49	49	49	49	....
Morris Canal	45	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1885	....	....	....	....	99	98
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	24	24	....
Oil Creek & Alleg. Riv	16	15	15	....	....	....
" 7s	....	69	....	....	....	....
Pennsylvania R. R	45¾	45¼	45⅝	45⅝	44¾	41¾
" 1st M	....	....	97¾	97	....	98
" 2d M	....	....	....	....	95	....
" Gen. mort	....	....	....	....	....	....
" " reg	....	....	....	....	....	....
Penn. State 6s, 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	104	....	104¼	....
" 6s, 3d series	....	....	....	....	107¼	....
Philadelphia City, 6s	....	96	....	....	95¾	96
" new	101¼	101	100¾	100¾	100¾	101
Philad., Germ. & Nor	....	83¾	83	....	....	....
Phila. & Reading	51	50¾	50¾	50	50¾	50
Philadelphia and Erie	16	....	....	....	16¾	....
" 6s	....	....	....	....	....	....
" 7s	....	....	....	81	82	....
Phila., Wilm. & Balt	51	....	....	....	51	51
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	10¼	10	....
" 6s, 1882	69	69	69	69	....	69
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	76	....
United Co. of N. Jersey	114	....	....	....	114	113¾
Hestonville, (Horse)	....	....	....	16	16	....
Chestnut & Wal	....	....	....	....	55	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	55¼
Spruce and Pine	....	....	....	....	....	....
15th and 16th sts.	21	....	20	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 4.

	W.29.	Th.30.	F.31.	Sat.1.	M.3.	Tu.4
Baltimore City 6s, 1875	....	....	....	....	....	94
" 1886	....	....	....	....	....	....
" 1890	95¼	94¼	94¼	94¼	94¼	94¼
" 1884	....	....	....	....	....	....
" 1900	....	....	94	....	....	....
Balt and Ohio	....	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	91	....
Marietta & Cin. 1st M	96¼	....	....	95¼	....	98
" 2d M	84	....	....	....	....	....
" 3d M. 8s	69¼	....	....	....	....	....
Northern Central	....	....	....	24¼	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	84	....	84	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	47¼	....	....	....	47¼	47
" Defer. Certif	....	....	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 5.

	Th.30.	F.31.	Sat.1.	M.3.	Tu.4.	W.5
Boston and Albany	142¼	....	....	....	141	138¼
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	114	113¾	113¾	....	....	115
Boston and Providence	142s	142	....	....	141	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	29⅜	20¼	20	29¼	29¾	29¼
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	86	....	....	....	....	82
Concord	....	....	....	....	....	....
Connecticut River	125	....	....	....	....	....
Eastern	....	91	....	90	....	....
Fitchburg	....	....	....	121	121	....
Manchester & Lawr'ce	....	....	135	....	....	....
Michigan Central	69	69	....	67	....	66
Northern, N. H	100¾	101	....	109	....	....
Ogdens. & Lake Champ	....	....	....	....	....	53
" pref	....	....	....	....	....	93
Old Colony	109	109	109	108	107¾	....
Ph., Wil. & Baltimore	51¼	51	50¾	50¾	50	50¼
Portl'd, Saco & Ports	122	122¾	....	....	....	123
Union Pacific	....	....	....	....	....	....
" 6s	69¾	69	....	....	....	69
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	....	....	....	42
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	97	....	....
Metropolitan	....	....	....	....	49¼	49
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	15¼	15	15⅞	15¼	13¼	
Franklin	3¾	....	....	....	....	...
National	....	....	....	....	....	...
Quincy	31	29¼	28¼	....	28¼	27¼

London Stock Exchange.

	Closing Prices. Oct. 24.	Oct. 17.
Atlantic & Gt. W. 1st mort., $1,000	72 — 74	73 — 75
Do. 2d mort., $1,000	59 — 61	60 — 62
Do. Con. mort. B'nds Bisch's Cert.	34 — 36	34 — 46
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	87 — 89	86 — 88
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	39½ — 39¾	39¼ — 40
Do. 6 per cent Convertible Bonds	96 — 97	— — —
Cons. Mort. amount autho. to be issued for conv. of existing bonds	92 — 94	92 — 94
Illinois Central $100 shares all paid	81 — 83	81 — 83
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	89 — 90	89 — 90
Panama 2d mort	76¼— 77¼	76 — 77
Panama General mort	97 — 99	97 — 99
Pennsylvania, 2d mort	96 — 97	97 — 99
Do. General mort	97 — 98	98 — 98
Do. $50 shares	39¼ — 40¼	41¼ — 42¼
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, November 8, 1873.

Stock Exchange and Money Market.

Money has been working rather more steadily through the past week, despite the reports of serious mercantile embarrassments and disturbances. The city banks have been liberal gainers in the line of their reserves, especially of legal tender notes; and, having been pursuing a very conservative policy in the loan and discount line, are now in a much stronger and more encouraging position than they have been for many weeks. The Wall Street Stock and Gold speculations have been less favored by lenders of all classes, and advances have been made, in a temporary form, with extreme caution. To the more prominent Street firms the rates on call loans have varied from 7@8 per cent, with, in instances, a fractional commission for accommodation from day to day. In the way of discounts, there has been some increase of business, with rates quoted at from 10@18 per cent per annum, with 12@15 per cent as the governing figures in most negotiations of even prime commercial paper. The financial troubles of certain leading manufacturing and commission houses have tended to impede the sale of even the choicest grades of mercantile paper. It is believed, however, that the worst has been seen. The New England reports are more cheering. The advices from Pennsylvania are more promising. The cities of Chicago, St. Louis, and Cincinnati led the way to the restoration of financial order, and New Orleans is now sensibly improving in the matter of currency and exchange. The November interest and dividend disbursements have been progressing quite favorably, as a whole. Some defaults have been announced, a few of them of old standing. The only new postponement, of importance, is in the case of the Chesapeake and Ohio Railroad Loan. The directors, although wealthy people, could not in the present Money crises find it convenient to advance the required interest on the $15,000,000 mortgage. Mr. J. J. Tracy, Treasurer of the Chesapeake and Ohio Co., has issued a circular to the bondholders in regard to the pecuniary condition of the company, in which it is stated that the board of directors have decided that in their judgment, the only way to re establish the credit of the company is to fund its entire floating debt in income bonds to be paid out of the net earnings of the road; and they have determined on the submission of a proposition, to this effect, to the creditors of the company. The various municipal loans, here and elsewhere, bearing May and November interest, are provided for with customary promptness. The city and county of New York pays out over $3,000,000 interest. The State of New York pays a considerable sum for quarterly interest and $1,980,000 maturing principal of the canal debt. The very latest dealings in the Money line on Wednesday indicated some renewal of uneasiness and distrust because of reported defaults of a number of corporations, on their November interest, confirmation of which reports were momentarily expected.

The U. S. Sub-Treasury, last week, enlarged its currency balance $1,234,005, and reduced its coin reserve $359,598. Its currency balance at the close of the week was $4,124,669; and its coin reserve $49,138,286. The aggregate receipts of the office, in October, were $52,199 925, including $8,146,522 from customs; and the aggregate payments, $56,101,036, including $3,237,834 of coin interest.

Gold has been much depressed and lower, with a less confident and speculative inquiry noted, despite the reported advance of the Bank of England discount rate to 8 per cent, an advance which was deemed decidedly favorable to the bull interest at the Gold Boards. The customs demand has been unusually light, and the export drain unimportant. The extremes of the price have been 106⅞@108¼, closing on Wednesday at 107⅛ as against 108½ on Wednesday of the preceding week. The specie outflow, last week, was only $426,738. The imports of specie since Jan. 1, have been $12,951,438, as against $5,301,492 same time last year.

The customs demand for Gold last week, averaged $310,500 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $107,432,358, against $129,755,269 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $58,833,199, against $66,933,177 during the same time in 1872. The export drain of specie since January

1, 1873, has been $48,904,520 against $63,948,087 during the same portion of 1872.

Foreign Exchange has been unusually heavy, and quoted lower, with a more liberal offering noted of prime bills, while the demand has been quite moderate. Bankers' sixty day bills on London closed on Wednesday at 106¾@106¼; sight bills on London, at 107⅛@107¾. The week's exports of Domestic Produce have been to the currency value of nearly six millions.

Influenced by the extreme stringency in the Money line, and the depression in Gold, Government securities have been quoted easier in price, on a moderate business; offerings, rather heavier.

U. S. sixes of 1881 closed on Wednesday of this week at 113@113⅛; U. S. Five-Twenties of 1862, 106¼@107; U. S. Five-Twenties of 1864 at 106¼@107; U. S. Five-Twenties of 1865 107⅛@108; U. S. Five-Twenties of 1865 consolidated 109¾@110⅛; U. S. Five-Twenties of 1867, 112@112¼; U. S. Five-Twenties of 1868, 112¾@112⅛; U. S. Ten-forties at 106⅛@106¾; U. S. Fives of 1881 (Funding Loan) 107⅜@108; Six per cent. currency Sixes from 108¾@109¼.

The last public debt statement, to Nov. 1, indicated an increase of $3,039,578, chiefly owing to the financial panic and its effect on the Government revenues.

Business in Railway and Miscellaneous securities has been more firmly dealt in, but the fluctuations in values have been frequent and wide. Towards the close, the market exhibited more firmness, with some indications of buoyancy.

State and Railway bonds have been in very limited request as a rule and values have been depressed and irregular. Central Pacific first mortgage six per cents closed at from 84@84⅛.

The import entries of foreign merchandise, at at New York, including the dry goods return in our last paper, amount for the past week to $4,522,092, as compared with $6,487,625 same week last year. The exports of domestic produce are $5,952,385. The exports of Gold and Silver, $426,737, as against $1,172,556 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,403,756, comparing with $2,537,000 same week in October 1872.

General business has been moderately active. Breadstuffs have been quite freely purchased, in good part, for export. Wheat has been quoted higher. Corn, about steady. Provisions have been in fair request, closing stronger. Cotton has been in brisk demand, but, under the large receipts, and the more urgent offerings, values have declined. Groceries, Tobacco, and Wool, have been in less request. Trade in nearly all kinds of Metals has been very dull. Ingot Copper has been dull and weak; sales 50,000 lbs. Lake at 21c., cash. Scotch Pig iron has been very much unsettled, with a quiet market; Glengarnock quoted at $38@$40; English Rails, $62 50, gold; American Rails, $70@$72 50; American Pig has been inactive at $35@$38 for No. 1. Mosselman Sheet Zinc—10 casks were sold at 8⅝c., gold. Tin Plates have been quiet and weak; sales 259 bales Charcoal at $9 75, gold; 150 bales Charcoal Terne, $9 50, gold. Other articles nominal. Freights have been less active, owing, in part, to the limited supply of room available, and the very firm views of shipowners.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisville and Nashville 7s, consol., 1898, 86; Chicago and Milwaukee 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., E. D. 80; Lake Shore div. bonds, 82; Delaware, Lackawanna and Western 7s, conv., 93; Milwaukee and St. Paul 1st mort. LaC. div., 81; do. Iowa div., 73; Central R. R. of New Jersey 1st mort., new, 101; Ohio and Miss. 7s, consol., S. F., 84½; Boston, Hartford and Erie 1st mort., 20; North Missouri 1st mort., 75; Long Dock bonds, 91; Burlington, Cedar Rapids and Minnesota 1st, mort., 20½; Detroit, Monroe and Taledo 1st mort., 94½; St. Louis and Iron Mt. 1st mort., 87; Gt. Western 1st mort., 1888, 90; Pacific R. R. 7s, guar. by Mo., 92½; Canada Southern 1st mort., 60; Pittsburg, Ft. Wayne and Chicago equip. 8s, 97½; Rensselaer and Saratoga R. R., 96; Atlantic and Pacific pref., 21½; St. Louis, Kansas City and Northern pref., 21; Consol. Coal of Md. 39½; Maryland Coal 13: Pennsylvania Coal, 240; Western Union Telegraph, 46⅜; do. 7s, 85½; Am. Exp., 47; Wells-Fargo Exp., 59; U. S. Exp., 49; Adams Exp., 76; South Carolina, 6s, new, Jan. and July, 9; Ohio 6s, 1881, 102; N. Y. State 7s, B. L. reg., 103½.

Philadelphia.—Belvidere Delaware 3d mort., 75; Philadelphia and Reading Coal and Iron deben. bonds, 81; Pennsylvania and New York 7s, 96; Lehigh Valley 7s, 100½; Philadelphia and Reading 7s, new, conv., 97; do. Gen'l mort., 7s, coupon, 97; do. reg., 99; do. 7s, 1893, 97; Harrisburg and Lancaster R. R. 6s, 90; Oil Creek 1st mort., 70; Catawissa R. R., 12½; Fifth and Sixth streets R. R., 51; Pennsylvania Canal, 12; Nesquehoning R. R., 49¼; Delaware State 6s, 90; Pennsylvania State coupon 5s, 100. The latest quotations are; City 6s, 95½@96; do. free of tax, 100¾@100⅜; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 104@105; do. 3d series, 107@108; Philadelphia and Reading 50@50; do. Gen'l mort. 7s, coup., 97@97; do. reg., 99@99½; do. mort. 6s, 1880, —@96; do. 7s, new, conv., 97¾@98; United New Jersey R. R. and Canal Co., 113@114; Camden and Amboy 1st mort. 6s, 1889, 92½@94; do. 1883, 88@90; do. 1889, —@89; Pennsylvania R. R., 41⅝@41¾; do. 1st mort., 97@98; do. 2d mort., 94¾@96; do. General mort. coupon, 85@88; do. reg., 90@92; Little Schuylkill R. R., 40@44; Morris Canal, 44@48; do. pref., 110@118; do. 6s, 83@92; Susquehanna Canal, 6@9; do. 6s, 62@65; Schuylkill Nav., 5@7; do. pref., 9¾@10; do. 6s, 1882, 68@70; do. 1872, 75@77; Elmira and Williamsport pref., 30@38; do. 7s, 1873 93½@95½; 5s, do. 50@60; Lehigh Coal and Navigation 21@21¾; do. 6s, 1884, 80@83; do. R. R. Loan, 81@88; do. Gold Loan, 82@83; North Pennsylvania, 40@49; do. 6s, 98@99; do., 7s, 95@—; do. Chattle 10s, 102½@105; Philadelphia and Erie, 15@17; do. 6s, 80@85; Minehill, 48½@49; Catawissa, 12@12½; do. pref., 38@39; do. 7s, 1900, 90@95; Lehigh Valley, 53¾@54; do. 6s, new coupon, 93@95; do. reg., 95@96; do. 7s, 100@101; Fifth and Sixth streets, (horse,) 50@54; Second and Third, 54½@56½; Thirteenth and Fifteenth, 19½@21; Spruce and Pine, 28@30; Green and Coates, 40@—; Chestnut and Walnut, 55@56; Hestonville, 16@18; Germantown, 30@—.

Boston.—Chicago, Burlington and Quincy 7s, 87; Vermont Central 1st mort., 20; Boston and Maine 7s, 103½; Cincinnati, Sandusky and Cleveland R. R., 7; Burlington and Missouri River R. R. in Iowa, 42½; do. in Nebraska, 43; do. 8s, in Nebraska, 85; Norwich and Worcester R.R., 118; Chicago, Iowa and Nebraska R.R., 82¼; Rutland scrip 74; Summit Branch, 87½; Connecticut and Passumpsic River R.R. pref., 78¾; Boston Water Power Co., 10; Cary Imp., 5¾; Massachusetts 5s, 1894, 99; Boston 6s, 1880, currency, 96½; do. 5s, 1885, gold, 94½; Bangor 6s, 1894, 88½; Haverhill 6s, 1881, 93; Cleveland 7s, 1877, 97; Chicago 7s, 94; Cambridge 6s, 92; Norwich 7s, 100; Cincinnati 7-30s, 1889, 100½; Cheshire 6s, 1875, 94¼; St. Louis 6s, 82½; Allouez Mining Co., 5½; Calumet and Hecla, 103; Mesnard, 75c.; Ridge, 6; Shuniah Silver, 17c.; Winthrop, 20c.

Baltimore.—Virginia consols, coupons, 73; Virginia coupon 6s, new, 81; Maryland Defense 6s, 101½; Orange, Alex. and Manassas 7s, 71⅜. The latest quotations are: Wilmington, Columbia and Augusta bonds, 67@70; Pittsburg and Connellsville 7s, 1898, 83@84; Baltimore and Ohio, —@150; do. 6s, 1875, 95@98; do., 1880, 92@92¾; do., 1885, 91@93; Parkersburg Branch, 9@11; Northern Central, 24@24½; do. 6s, 1885, 85@88; do., 1900, 80@85; do., 6s, 1900 gold, 80@89½; N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, 90@94; Marietta and Cincinnati 1st mort. 7s, 1892, 95@96; do., 2d mort., 7s, 80½@84; do., 3d mort., 8s, 68½@69½; Central Ohio, 33@38; do. pref., 33@—; do. 1st mort., 80@85; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 90@96; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., —@70; Orange and Alexandria 1st mort. 6s, —@90; do., 2d mort. 6s, 70@—; do., 3d mort. 8s, 70@78; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 71@72; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., —@72; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 93¾@94; do., 1884, 94@95; do. 1886, 95½@97; do. 1890, 94½@95; do., 1893, 94¾@95; do. 1893, exempt, 98@99½; do., 1900, exempt, 93⅞@94½; do. 1900, new, 94@94; do. 1902, 95@96; Memphis City 6s, 38@49; Maryland Defense Loan, 1883, 101½@101⅝; Virginia 6s, old, 30@35; do. coupon old, 31@33; do. consol. 6s, 46¾@47; do. coupons, 70@73½; West Virginia, 7@10; City Passenger R. R., 10@19; George's Creek Coal, 100@136.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending October 25, at 365,255 tons, and for the coal year 16,690,983 tons, against 15,949,018 tons to corresponding time last year, being an increase of 741,965 tons. The bituminous tonnage for the week is 86,480 tons, and for the year 2,711,564 tons, giving a total of all kinds for the week of 451,735 tons, and for the year of 19,402,547 tons, against 18,281,299 to same time last year, being an increase of 1,121,248 tons.

Causes & Prevention of Railroad Accidents.

We Americans are undoubtedly a very fast people, more so indeed than any other nation on the Globe. We live fast, eat fast, spend money fast (when we can get it); we are impatient to get rich fast; we cannot possibly travel fast enough. Indeed we are in such mortal haste to do everything, that we never stop to enquire the cause, consequences, or remedy for anything. Hence, we can never expect to arrive so near immunity from accident in railroad traveling as our English friends. Let us see for a moment what their experience is on this subject.

Capt. Tyler, in his official report to the Government, says that the proportion of fatal accidents in 1872 throughout Great Britain was 1 to 3,330,000 of passengers and employees. That the whole number killed the same year was 1,145; and of those injured, 3,038. Among the best means of prevention, Capt. Tyler cites the common sense plans of judicious selection, training and supervision of both officers and servants of the railroad companies, as well as good design and construction of material and appliances, with the adoption of every known improvement in railroad contrivances.

Even under the above very small per centage of casualties, the British public are now most clamorous for further measures of safety upon their railroads. What would they say and do, indeed, if accidents on those thoroughfares were as frequent and fatal as in our own country?

It is stated, on grounds of strong probability, that their Parliament, at its forthcoming session, in obedience to the popular demands, will undoubtedly enact still more stringent measures for the protection of life on the railroads. In such an event there will undoubtedly be a great diminution of casualties, for the year 1874.

Capt. Tyler conclusively refutes the silly, though popular, error that increased safety contrivances, beget carelessness in the employees, and consequently increased casualties are the result. On the contrary it is clearly shown that the greater the danger and risk incurred by the operatives the more careless and neglectful they naturally become, and the greater the consequent number of mistakes and accidents. For our own part, we believe a principal underlies this, firmly inherent in human nature, and which is developed in the prosecution of many other kinds of business besides railroading.

It is further stated as a fact, found from close observation, that high rates of speed and heavy traffic, does not necessarily increase the ratio of casualties.

The conclusion then one naturally arrives at is, that if the British Government finds it expedient on the above state of facts, to legislate still further in the interest of human life, how much more does our railroad system need improvement and revision—a system admittedly far inferior to the English in point of speed, safety, and general regard for the welfare of passengers.

☞ The earnings of the Denver and Rio Grande (Narrow Gauge) Railway for the week ending October 21, 1873, were: freight, $4,277 72; passengers, $4,124 80—total, $8,402 52. Same week last year, $6,488 67. Increase, (29.5 per cent) $1,913 85.

An Open Canal in Winter.

In a recent issue of the JOURNAL we made some little reference to the plan which had been broached for keeping open to traffic the canals of this State throughout the winter, by the use, not of hot water, dribbled along their surface, as some seem to assume, but by means of a small degree of heat radiated from hot water through pipes laid along the whole length of the canals, near the surface.

To Mr. R. A. Cheesebrough, we believe, is due the credit of originating the idea. Mr. Cheesbrough, we learn, is a most respectable civil engineer of this city, and his plan, supported, as it is, by most plausible arguments and an undeniable array of figures, certainly merits something more than transient notice. The vast importance of the subject, taken in connection with the apparent feasibility of the scheme, should secure for it at least candid consideration, and immunity from severe or at least unfair criticism. And in this connection we would remark that some two or three of our exchanges make desperate efforts to be facetious over the proposition, going as far as to suggest that Mr. C., be employed to lay a line of piping up about the North Pole, melt down the icebergs, etc., there, and so solve the long mooted question as to the whereabouts of that mythical, or rather mystical point of the Earth's surface. Now, it may be owing to our confirmed obtuseness, but we quite fail to see the wit or point in such kind of talk.

It is claimed, and with a strong show of argument, that a very small amount of heat properly distributed, even to the extent of keeping the temperature of the water just one degree above the freezing point, will suffice. Now we believe even a less amount of warmth will suffice, for surely much may be counted upon in that respect from the continual agitation of the water by passing boats. Has Mr. C. taken this fact into his account?

We are heartily in favor of giving the theory of Mr. Cheesebrough a practical test; and inasmuch as the State has already entered upon a system of experiment for enlarging the capacity of our canals, by a liberal appropriation, we suggest that the forthcoming Legislature make a further one for the purpose of practically testing the above plan on a section say of 25 miles, of the Erie Canal. The cost would be merely nominal, and would settle an important question in the great transportation problem; and there are many good reasons to believe the plan would prove a complete success.

☞ At a meeting of the stockholders of the Hannibal and St. Joseph Railroad on the 3d inst., at Hannibal, Mo., John B. Drake of Chicago, Charles C. Low and J. Packer were elected directors.

☞ The earnings of the Erie Railway Company for the week ending Oct. 23, 1873, were $483,247, and since Oct. 1, $1,418,182—an increase over the corresponding period of the previous year of $76,154.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Oct. 22, are: freight, $49,870 25; passengers, $30,725 27—total, $80,095 52.

Canada Southern Railway.

The Detroit *Free Press*, after stating that no order had been issued for the suspension of operations, says:

On construction so far, nearly nine millions has been expended. The bed is completed, the bridges up, the rails down, and the ferry boat across the Detroit making regular trips from Grosse Isle to the Canada terminus. About one and a half millions more is required to thoroughly equip the road and put it in condition for business. Work will not be suspended for lack of this sum, inasmuch as several of the Directors, Messrs. Courtright, W. L. Scott, Casement, Tracy and others, are individually worth from one to five millions. The iron is laid from Detroit to Toledo, and there is nothing lacking but rolling stock. The only gangs discharged are two that have completed their work on this division. From Trenton to Fayette, Ind., 65 miles, the road is also ironed and construction trains running.

☞ The earnings of the Union Pacific Railroad for September, 1873, were $1,068,936 66, the expenses $501,838 54, and the net earnings $567,098 12. In September, 1872, the earnings were $863,754 57, the expenses, $444,019 77, and the net earnings $419,734 80—showing an increase in earnings of $205,182 09, with an increase in expenses of $57,818 77, making the increase in net earnings $147,363 32. From January 1 to September 30, 1873, the earnings were $7,866,024 61, the expenses $3,692,882 75, and the net earnings $3,673,141 86—showing an increase in gross earnings compared with 1872 of $1,127,703 34, and an increase in net earnings of $982,843 46.

☞ The Commissioner of the General Land Office, in his forthcoming annual report, will show that, during the last fiscal year, 13,080,606 acres of the public lands were disposed of, or 1,165,631 acres more than were disposed of the preceding fiscal year. Of the whole amount, 6,083,856 acres were certified to railroads; 3,793,612 were taken for homesteads; 1,626,266 were sold for cash, and 653,446 were located with agricultural college scrip. The total area of the lands in the States and Territories is 1,834,990,400 acres, and 1,218,443,605 acres are yet to be surveyed.

☞ The grading of the new railroad from Philadelphia to Newtown is nearly done as far as the Fox Chase, six miles from the connecting road at Erie Avenue. It is stated that arrangments have been made for the purchase of iron for that distance, and that the road will be put in running order to the Fox Chase by the 1st of January. The grading between Newtown and Neshamioy will soon be finished.

☞ The Iron Works at Phœnixville are still going on full time. It employs 1,300 men, and seven or eight hundred in the mines. The slight reduction of wages has been cheerfully submitted to by the men, and work will be furnished all winter. At the Pencoyd Iron Works a slight reduction in men and wages has been made.

☞ The new international bridge at Fort Erie, Ca., was formally opened for traffic on the 3d inst., and was crossed by several passenger and freight trains.

☞ The president has appointed Isaac H. Sturgeon, of St. Louis, commissioner to examine the completed portion of the Texas and Pacific Railway, some 300 miles in length.

The Pascal Iron Works.

The origin of the Pascal Iron Works must be traced to the year 1821, in which year Stephen P. Morris commenced the business of manufacturing stoves, grates, etc. In 1835, Messrs Stephen P. Morris, Henry Morris, and Thomas T. Tasker, Sr., were associated together, having their establishment where are now located the central offices of the present company, and business is now carried on by the sons of Thomas T. Tasker, Sr. In the same year, which happened also to be the date of the introduction of gas into the city, the firm entered into the manufacture of gas-pipe, a branch of manufacture hitherto confined to England, whence it had, up to this time, been exclusively imported to meet the growing demand for it in this country, where the introduction of gas works was rapidly making its way.

Thus was inaugurated an industry which, dating its origin with the infancy of gas-lighting in the country, has expanded with its growth, until it has matured with the great house whose workshops cover acres of ground and give employment to thousands of hands, whose products may yearly be valued by millions, and which, in its vast proportions, the completeness of its appointments, the system of its management, and the variety of its manufactures, is a noble monument to its founders, and a model among many model establishments in Philadelphia. These works now comprise an area of twelve acres. Two-thirds of this space is entirely covered by buildings. The New York office of Morris Tasker & Co. is at No. 15 Gold street.

To the manufacture of gas pipe was added the production of gas fittings and gas-fitters' tools. From this there followed the construction of the machinery for generating, washing, purifying, and storing illuminating gas. Then followed the manufacture of pipes for other purposes, tubes for conveying water, lap-welded boiler tubes, and boilers themselves, water fittings, hot-water apparatus of various kinds for dwellings, public and private, and for the most varied uses, together with the tools necessary for the erection of the same, apparatus for effecting the ventilation of buildings, etc. In fact, the establishment at present manufactures every variety of apparatus required to light, heat, ventilate, or supply with water buildings of any description.

There are in constant operation in the works twelve boilers and seven steam-engines, representing a total aggregate of one thousand horse power. The engines in distant parts of the shops are supplied with steam by pipes which, in several instances, are over 600 feet from the boilers. A great number of furnaces for heating the bent pipe, preparatory to welding them, are to be seen in the pipe mills, while in the smith's shop are others. In the several machine shops are in operation a variety of machine tools for special purposes, representing the best makers in Philadelphia and elsewhere. All the machinery in the establishment is present in duplicate, to meet any exigency which might arise from breakage or other cause; so that it is scarcely probable that any disaster could occur which would cause the suspension of any of the operations of the establishment for more than twenty-four hours.

The establishment affords employment to about 1,600 workmen, though the number is subject to slight variations, according to the variations in the press of work at different seasons. Two thirds of these are at work during the day, and they are relieved by fresh relays at evening—the pipe-mills being kept in constant operation day and night. Here are arrayed on one side of the large stone building a row of reverberatory furnaces; in front of each are placed the bending or welding tables. Each of these is provided with a peculiarly constructed tool having movable jaws, which can be set to any suitable width, to accommodate itself to the size of pipe required. Before the jaws is seen a species of carriage, which can be made to traverse the whole length of the bending or welding table by being thrown into gear with an endless chain placed immediately beneath its surface, and which is operated directly from the main line of shafting which passes beneath the flooring. To this carriage can be attached a pair of tongs, by which the end of the bent pipe emerging through the jaws can be firmly grasped, and the carriage with it travels the length of the table. It would be clearly impossible to force a flat sheet of heated metal immediately through a circular opening; and recognizing this difficulty, the jaws are so constructed as to gradually adapt the flat sheet to its circular form. The apparatus for welding the bent sheet is almost identical with that employed in the bending process, except that the form of the jaws is of somewhat different shape, to adapt them to their somewhat modified function. The half formed tube is placed in the welding furnace until properly heated, and is then similarly forced through the aperature in the jaws, which are so designed as to exert a great pressure upon all sides of the tubes. Thus the open edges are brought together with great force, and firmly united. The form of the joint or seam thus made is called the "but-weld," the edges being simply united by contact under great pressure, and no lapping involved. This is the nature of the weld universally employed for pipes which are designed for service where but little strain will be exercised upon them, such as pipes for conveying gas, water, etc. In other forms of pipe, designed for boiler tubes, steam conveyers, etc., which will be called upon to withstand unusual strains, a joint of extraordinary strength, known as the "lap weld," is given, rendering them as homogeneous in structure as though no joint had been effected, and no more liable to break at the joint than at some other part of their structure. After the welding the pipes are subjected to a simple rolling process, to render them perfectly straight and round, and after cooling, are taken to the finishing rooms to be cut to proper lengths, supplied with screw-threads and sockets for connection, tested, and if approved, assorted into bundles convenient for transportation.

The screw-cutting machines, of which there are twenty or more in this department, are models of machines for special work, and are designed to combine, under the management of one skilled workman, a number of separate functions. The same machine that cuts off the end of the pipe squarely, cuts the screw-thread upon it; and the motion being reversed to remove the freshly-cut thread from the dies, the other end of the pipe, previously furnished with a thread, is, by the reversed motion, screwed into the socket. With the screw-cutting machines in this department, it is possible to turn out over 6,000 finished pipes per day; each of them requiring but the attendance of one workman.

Other machines are employed upon the work of finishing the gas and steam fittings required to join the ends of pipes.

There are some half-dozen testing machines in the finishing department in constant operation. The strain applied to various pipes is greater or less, according to the character of the work they are destined to perform. For gas, water, and steam pipes, they are all proved to a pressure of 300 pounds per square inch; for pipes destined for oil or artesian wells, or similar use, under circumstances where they will be subjected to unusual pressures, the strain which they are required to withstand in the testing machine is raised to 1,000 pounds.

From the foregoing it will be evident that the manufacture of a pipe is highly complex, involving a number of distinct stages, each of them demanding, in its turn, a new process and special machinery, and that the utmost care and the most refined appliances are called into requisition to insure its quality before it is ready to perform its allotted services.

With the machinery at present in operation the factory is enabled to manufacture tubes of all sizes up to 8⅝ inches, and which can not be accomplished by any other establishment in the country; and machinery is now being erected by which tubes of 12 inches in diameter can be manufactured. The establishment possesses the most ample facilities for erecting gas-works complete from the very beginning.

The most recent improvement is the manufacture of rubber-coated iron pipe, which is far superior to galvanized pipe, as it is absolutely impervious to acids or alkalies, and as it stands also heat, it is the most desirable medium to convey water. It is exclusively made by this firm, and its price is the same as that of galvanized iron.

At present a branch of this concern is in operation at Newcastle, Delaware Co., Pa., where it is probably that ultimately the whole establishment will be transferred.—*Manufacturer and Builder.*

Postal Money Orders.

The Postal Money Order system which was adopted by the government during the war has become a popular institution, and the business of the Post Office Department in this direction is yearly expanding. The report of the sixth auditor of the Treasury sets forth the wonderful growth of the money order business during the fiscal year which ended June 30, 1873. The number of domestic money orders issued was 3,355,686, against 2,573,349 for the fiscal year which ended June 30, 1872, involving the sum of $57,516,214 69, against $48,515,532 72 in 1872; showing the large increase in the short period of a year of $9,000,681 97. The increase in the number of British international money orders issued was also very large. These orders amounted to $1,354,476 32, against $747,426 08 in 1872; an increase of $617,050 24. The Swiss orders amounted to $78,313 53, against $85,579 92; a decrease for some reason of $7,265 99. The German international exchange of money orders began on the 1st of October, 1872, and from that time up to June 30th last orders amounting to $420,722 12 were issued. The total amount of domestic money orders paid during the year was $56,900,351 28, against $48,042,405 88 in 1872; or an increase of $8,857,945 35. The British money orders paid amounted to $215,087 61, against $133,810 83; an increase of $81,276 78.

Bay State Iron Company.

A correspondent of the New York *Times*, writing from Lake Champlain, gives an account of the blast furnaces of the Bay State Iron Company, which are located on the lake shores, at the extreme northern end of the village, in close proximity to the steamboat landing and the line, not yet finished, of the New York and Canada Railroad. The company has two remarkably fine furnaces, though they have been in blast some years. When first constructed they must have been among the finest furnaces in the country. The Bay State Iron Company is composed entirely of Boston capitalists, numbering among its members such men as Samuel Hooper, William T. Andrews, John H. Reed and W. T. Foote. Mr. Foote is the resident director at Port Henry, and superintendent and manager of the furnaces. Twenty years ago this company was organized and purchased the property, including two small blast furnaces. In 1854, one year later, they erected a third furnace of much larger capacity, and into which all the latest improvements in blast furnaces were introduced. It is one of the two now in blast. In 1855 the old No. 2 furnace went out of blast, and in 1861 the company built another furnace, precisely similar to the one built in 1854, on its site. Three years afterward the old No. 1 furnace went out of blast and was pulled down, leaving the company the two splendid furnaces which they had built for themselves. These two furnaces make on an average 200 tons each of the highest grades of anthracite pig-iron per week. They can make and have made as much as 300 tons each per week. A large portion of the ore used comes from the Cheever bed, in which, as I have before said some members of the company are stockhold-

ers, and in which the general company has a mining right to a portion of the ore on payment of a royalty of fifty cents per ton, in addition to the cost of mining. All the arrangements in and around the furnaces are most excellent. The boshes are 16 feet in diameter and the stacks 60 feet high, and the works give employment to some 250 men and boys. All the ore and coal is dumped from trestle-work close by the furnaces, and a small branch track carries the pig-metal to the wharf, for loading for water transportation or to the railroad, by means of which it reaches the East, via Ticonderoga and Rutland. Nearly all the pig iron made at these furnaces is shipped to the Eastern States. The company also have a small foundry, in which they make their own castings and help their neighbors when necessary. They have lately made some castings for the new Cedar Point furnaces, at Port Henry. But they do not go generally into the foundry business. They regard their foundry as a mere accessory to their blast furnaces.

Statement of the Public Debt of the United States November 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858	$20,000,000 00	$333,333 33
6 per cent. 1881 bonds, 1861	18,415,000 00	368,300 00
6 per cent. 1881 bonds, (Oregon,) 1861	945,000 00	18,900 00
6 per cent. 1881 bonds, 1861	189,321,350 00	3,786,427 00
6 per cent. 5-20 bonds, 1862	187,906,950 00	6,637,208 50
6 per cent. 1881 bonds, 1863	75,000,000 00	1,500,000 00
5 per cent. 10-40 bonds, 1864	194,567,300 00	1,621,394 17
6 per cent. 5-20 bonds, 1864	946,600 00	28,398 00
6 per cent. 5-20 bonds, 1864	58,085,000 00	1,742,550 00
6 per cent. 5-20 bonds, 1865	152,716,850 00	4,581,505 50
6 per cent. consols, 1865	202,633,100 00	4,052,662 00
6 per cent. consols, 1867	310,654,200 00	6,213,084 00
6 per cent. consols, 1868	37,474,000 00	749,480 00
5 per cent. funded loan of 1881	274,705,000 00	3,433,812 50
Aggregate of debt bearing coin interest	$1,723,370,350 00	$34,667,055 00
Interest due and unpaid		5,116,946 75

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868	$14,000,000 00	$140,000 00
4 per cent. certificate of indebtedness of 1870	678,000 00	4,520 00
Aggregate of debt bearing interest in lawful money	$14,678,000 00	$144,520 00
Interest due and unpaid		260 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$84,174 81
6 per cent. Mexican indemnity stock, 1846	1,104 91	85 74
6 per cent. bonds, 1847	1,650 00	22 00
6 per cent. bounty land scrip, 1847	3,500 00	226 60
5 per cent. Texas indemnity bonds, 1850	174,000 00	9,450 00
5 per cent. bonds, 1860	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862	12,916,900 00	145,720 62
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846	6,000 00	208 00
6 per ct. treasury notes, 1847	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861	19,250 00	1,438 21
6 per cent. 1 year notes, 1863	81,105 00	4,067 35
5 per cent. 2 year notes, 1863	55,800 00	3,775 92
6 per cent. compound interest notes, 1863-64	456,680 00	91,104 30
7 3-10 per cent. 3 years' treasury notes, 1864-65	265,500 00	22,146 62
6 per cent. certificates of indebtedness, 1862-63	5,000 00	313 48
4 to 6 per cent. temporary loan, 1864	78,560 00	7,343 80
3 per cent. certificates called	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$14,226,290 26	$354,308 74

DEBT BEARING NO INTEREST

Demand notes, 1861-62	$79,742 50	
Legal tender notes, 1862-63	360,952,206 00	
Certificates of deposit	8,875,000 00	
Fractional currency, 1862-3-4	47,876,149 95	
Coin certificates, 1863	27,569,880 00	
Unclaimed interest		23,504 84
Aggregate of debt bearing no interest	$445,352,978 45	$23,504 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent	$1,234,038,050 00	
Bonds at 5 per cent	489,272,300 00	
	$1,723,370,350 00	$39,184,001 75
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	144,780 00
Debt on which interest has ceased since maturity	14,226,290 26	354,308 74
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$361,031,943 50	
Certificates of deposit	8,875,000 00	
Fractional currency	47,876,149 95	
Coin Certificates	27,569,880 00	
	$445,352,978 45	
Unclaimed interest		23,504 84
	$2,197,627,618 71	$39,706,595 33
Total debt, principal and interest, to date, including interest due and unpaid		$2,237,334,214 04

AMOUNT IN TREASURY.

Coin	$82,313,681 43
Currency	4,512,165 99
Special deposit held for redemption of certificates of deposit as provided by law	8,875,000 00
	$95,600,737 42
Debt, less amount in Treasury, Nov. 1, 1873	$2,141,833,476 62
Debt, less amount in Treasury, on the 1st ult.	2,135,793,898 17
Increase of debt during the past month	$3,039,578 45
Decrease of debt since March 1, 1873	15,547,223 91
Decrease from March 1, '69 to March 1, '73	36,082,559 48

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid
Central Pacific bonds, 1862-64	$25,885,120 00	$517,702 40
Kansas Pacific bonds, 1862-64	6,303,000 00	126,060 00
Union Pacific bonds, 1862-64	27,236,512 00	544,730 24
Central Branch Union Pacific bonds, 1862-64	1,600,000 00	32,000 00
Western Pacific bonds, 1862-4	1,970,560 00	39,411 20
Sioux City and Pacific bonds, 1862-64	1,628,320 00	32,566 40
Totals	$64,623,612 00	$1,292,470 24

Interest paid by United States, $20,447,936 26; interest repaid by transportation of mails, &c., $4,538,813 71; balance of interest paid by United States, $15,909,172 55.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, October 31, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

Galveston, Harrisburg and San Antonio Railroad.

Bexar County, Texas, in which San Antonio is situated, has voted to issue $500,000 in bonds in aid of the Galveston, Harrisburg and San Antonio Railroad Company. The conditions, which it is said have been accepted by the company, are:

The road is to be completed to San Antonio and equipped within 20 months. An additional sum of $50,000 in bonds is to be paid the company for every month less than the 20 months provided the road is completed in less than that time, and provided that the whole issue of bonds shall not exceed $800,000. Of the bonds $250,000 are to be issued when the road shall reach the Guadalupe river and the balance is under construction. The company is to give bonds in $100,000 to be forfeited in case the road is not completed.

☞ The Perkiomen Railroad was opened October 6th from Green Lane to Pennsburg. The whole distance now run is 23 miles. The work of grading the remainder of the line, from Pennsburg to Emmaus, is progressing.

☞ Ottawa (Ca.) has voted a bonus of $100,000 to the Montreal and Ottawa Junction Railway. It is asserted that the work will go forward at once.

The First Railroad.

The first railroad in the United States was built in the year 1827, from the granite quarries of Quincy, Mass., to the Neponset river, a distance of three miles. During the same year, a road was commenced from Mauch Chunk, Pa., to the Lehigh river, about nine miles distant. In 1828, the Baltimore and Ohio Railroad was commenced, with the intention, originally, of using horses: but the success of locomotives was such as to secure their substitution on this in common with other similar roads for horse power. The Hudson and Mohawk Railroad, from Albany to Schenectady, was commenced in 1830, being the first section built of what is now the New York Central. Within three or four years from that date, numerous enterprises of this kind were undertaken in various parts of New England and the Middle States, most of which were successful, some of the mbeing the germs of railroads which are at the present day among the wealthiest and most powerful corporations in the land.

Milwaukee and St. Louis Air-line Railroad.

The directors of the Milwaukee and St. Lewis Air Line Railway met at the Newhall Thursday afternoon, and proceeded to the election of officers, with the following result:

President—Joshua Stark, of Milwaukee.
Vice-President—T. B. Brewster, of Peru Ill.
Secretary—William G. Parsons, of Milwaukee.
Treasurer—John Black, of Milwaukee.
Executive Committee—Joshua Stark, of Milwaukee; T. D. Brewster, of Peru, Ill.; J. H. Johnson, of Woodstock, Ill.; George Burnham and R. W. Pierce, of Milwaukee.

This board of officers is elected for the balance of this year simply. In January another meeting will be held, at which officers for the year 1874 will be elected.

The board will now take active measures for the construction of the road. The fact that four-fifths of the way from here to the State line is already graded, will prove a valuable and important aid.

The gentlemen in whose hands the enterprise is placed, are of well-known business activity and success, and our citizens can count upon the early completion of the valuable line, which will directly connect the two great cities and open a new and broad field for Milwaukee.—*Milwaukee Wis., Oct.* 29.

The First Locomotive.

The first locomotive built in the United States was the Ironsides, made, in 1831, by M. W. Baldwin for the Germantown Railroad. The American locomotives are generally conceded to be the most perfect railroad engines made in the world. One, built at the Grant Locomotive Works, Paterson, N. J., was exhibited at the Paris Exposition, and was awarded the first premium over all European competition. The same establishment in Philadelphia which occupied six months in building the first American locomotive, in 1831 now turns out an average of forty per month.

☞ The cars of the Pittsburg, Virginia and Charleston Railroad are now running to Monongahela City, 30 miles up the Monongahela. We believe there is no grading done beyond that point.

☞ The surveys for the Brownsville and Youghiogheny Railroad have been completed. The Mt. Braddock route has been chosen, and it is said that grading will be commenced in a short time.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of October, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$1,308,731	$1,049,270
" cotton...	879.271	609,055
" silk	1,116,246	906,601
" flax	735,607	423,654
Miscellaneous dry goods..	497,300	439,013
Total entered for consump.	$4,537,155	$3,427,593

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool.....	$1,418,439	$981,676
" cotton ...	401,019	259.741
" silk.....	714,277	504,078
" flax	367,581	257,600
Miscellaneous dry goods..	161,694	133,378
Total withdrawn from warehouse	$3,063,010	$2,136,473
Add entered for consump	4,537,155	3,427,593
Tot. thrown on the market.	$7,600,165	$5,564,066

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$881,745	$1,378,606
" cotton ...	419,607	408,509
" silk,.....	585,563	643,378
" flax	582,906	623,565
Miscellaneous dry goods..	145,389	181,094
Total entered for wareh'g.	$2,615,210	$3,185,152
Add entered for consump	4,537,155	3,427,593
Total entered at the port.	$7,152,365	$6,612,745

The imports of foreign dry goods at New York for ten months ending with October, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$21,030,986	$21,630,003
" cotton	18,011,478	16,791,026
" silk ..	22,659,887	16,652.045
" flax ..	10,850,305	9.474,687
Miscellane's dry goods.	8,060,829	6,041,368
Total entered for cons'p.	$80,613,480	$70,589,129

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$17,804,727	$13,890,603
" cotton..	7,647,609	7,427,301
" silk	8,990,360	8,293,874
" flax	5,394,474	5,708,146
Miscellaneous dry goods.	1,816,543	1,643,067
Total withdrawn from warehouse	$41,153,713	$36,962,991
Add entered for consump.	80,613,480	70,589,129
Total thrown on the market....	$121,767,193	$107,552,120

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$18,379,364	$13,580,645
" cotton..	8,166,699	6,779,385
" silk	10,054,580	7,659,752
" flax	6,140,271	5,292,356
Miscellaneous dry goods.	2,260,939	1,605,186
Total entered warehouse.	$44,991,803	$34,917,324
Add entered for consump.	80,613,480	70,589,129
Total entered at the port.	$125,605,283	$105,506,453

☞ The decree of the United States circuit court, ordering the sale of the Des Moines Valley Railroad has been modified so as to require the road from Des Moines to Fort Dodge (88 miles) to be sold for the benefit of the second mortgage bondholders, and the road from Keokuk to Des Moines (161 miles) for the benefit of the first mortgage bondholders, The second mortgage bonds were a first lien on the line from Des Moines to Fort Dodge.

Call for the Redemption of Five Twenty Bonds.

The Treasury has just issued the seventh call for the redemption of five-twenty bonds of 1862, as follows :

TREASURY DEPARTMENT, Nov. 1, 1873.

By virtue of authority given by act of Congress, approved July 14, 1870, entitled ' An act to authorize the refunding of the national debt," I hereby give notice that the principal and accrued interest of the bonds herein below designated, known as five-twenty bonds, will be paid at the Treasury of the United States, in the City of Washington, on and after the 1st day of February, 1874, and that the interest on said bonds will cease on that day ; that is to say, coupon bonds, known as the third series, act of Feb. 25, 1862, dated May 1, 1862, as follows : Coupon bonds, fifty dollar, Nos. 10,201 to 10,600, both inclusive ; one hundred dollar, Nos 20,751 to 34,000, both inclusive ; five hundred dollar, Nos. 15,801 to 17,600, inclusive ; one thousand dollar, Nos. 36,001, to 41,000, inclusive ; total, $4,500,000 ; registered bonds, fifty dollar, Nos. 1,376 to 1,410, inclusive ; one hundred dollar, Nos, 10,301 to 10,560, inclusive ; five hundred dollar, Nos. 6,101 to 6,300 inclusive ; one thousand dollar, Nos. 25,001 to 25,650, inclusive ; five thousand dollar, Nos. 7,901 to 8,100, inclusive ; ten thousand dollar, Nos. 10,101 to 10,320, inclusive ; total, $500,000 ; total, $5,000,000.

Of the amount outstanding, (embraced in the numbers as above,) four and a half million dollars ($4,500,000) are coupon bonds, and five hundred thousand dollars ($500,000) are registered bonds. United States securities forwarded for redemption should be addressed to the Loan Division, Secretary's Office, and all registered bonds should be assigned to the Secretary of the Treasury for redemption.

WILLIAM A. RICHARDSON, Secretary.

Credit Valley Railway.

At the second annual meeting of this company held in Toronto, on the 23rd ult., the annual report was read by the President, Mr. George Laidlaw. The report mentions that $2,000 a mile was granted by the Provincial Parliament, for the whole line of railway as chartered, excepting the short piece from the forks of the Credit River to Elora or Salem. Aid will be asked from the government for this section also. The county of Peel by-law granting a bonus of $70,000 had been confirmed by the Legislature. Work had been commenced under the direct management of Mr. Thomas Inglis, C. E., Resident Engineer, upon the plan of the company itself employing and paying for the labor and all accounts direct. From 200 to 350 men have been constantly employed during last season and the system adopted has resulted most satisfactorily to the men and to the Directors. The line has been surveyed from the Union station to the village of Campbellville, and from Streetsville to the village of Alton, the steepest grade being one in 100. Twenty-six miles of the line have been made ready for the iron in a style unsurpassed in Canada. Materials for the construction of sixty miles of fencing have been purchased, paid for, and delivered. Tenders have been invited for the balance of the fencing, and timber for bridges, ties, etc., and negotiations opened for stone and the materials for stations. The Directors have not asked nor have they received as yet any money from the Trustees of the Municipal Trust Account. Since the last amendments to the charter were granted, a section of the county of Oxford including the towns of Woodstock and Ingersoll has voted the sum of $200,000, and a section of the county of Waterloo including the town of Galt, has voted $11,000 by way of bonus in aid of the company. A section of the county of Wellington refused to grant a bonus upon the terms proposed by the Directors. An effort will be made in combination with the Provincial Government to secure 1,000 able bodied laborers for next season's operations on the Line. The Directors strongly recommend that arrangements be made with the Grand Trunk Railway Company for terminal passenger accommodation in the Union Depot Toronto, and that this company should join with any other railway company or companies in guaranteeing the debentures or stock of a company which would build an elevator of such dimensions and freight accommodation on the water front, near the centre of the city as would satisfy the requirements of this and any other companies which may join in such guarantee. Failing any other companies joining in such arrangements, it is deemed expedient for this company to make such arrangements as will secure the construction of an elevator and freight house so located. The Directors in the event of the construction of the Hamilton and North Western Railway to Milton, suggest that in conjunction with the Hamilton and Lake Erie and Grand Trunk or Canada Southern Railways, a new through route to Buffalo and New York would be made available to the city of Toronto, and also a large accession of American traffic secured from the Canada Southern and other lines to the city for shipment by the G. T. R. and St. Lawrence route to Dominion ocean ports. The report was unanimously adopted, after which a ballot was taken, and the following gentlemen were elected Directors of the company : Messrs. G. Laidlaw, C. J. Campbell, Angus Morrison, R. W. Elliott, John Gorden, James L. Morrison, Wm. Arthurs, Robt. Hay, and John Macnab. The meeting then adjourned.

Columbus and Hocking Valley Railroad.

The receipts of this road for October were $114,000, making total for the ten months of this year, $938,000. Should there be an average business during November and December, the grand total will be nearly $1,200,000 for the year 1873. Should there be a partial stoppage of manufacturing demand for coal from Chicago, Cleveland and other points, it will be equalized by the necessary increase of fuel demand during the winter months. Should the manufacturing demand not decrease, the business for 1873 will far exceed the largest estimates of the managers and owners of the road. During the past summer, the capacity of the road has been largely increased, many miles of steel rails have been laid, side tracks extended, nearly all the wooden bridges replaced by iron, depots, shops and transfer grounds enlarged, and motive power and cars increased, so that the road is now in splendid condition for a full winter's work.

United States Mint.

The annual Report of the Director of the Mint for the fiscal year ending June 30, 1873, shows that the amount of gold and silver deposits and purchases, coins struck and stamped, and bars manufactured during the year was as follows :

Deposits—Gold, $59,937,429 45 ; silver, $12,807,389 43. Total amount received and acted upon, $72,244,818 98. Deducting re-deposits made and issued by one institution and deposited with another, the deposits were :—Gold, $57,704,885 88 ; silver, $9,145,828 43. Total, $66,849,714 31.

Gold pieces coined, 1,824,420 ; value, $35,249,337 50. Silver pieces coined, 11,774,250 ; value, $2,945,795 50. Minor coinage pieces 18,925,000 ; value, $494,050. Total, 31,523,670 ; $38,689,183.

Bars manufactured—Fine gold, $7,554,956 86 ; imported gold, $12,940,659 25. Total, $20,495,616 11. Fine silver, $3,084,259 56 ; imported silver, $3,287,654 94. Total, $27,517,530 61.

Kanawha Coal.

The following report of some of the information given at a meeting recently held in Charleston, West Va., of persons interested in the development of the resources of the country along the Kanawha River is given by the *West Virginia Journal*:

The committee from the United States Senate, composed of Messrs. Conkling of New York, Sherman of Ohio, Davis of West Virginia, Norwood of Georgia, and Windom of Minnesota, and others interested in the Virginia water line, requested such persons as had made the mineral resources of this country a matter of study and practical investigation to assist them (the committee) in obtaining the necessary information. They were fortunate in having Prof. Ansted, of England, whose authority on these subjects is acknowledged everywhere, to give them information, which he did in answer to pointed and practical questions. W. H. Edwards, Dr. J. P. Hale, M. F. Maury, and others, appeared also before the committee and furnished much valuable data relative to the coal, salt, iron, and other minerals on and along the proposed water line from the Ohio River to the Chesapeake Bay. Prof. Ansted stated that the Great Kanawha coal field was the most remarkable in the world for the variety, richness and extent of its coal deposits; that at Hawk's Nest, in Fayette County, about forty-five miles east from Charleston, he had this month made an examination and found fourteen workable veins of coal in the same mountain, lying horizontally, and all above the bed of New River. He further stated that the iron deposits east of the Alleghanies and on the head waters of James River, were as extensive as the coal on New River and the Great Kanawha, and that iron could be manufactured along the Chesapeake and Ohio Railroad at half the cost that it could now be in England. He further stated that water transportation is necessary to utilize fully these vast coal and iron deposits. Hence the importance of slack water navigation on our river. The report of the Senate Committee, when printed, will contain much useful information on these subjects.

The Illinois Railroad Tariff.

A Springfield dispatch to the Chicago *Tribune* gives the following statement of the classification of the Illinois railroads by the State Commissioners as respects rates of freight and fare:

The first group of railroads are those which are denominated "standard," and to which the schedule of rates fixed for the Toledo, Wabash and Western Railroad, and published in the *Tribune*, are applied. They are: Columbus, Chicago and Indiana Central, Chicago and Alton; Illinois Central; Chicago, Burlington and Quincy; Chicago and Northwestern; Indianapolis and St. Louis; Chicago, Rock Island and Pacific; Toledo, Wabash and Western, and the Ohio and Mississippi Railroads. The passenger tariff of these roads is fixed at three cents per mile.

The second group or those which are placed at 10 per cent below the "standard" rates, are the Michigan Central, Lake Shore and Michigan Southern, and the Pittsburg, Fort Wayne and Chicago Railroads. The passenger tariff of these roads is fixed at two and a half cents per mile.

The third group, or those which are placed at 5 per cent above the "standard" rates, are the Western Union; Chicago, Danville and Vincennes; Toledo, Peoria and Warsaw; St. Louis, Alton and Terre Haute; and the Illinois and St. Louis Railroads. The passenger tariff of this group is fixed at 3¼ cents per mile.

The fourth group, or those which are placed at 10 per cent above the "standard" rates, are the Peoria, Pekin and Jacksonville; Peoria and Rock Island, and the Rockford, Rock Island and St. Louis Railroads. Their passenger tariff is fixed at 2½ cents per mile.

The fifth group, or those which are placed at 15 per cent above the "standard" rates, are the Gilman, Clinton and Springfield, Chicago and Iowa; Hannibal and Naples; Peoria, Lincoln and Decatur; St. Louis and Southeastern; Springfield and Illinois Southeastern, and the Cairo and Vincennes, and all other organized roads in the State. The passenger tariff is fixed at 4 cents per mile.

Values of Gold and Silver.

A recent number of the Denver (Col.) *News* contained the following:

We have secured the following from the superintendent of the branch mint in this city. The fineness of Colorado gold and the calculation of values on gold and silver are also given.

One ton (2 000 pounds avoirdupois) of gold or silver contains 29,163 troy ounces, and, therefore, the value of a ton of pure gold is $602,799 21, and of a ton of silver is $37,704 84.

A cubic foot of pure gold weighs 1,218.75 pounds avoirdupois; a cubic foot of pure silver weighs 656.25 pounds avoirdupois.

One million dollars gold coin weighs 3,685.8 pounds avoirdupois; one million dollars silver coin weighs 58,929.9 pounds avoirdupois.

If there is one per cent of gold or silver in one ton of ore, it contains 291.63 ounces, troy, of either of these metals.

The average fineness of the Colorado gold is 781 in 1,000, and the natural alloy; gold, 781; silver, 209; copper, 10; total, 1,000.

The calculations at the mint are made on the basis that 43 ounces of standard gold, or 900 fine (coin), is worth $800, and 11 ounces of silver, 900 fine (coin), is worth $12 80.

Pennsylvania and Western Railroad.

A new railroad company, (the Pennsylvania and Western,) has been organized for the purpose of constructing a railroad from Cleveland to New York. It is asserted that the projectors, after expending large sums in preliminary surveys, have ascertained that an air line road can be constructed between those points, which shall be shorter, have lighter grades, easier curves, and be more economically constructed than any line now in existence. This line runs on, or along and near, the line of the 41st parallel of North latitude, and is claimed to be 67 miles shorter than any of the existing routes. The company propose a rapid completion of their line, and from estimates of contractors this can be accomplished by the fall of next year. When completed it will open new coal fields and a new lumber country.—*Railway Chronicle.*

☞ The English engineers have completed the survey of the first fifty miles of the Persian Railways—viz., from Teheran to Kasvin—of the proposed line of railway from Teheran to Resht, on the Caspian. Part of them have left for Resht, to commence surveying thence towards Kasvin.

☞ A dividend of 8½ per cent has been declared on the common and guaranteed stock of the Richmond, Fredericksburg and Potomac Railroad Company, payable on and after Nov. 1.

☞ The New Castle and Franklin Railroad is completed between the former city and Mercer.

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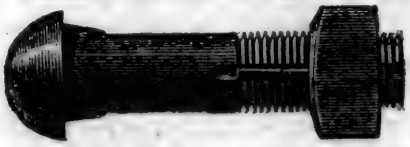
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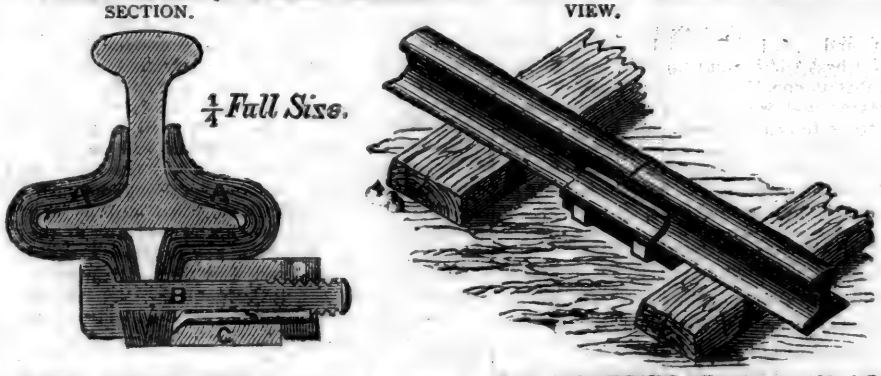
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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, November 15, 1873.

Pennsylvania Railroad.

A meeting of the directors of this company was held in Philadelphia on the 7th inst., the main purpose of which was to consider the feasibility of a semi-annual dividend. To this end the Finance Committee of the Board submitted a report giving the receipts and expenses of the company for the six months ending October 31. From the statement of the Controller it appears that the gross earnings of the Pennsylvania Railroad and branches (estimating the month of October) were $13,202,701 82; expenses for the same period, $8,071,393 60; leaving net earnings of $5,131,308 22. To which must be added balance of income from interest on sundry bonds and stocks of other companies, after payment of interest on the floating debt of the company, $918,294 78. Total profits, $6,049,603. It also appears from the statement of the controller that the gross earnings of the United Railroads and Canal of New Jersey for the time were $5,625,267 77; expenses for same period, $3,940,986 76; leaving net earnings of $1,684 281 01. To this is to be added rents, interest and dividends received by the treasurer from property of United Railroads and Canal Company, $76,632 28, giving a total of $1,760,913 89. The amount paid as interest and dividend under the lease of the United Railroads and Canal is $1,820,249 28, leaving a deficit in operating the United Railroads and Canal for six months of $59,335 89. These figures leave net profits of Pennsylvania Railroad and United New Jersey Railroads and Canal, $5,990,267 11. The treasurer's statement shows that the amount required to pay the interest on the mortgage bonds of this company is $880,511 70; premium on gold to pay interest on bonds, $71,092 75; State tax on coupons and capital stock, $215,751 18; semi-annual amount due on purchase of State works, $230,000; rent of Harrisburg and Lancaster Railroad, $65,128 29; interest on bonds and mortgages on real estate, $23,351 75; dividend of 6 per cent on capital stock of the Pennsylvania Railroad Co., $3,368,419 37; making a total of $4,849,250 04, and leaving a balance to credit of income account, after payment of a November dividend of five per cent, of $1,141,017 07, which is over 1⅔ per cent upon the whole capital of the company. Notwithstanding this flattering statement of net earnings, the company is compelled, in consequence of the prevailing financial panic during the past fifty days, to recommend the payment of the dividend in scrip, the money out of which it was proposed to pay it having all been absorbed in meeting payments for lateral lines, for additional rolling stock, station and warehouses, third track, sidings, &c., necessary to meet the increased business, which, during the past two years, has been augmented over forty per cent. The capacity of the main line had reached its maximum without such improvements, which, when fully completed, will meet, it is believed, the demands of the increased traffic for several years to come. On this exhibit of the financial situation of the company the Finance Committee recommend to the Board to declare a semi-annual dividend of 5 per cent out of the net earnings, clear of State tax, payable to the stockholders on and after the 6th of December, 1873, in scrip of the company, which will be payable on the 6th day of March, 1875 (fifteen months), or sooner, at the option of the company, and bearing interest at the rate of six per cent per annum. In this connection the treasurer of the company was directed to receive up to the first day of May, 1874, at par, the scrip issued by the company for the dividend declared in payment of instalments due and to become due this company on unpaid capital stock.

It is thus seen, says the Philadelphia *Ledger*, from which we have obtained the above, that a 5 per cent dividend in scrip is to be paid. This scrip, at 6 per cent, is to be payable at the option of the company at any time before the expiration of fifteen months—March 6, 1875—but is absolutely payable at that time. This scrip will no doubt come at once on the market as soon as issued, and will probably sell at about 90 per cent. This, for a scrip loan so soon redeemable, is a good investment, as it will pay the purchaser at the price named 16 per cent per annum—10 per cent on the face of the scrip and 6 per cent interest. The receipts of the scrip at par in payment of instalments on the capital is a judicious provision, and will probably insure the prompt payment of most if not all of the outstanding instalments, some $1,300,000.

New York Steam Engine Company.

The New York Steam Engine Company, which has now been established 25 years, makes at its works in Passaic, N. J., all descriptions of machinists' tools, including engine lathes, planers, bolt cutters, upright drills, &c. It has a capacity for turning out $1,000,000 worth of goods a year, which are sold mainly to railroad and locomotive works, car shops, and large machine shops. It occupies a shop 400 feet long by 125 feet wide, two stories high, a foundry, 100x50 feet, and a blacksmiths' shop, 100x50 feet. The machinery is run by water power, furnished by the Dundee Manufacturing Company. The articles made by this company have an excellent standing, and are used extensively in many of the best shops in the country. Besides the articles mentioned, it also makes a specialty of Scott's Gear Moulding Machine. Geo. Place is president, Geo. G. Dow is secretary and Chas. A. Cheever treasurer. Their office and salesroom is at 98 Chambers street, New York.

☞ Messrs. Greenleaf, Norris & Co. have notified the Stock Exchange that they are prepared to pay in full. They will soon resume their seats at the Board.

Great Western Railway of Canada.

REPORT OF THE DIRECTORS FOR THE HALF-YEAR ENDING JULY 31, 1873.

The receipts on capital account during the half-year amounted to £775,988, arising as follows:—

Deposit of £25 on new issue of £1,209,000 perpetual Five per cent debenture stock	£302,250
On account of 1st July instalment	288,300
In anticipation of future instalments	185,240
	£775,790
Shares issued on conversion of preference stock during the half-year at the rate of 5 shares for every £100 of preference stock:—£7,980 stock converted into 899 shares of £20 10s. each, £8,180, less £1 difference on 24 shares transferred from Canada to London office	£8,180
Less preference stock cancelled on conversion	£7,980
Less difference in exchange on 24 shares transferred from Canada	1
	7,981
	198
	£775,998

The total receipts on capital account on amounted July 31, 1873, to £7,672,682. The charges to capital account during the half-year amounted to £458,048 of this sum the engineer's report shows an expenpiture for roadway, sidings, station buildings, &c., and a proportion of the cost of 4,621 tons rails and 367 tons fastenings laid in the track, amounting altogether to £61,344

There has been further expended on capital account for—

Double track between Windsor & Glencoe	15,963
Detroit river bridge surveys, &c.	689
Third car ferry boat Saginaw	3,434
Fourth car ferry boat, to carry 16 cars	16,326
Locomotives	68,839
Cars	131,708
Gencoe loop line	154,775
For discount, &c	4,969
	£458,048

The total expenditure to July 31, 1873, amounted to £7,246,383, leaving a balance at credit of capital account of £426,299. The receipts and expenditure on revenue account for the half-year have been as follows:—

Gross receipts	£619,839
Working expenses, including renewals, taxes, rents, and all charges	417,099
	£202,740
From which is deducted—	
Interest on bonds, &c	£48,195
Discount and charges on conversion of American currency	39,546
Amount set aside for renewal of ferry steamers	2,000
Alteration of gauge account	9,100
	98,841
	£103,899
Add profit on working leased lines	£3,770
Add surplus from last half-year	3,382
	7,152
Amount available for dividend	£111,051

The dividend for the half-year on the 5 per cent preference stock amounts to £5,692; and from the balance the directors recommend a dividend on the ordinary shares at the rate of 4½ per cent per annum, payable in London on the 4th November, which will absorb £100,335, leaving £5,024 to be carried forward to the next half-year. The aggregate traffic receipts (exclusive of those of the Galt and Guelph, the Wellington, Grey, and Bruce, and the London and Port Stanley railways) exhibit a gross increase of £69,011, which consists of—

Increase in way passenger traffic	£3,548
" way freight and live stock traffic	21,293
" through freight and live stock traffic	43,675
" mails and express freight	1,048
	£69,564
Decrease in through passenger traffic and emigrants	554
	£69,011

The way or local business amounted to 39.22 per cent of the whole earnings of the line as compared with 39.43 per cent in the corresponding half-year, and the through business represented 60.78 per cent, against 60.57 per cent. The passenger rates were about equal to those of the corresponding half-year; but way freight rates yielded .20 cent, and through rates .11 cent less per ton per mile than in the corresponding period. The following table exhibits the receipts and expenses for seven corresponding half-years:—

RECEIPTS.

Half-year ending July 31.	Passengers, mails, and sundries. £	Freight and live stock. £	Rents. £	Total. £
1867	165,367	199,221	116	365,704
1868	155,082	200,619	948	356,649
1869	157,930	226,200	937	385,068
1870	158,863	254,230	807	408,900
1871	158,084	300,059	747	458,891
1872	193,951	356,014	769	550,735
1873	197,994	420,902	868	619,839

EXPENSES.

Half-year	Including renewals & all charges. £	Per cent of gross receipts.
Ending July 31, 1867	182,768	49.98
" 1868	208,462	58.45
" 1869	232,768	60.45
" 1870	251,824	61.58
" 1871	268,276	58.46
" 1872	329,437	59.82
" 1873	417,099	67.29

The discount and charges on the conversion of American currency for the half-year amounted to £39,546, as compared with £34,703 in the corresponding half year. The conversion was made at an average of 115 15-16, the average price of gold for the half-year being 116⅛. In this account there is included £1,436 for discount on the amount of American currency on hand unconverted at the close of the half year. The ferry steamers' renewal fund has been credited with the usual amount and accrued interest for the half-year. The balance at the credit of this fund at 31st July, 1873, amounted to £18,788. The iron car ferry-boat the Great Western, after seven years of uninterrupted service, by night and day, has been taken into dock for two months and thoroughly overhauled, and resumed traffic early in September. The usual sum of £9,100, has been charged to revenue on change of gauge account, making a total sum of £45,500 charged against this account to 31st July, 1873. Thus about one half of the estimated expenditure for the renewal and replacement of the broad guage rolling stock has been charged to revenue. The balance will be debited in the same half-yearly accounts, until the whole sum is completely extinguished. Since the issue of the last report, the outer line of rail between London and Hamilton has been removed. The entire system is therefore now of the uniform American 4 feet 8½ in. gauge. At the close of the half-year there remained only thirty miles of iron rails in the permanent way of the main line, which at the date of this report has been replaced by steel, so that the whole main line as well as the Glencoe loop line, is now laid with steel rails. Following the system adopted for the renewal of rolling stock, it is proposed that an annual reserve fund should be created, to meet the renewal of the permanent way. The directors will be prepared next half-year to report upon this subject. The plan of charging a fixed rate for repairs and renewals of rolling stock has been found to work well. The balance at credit of locomotive renewal fund, at 31st July, 1873, amounted to £30,237. The amount standing to the credit of car renewal fund has been absorbed during the half-year in the purchase of new passenger cars. An exceptionally heavy item of £9,181 is charged in the present half years's accounts under abstract E for foreign terminal charges, and consists of the balance of account against this company for proportion of charges paid by the Michigan Central Railroad since July, 1871, and now finally adjusted. The cost of operating the Wellington, Grey, and Bruce Railway was less by £127 than the 70 per cent of its gross earnings allowed to the Great Western for working it. The additional earnings received by the Great Western on its own line by the traffic interchanged with the Wellington, Grey, and Bruce Railway, amounted to £17,184; of which according to the agreement, the Great Western lays aside 20 per cent, or £3,437, to acquire the bonds of that company. During the past winter some relief was expected to have been afforded to the encumbered main line by diverting a portion of the freight traffic over the unfinished loop line. For a few days in February last this was attempted, but was almost immediately discontinued, owing to the difficulty of safely working traffic over an unballasted road, the embankments and cuttings on which were not consolidated. The government inspector went over the line as far as completed to the Welland Junction, 128 miles, on May 27th, and reported favorably of its construction. An irregular local traffic was then commenced, but the object for which the loop line was built, cannot be attained until the Buffalo International Bridge is opened and a direct connection made with Suspension Bridge. Up to the end of the past half-year the interest upon the money raised for the loop line has been charged to capital as heretofore, less the value of the local traffic earned upon it, together with interest on the unexpended portion of the funds. The total interest on the expenditure for the loop line to Welland Junction will be a charge against revenue from the commencement of the current half-year. In order to permit the immediate use of the Loop line for the through freight business via Suspension bridge, and at the same time to utilize that bridge for traffic interchanged with the New York Central and the Erie Railways, a short branch of eight miles is under construction from the main line terminus at Suspension bridge, to the town of Allanburgh on the Welland Railway, the estimated cost of which is under £40,000. By this branch a through connection will be formed from the Glencoe loop line with the Suspension bridge, making the distance to Detroit as short as from the International bridge, and five miles shorter than the present main line between these points. The easier gradients of the Loop line and the saving in the tolls to be levied on the International bridge will greatly conduce to the economical transport of freight. The route by the International bridge will still be useful for local and cattle traffic coming from the main and loop lines destined for the city of Buffalo. The advantages to this company of the Allanburg branch cannot be too highly appreciated. The receipts and working expenses per train mile for seven corresponding half-years, compare as follows:—

Half year ending	Gross earnings per train mile. s. d.	Ordinary working expenses per train mile. s. d.
July 31, 1867	8 10¼	4 2¾
" 1868	8 5	4 8¾
" 1869	8 0	4 8
" 1870	7 8½	4 7
" 1871	7 9½	4 5
" 1872	7 9¼	4 6
" 1873	7 6½	4 11½

The unsatisfactory results of the working of the half-year ending January 31, 1873, were fairly attributed to the extraordinary inclemency of the

past winter, aggravated by insufficient siding and station yard accommodation, and the want of an adequate supply of rolling stock and also to the higher rates paid for fuel and wages, but as, notwithstanding the steady increase in the gross traffic, the monthly returns continued to exhibit diminished net results, the board determined to proceed to Canada in August last for the purpose of investigating the causes of the increased working expenses, and to strengthen and reorganise, where necessary, the local management of the railway. The president having just returned from Canada confirms the correctness of the reasons given for the disappointing results of the last twelve months' working. The incomplete condition of the extensions of the line and other works in progress, combined with a deficiency in rolling stock, totally crippled the efforts of the working staff to control the rush of traffic during a winter of unexampled severity and of unusual duration. To these must be added the failure in a proper supply of seasoned fuel for locomotives. To avoid the recurrence of a similar default, the management of the wood department has been placed in other hands, and a monthly report of the stock of fuel will be laid before the board, the general manager being at the same time held responsible for its sufficiency. The staff in Canada has been re-modelled. Mr. Price, the late treasurer, has been appointed general manager, and the board have reason to believe that his experience and ability will justify the appointment. To Mr. Muir, as general superintendent, has been committed the duty of working the traffic, and Mr. Woodford appointed assistant superintendent, to whom is specially entrusted the despatching of trains, the distribution of freight cars, and the care of the telegraphs. The local management of the main line and branches has been divided into five sections, to each of which a superintendent has been appointed, the whole acting under the instructions of the general superintendent. Other departments have also been reorganized so as to attach individual responsibility to each branch of management. During his visit, the president carefully examined in detail the working of the railway and its accessories, as well as the relations of the company with connecting railways in Canada and in the States. He reports, after an extended survey, that the entire main line, now practically doubled and relaid, is in first rate condition, that the gradients of the loop line are most favorable for the economical working of the through business; that the sidings and station ground are now ample for present requirements, and the equipment generally such as to prevent a recurrence of those difficulties which have lately so much interfered with successful results. With the staff remodelled so as to ensure the vigorous and economical working of the line, and with the promise of abundant traffic, the directors have reason to anticipate the restored and increasing prosperity of the company. The system of the Great Western Railway being now complete and in connection with lines of railway constructed by independent parties, extending into the most fertile districts of the country, the board consider that no further extensions involving capital outlay on the part of this company, will be either desirable or necessary. The harvest in the Western States has been most abundant, and the opinion of railway authorities in Chicago is that the amount of traffic from this source will tax to the utmost the carrying power of the company. Under the authority conferred by the shareholders at the special meeting on April 9th, 1873, the directors have issued 5 per cent perpetual debenture stock to the amount of £1,209,000; and under the same authority they intend to pay off the 6 per cent terminable bonds of the company due in 1878 by the issue of a further amount of the same description of stock. The financial position of the Detroit and Milwaukee Company, and especially with reference to their bonds maturing this year and in 1875, has received the anxious attention of the board. The large money interest held by the Great Western in that company, together with the material advantage derived from the traffic connections, render some arrangement necessary by which the Detroit and Milwaukee Company may be adequately equipped, and the control of it retained by the Great Western. The consideration of a plan to accomplish this will be the subject of discussion at the special meeting of shareholders, which it is proposed to adjourn till Wednesday, November 5th. Pending any arrangement that may be determined upon by the Shareholders, a temporary advance of $100,000, American currency, has been made to the Detroit and Milwaukee Company, on the security of interest-paying bonds. In the meantime the directors are desirous that it should be clearly understood that no arrangement has been concluded, nor has the Great Western Company been committed in any way. The whole matter forms the subject of a special report to the shareholders, sent herewith, and will be left to their decision at the above adjourned meeting. The directors who go out of office by rotation are—Mr. George Smith, Mr. William Weir, Hon. William Macmaster, and Mr. Donald McInnes. These gentlemen are all eligible, but Mr. George Smith, Mr. William Weir, and Mr. Donald McInnes do not offer themselves for re election. The following gentlemen will be proposed at the general meeting to fill the vacancies on the direction, and the proxies received by the board will be used in their favor. Lieut. Col. Francis Douglas Grey, of Ludgrove, New Barnet; Sir Keith Jackson, Bart., Kingston, Ontario; Hon. William Macmaster, Toronto, Ontario; and Thomas Barkworth, Esq., 16, Austin Friars, London. The auditors also go out of office, but offer themselves for re-election, viz.:—Mr. John Young, of Messrs. Turquand, Youngs, & Co., Mr. Sidney Smith and Mr. Samuel Spreull, in Canada.

Directors.—Alderman Sir Thomas Dakin, Cree Church-lane, London, president. Gilson Homan, Esq., Sanford-house, Kirkstall, near Leeds, vice president. Hon. John Carling, M P., London, Ontario, Canada; John Cleghorn, Esq., 3, Spring Gardens, S. W.; Thomas Faulconer, Esq., 66, New Finchley road, N. W.; Edward H. Green, Esq., 22, Old Broad street, London; Donald MacInnes, Esq., Hamilton, Ontario, Canada; Hon. William Macmaster, Senator, Toronto, Ontario, Canada; Paul Margetson, Esq., Clapham common; George Smith, Esq., 28, Albemarle street, W.; William Weir, Esq., 10, Princes terrace, Dowanhill gardens, Glasgow.

Dangerous Railway Crossings.

In the Supreme Court of the State of Pennsylvania Judge Sharswood has recently made an important decision as to the amount of care to be exercised by the driver of a wagon in crossing a railway track. It arose from a suit for damages brought against the Pennsylvania Railroad. The judge said that the evidence showed that the railroad company was guilty of negligence. The accident occurred on a dark, foggy morning, when there was snow on the track, which deadened the usual rumbling sound of the train. The cars were passing through Allegheny City at a much greater rate of speed than was permitted by the city ordinances; no whistle was sounded, and it is not very clear whether a bell was rung. The view of the track at the crossing was obstructed by cars on a siding. The driver of the wagon, whose horses were killed, testified that he stopped and listened, but heard nothing; and it was contended that he ought to have got out and looked for the train. This he did not do; if he had in all probability he would have been killed also. The court held that the fact that the track could not be seen from the road was no reason why the traveler should not stop and listen, approach at a slow walk, and, if he could not trust his horses, get out and lead them. It was negligence in the railroad to have the crossing obstructed, but this did not dispense with the necessity for extreme caution by the traveler. On the other hand, the court was of opinion that there should be a legislative regulation requiring that the usual notice on country roads, "Look out for the locomotive," should be at a point were the approaching train on the track can be seen in either direction, and that there should be a flagman at every street crossing in a city. The judgment of the court below against the railroad was affirmed, it being held in substance that a person in crossing a railroad track is bound only to do what an ordinarily prudent and cautious man would do. In addition to stopping his wagon and listening he is not obliged to get out of the wagon and go on the crossing to see if a train is coming.

Prizes for Self-Acting Couplings.

The Union of German Railroad Administrations has determined to award prizes—one of 3,000 thalers ($2,250), another of 1,000 thalers ($750)—for the invention of a contrivance by means of of which the coupling of railroad cars can be effected without the necessity of stepping between the cars. The inventions submitted for competition must have been tried practically by one of the railroads belonging to the Union previous to the sending in of the papers, and the proposition for the award of the prize must emanate and be supported by one of the said railroads. The premium does not debar the inventor from patenting the invention and enjoying the benefit of the patent. The papers must so explain the invention by illustrations, drawings, models, etc., that an opinion can be easily formed of its quality, practicability and working; and must be sent in, carriage paid, to the head office of the confederation, Berlin, Prussia, before the 1st of July, 1874. The examination of the competing plans, as well as the decision, whether general or in the form of an award of prizes, will be undertaken and decided by an examining committee, consisting of twelve members, appointed by the confederation.

☞ The income of the St. Andrews (N. B.) Railway for the six months ending July 31, 1873, was £2,444, being £113 less than the corresponding period of last year; the expenditure amounts to £1,981, being an increase of £481 over the corresponding period. The directors recommend a dividend at the rate of 5 per cent per annum, free of income tax, upon the ordinary stock of the company.

☞ The new steam canal boat City of New York, of Baxter's invention, arrived at New York from Buffalo in six days and one hour. She brought seven thousand bushels of wheat at a cost of seven cents a bushel, against ten cents as the cost by horse canal boats and twelve cents by railroads. But five tons of coal were consumed on the trip.

☞ Fifteen locomotives, six extra tenders and two snow plows, belonging to the Boston and Albany Railroad Company were recently destroyed by the burning of the company's round house at Springfield, Mass. The loss is about $130,000.

☞ The tonnage of coal over the Chesapeake and Ohio canal during the month of October was 116,482, and the revenue from the same about $70,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,893,200	— & —	.....
" " pref.100	838,976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,550,000	A. & O.	Oct. '73 5
Parkersburg Br. pref.. 50	5,680 685	— & —	.....
Berkshire* 100	600,000	J. A J &O	Oct. '73 0
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D.	Dec. '72 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,352,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence.100	3,950,000	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '73 5½
Burlington and Mo. Riv.100	5,686,000	M. & S.	Sept. '73 5
" " pref.100	1,485,900	M & S.	Sept. '73 5
Camden and Amboy* ...100	5,847,800	J.A J.O.	Oct. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	389,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref.100	769,500	F. & A.	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J	July '73 5
Central of New Jersey.100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	June '73 3
" pref..... 50	400,000	J. & D.	June '73 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....	380,000	J.A J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy.100	18,052,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	July '73 4
Chicago & N. Western.100	15,083,480	J. & D.	Dec. '72 3½
" pref.100	21,259,563	J. & J.	July '73 4
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	420,046	M. & N	Nov. '73 3
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,286,150	F.M.AN	Nov. '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Sept. '73 2
Colum. & Hocking Val..100	2,500 000	F. & A.	Aug '73 5
Concord 50	1,500,000	M. & N.	Nov. '73 5
Concord and Porta.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 100	1,850,000	J. & J.	July '73 5
Cumberland Valley..... 5	1,494,250	A. & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec. '71 4
Delaware*..... 50	1,230,941	J. & J.	July '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	500,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept. '73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '73 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '73 4
Lake Shore & Mich. So..100	49,465,500	F. & A.	Aug. '73 4
" " (guar.)..100	533,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	Oct. '73 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Oct. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 3½
Long Island..... 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex.. 50	1,523,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '73 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500.000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	3,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,294	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	328,373	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*...100	977,400	J. & J.	July '73 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Oct. '73 2½
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '73 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J.	July '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 6
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 1½
Northern Central 50	5,542,000	M. & N	Nov. '72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	July '73 4
Norwich & Worcester*.100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....	7,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*..100	630,000	J. & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D	Sept. '73 3
Philadelphia & Reading 50	32,634,375	J. & J.	July '73 3
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Oct. '73 3½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '73 1½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '73 1½
Pittsfield & N. Adams...100	460,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '73 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 3
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,350	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn. '70 11-4s
Tol., Walt. & West. pref.100	1,000,000	M. & N.	Nov. '73 1½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass 100	$2,800,000	M. & N	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,000	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 4½
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800 000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (NY)100	900,000	— & —	.....
Boston and Chelsea 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	4[illegible]0	— & —	.....
Bushwick (Brooklyn)....100	300,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	600,000	J. & J.	July '73 7
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Phi.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.) 50	1,000.000	J. & J.	July '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 100	400,000	J.A. J.O.	Oct. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June' 73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson...100	15 000.000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 176,000	F. & A.	Aug '72 5
Pennsylvania 50	4,837,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.) 50	2,868,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,350	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 35c
Canton..... 16¼	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '73 5
Pullman Palace Car.....100	4.000.000	F.M.A.N	Nov. '73 3
Quicksilver, common 100	5,700.000	— & —	.....
" preferred 100	4,800,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6.000.000	F.M.A.N	Nov '72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Nov. 1, 1873.					
Loan of June 14, 1858 ..... registered	$8,255,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,745,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,762,000	6	Jan. & July.	1880	111¼
.. .. coupon	4,653,000	6	" "	1880	113
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109¾
Loan of July 17, and Aug. 5, 1861 ..... registered	125,661,400	6	Jan. & July	1881	111¼
.. .. coupon	63,659,950	6	" "	1881	113
Loan of Feb. 25, 1862 (5-20s) ..... registered	17.6 9,800	6	May & Nov.	1882	106½
.. .. (5-20s) ..... coupon	170,227,150	6	" "	1882	105¾
Loan of March 3, 1863 ..... registered	53,588,600	6	Jan. & July.	1881	111¼
.. .. coupon	21,411,400	6	" "	1881	113
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	107
Loan of June 30, 1864 (5-20s) ..... registered	24,798,950	6	May & Nov.	1884	107
.. .. (5-20s) ..... coupon	38,286,050	6	" "	1884	107
Loan of March 3, 1865 (5-20s) ..... registered	33.907.700	6	May & Nov.	1885	107
.. .. (5-20s) ..... coupon	118,917,150	6	" "	1885	107¼
.. .. 2d series (5-20s) ..... registered	55.691,000	6	Jan. & July.	1885	110
.. .. (5-20s) ..... coupon	146,942,100	6	" "	1885	110
.. .. 3d series (5-20s) ..... registered	87,120,950	6	Jan. & July.	1887	110½
.. .. (5-20s) ..... coupon	223,533,250	6	" "	1887	111
.. .. 4th series (5-20s) ..... registered	13,715,500	6	Jan. & July.	1888	112
.. .. (5-20s) ..... coupon	23,758,500	6	" "	1888	111
Loan of March 3, 1864, (10-40s) ..... registered	140,545,200	5	Mar. & Sept.	1904	105¾
.. .. (10-40s) ..... coupon	54.022,100	5	" "	1904	105¾
Consols of July 14, '70 & Jan. 20, '71. registered	162,657,700	5	F. M. A. & N.	1881	106
.. .. coupon	112,047,300	5	" "	1881	106½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds..... (currency)	64,623,512	6	Jan. & July.	'95-'99	109¼
U. S. Notes and Fractional Currency.....	408,908,098	mat.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'88-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,336,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,800):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.		73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'72-'74	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866.....	8,900,'00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872.....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102.000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.		....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'83-'84	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	450,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"		98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	188	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,587.222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,358	6	J. A. J. & O.	1888	101¼

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Massachusetts—($36,712,882):					
.. State (public works) scrip, '72.	706,000	5	Vario	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,500 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	99
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2.551.500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,382,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,400	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	....	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	86
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	92
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($860,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	100
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1878	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'75	107
.. Canal Stock.....	2,672,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	103½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	....	" "	1877	104
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	18
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	18½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	101
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	105
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($23,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'7?	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'7?	100
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s).....	1,890,550	6	" "	'77-'82	104½
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15-25s).....	9,271,850	6	" "	'82-'92	107½
.. Inclined Plane Loan, of April 1849.....	460,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	9
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,962,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	63
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	64½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered.....	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'90	35
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	"	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	90
3d Mortgage	899,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	..
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(255 m.)free U. S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1883	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,968	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,982	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850–'80	579,500	6	" "	"	1880	92½
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	92
Loan of 1855–'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	94
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	100½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	98
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	.. .
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	22
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. Loan(rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	100½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	85
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	90
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	60
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,800,000	7	" "	"	1900	95
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	20½
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p. m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	98
Loan of Leh. C. & Nav. Co. (ass'd)	2,340,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	85
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr, Okld & Ala.)	500,000	5*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	.. .
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p. m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	330,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	200,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	509,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	600,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	101
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,609	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	105
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	89
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	96
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.)	720,000	7	May & Nov.	" "	1883	85
General 1st Mortgage (193 m.)	3,558,000	7	Feb. & Aug.	" "	1885	90
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	99
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	123,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	79
Consol. gold bonds for	$48,000,000	7*	June & Dec	" "	1902	....
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	90
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B & Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	98
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,600,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1801	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'78 '84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	700,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	88
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	89
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	74½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	45
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1869	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1880	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4,	67
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	60
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	600,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1861	96
Convertible b'ds (Del. Lack. & W.)	5,600,000	7	June & Dec.	" "	1892	98
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	4½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	94
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1890	93
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	92
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	94
3d Mortgage	4,582,000	7	" "	" "	1883	93
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	90
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	....
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY&London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1895	....
Equipmen t Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(62,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Saginaw:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	800,000	8	Jan & July	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,765,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	948,000	7	May & Nov.	" "	1875	96
Elgin and State Line Purchase.	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	82½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	500,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	67½
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	99
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol's and St. Louis:						
1st Mor gage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	....
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, sk g fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage sk g fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	600,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ex t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (200m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,000,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000m)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.)	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.)	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(D L&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. sk g fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	92
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	87
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,600,000	7	" "	" "	1899	83½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	90
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
Sk g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	95
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	98
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	92
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	94½
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. Al.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	war	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. sk g fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	2,546,000	6	June & Dec.	"	1898	93
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	35
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	90½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	68,000	7	" "	" "	'80-'85	....
Consol. M. for $8,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	87
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'01	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	80
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1900	66
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	100
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	93½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	98
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1890	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	73
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	73
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	100
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	88½
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St. L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $3,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000pm.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	99½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	95½
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	80½
Consumption bonds of 1911	3,999,000	7	Feb. & Aug.	" "	1889	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Nangatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	40
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1883	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT'227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	85
Bonds for debts ass'd(N.Y.Cen.)	1,614,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	91
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	86½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	98
2d Mortgage	5,000,000	7	May & Nov.	"	1896	96
Chattel Mortgage	360,000	10	April & Oct.	"	1877	102½
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	88
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	85
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	80½
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	83½
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	68
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	85
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mortgage (War. & Fkln)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	60
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	99½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	70
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	78
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	71½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville.						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	"	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	600,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Highta.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	98
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	95
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	88
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	96½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1885	83½
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	77
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	95,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	100
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	97
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	99
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	"	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.	2,305,630	7	Jan. & July.	"	1893	97
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74½
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	83
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	100
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	84
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	97½
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	200,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	92
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)	400,000	7	March & Sept.	New York	1866	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'75-'90	70
Rich., Fredericksburg & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	175,000	8	April & Oct.		.....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	90
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	30
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	87
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	75
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1873	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1873	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'02	....
Domestic (special) Bonds.....	71,250	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)'						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage.....	1,400,000	7*	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1906	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	80
1st Mortgage (W. Div.) 117 m..	1,800,000	7	Feb. & Aug.	" "	1896	75½
2d Mortgage (W. Div.) 117 m..	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	74
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1888	...
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1883	...

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$300,000	7	Feb. & Aug.	New York.	1890	90
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	89
1st Mort. (Quincy & Tol. 84 m)	500,000	7	May & Nov.	" "	1890	91¼
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	88
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	80
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	73
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	73
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	73
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	77¼
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	74
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	64¼
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	45
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M. K. & T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville (O. C. & A. Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	94
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	99
Consolidated (mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	92
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	"	1888	....
Bond to State of New J. (NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D. & H. C):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca. R. R.)	795 500	8	June & Dec.	"	....	80
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	79
Equipment Mortgage	1,000,000	8	" "		1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	72
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123 208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1890	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O. C. & All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama:						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage (M. & W. Point R. R.)	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	96
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	83
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N. Y. or Lond.	1896	84½
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1868	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	250,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	70
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	6	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	93½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	80
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,009,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L. C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	100
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	81½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	81
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	82
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	68
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	94
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	89
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,980	7	" "	"	1873	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,743,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	69
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	280,000	6	May & Nov.	"	1870	77
Boat and Car Loan	756,650	6	" "	"	1885	72
Boat and Car Loan	628,100	7	" "	"	1889	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	74
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,610	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that case, in "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in *"Italics."* States & Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. U. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par	Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,968,756	—	60.2	.....	.....	.....	160,425	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	37.1	—	21	24	12	740	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal Co.)		1,341,228	423,821	7	100	65
Sept. 30, 1872	51.0	—	2.0	—	2	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	.....	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	900,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8		(Phila. & Reading R.		R.)			50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,600	20.5	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	23.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N. Mexico.)		.....	.....	—	100	184
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point .....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,288	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	.....
Sept. 30, 1872	408.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)			—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	*	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)			—	100	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶ ....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,586	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,582,072	8	100	145
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	145
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1. 1872.)	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	567	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	.....	600,000	.....	.....	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	.....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	135
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,786	872,000	1,250,000	62,586	97,180	90.2	441,746	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	121,715	6p	100	124
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	97
Sept. 30, 1872	50.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	106
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	142½
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,667,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	28.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	*	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,606	—	88.0	(Opened	to Emporium, Pa.)		139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....	(In progr	ess.)		.....	.....	—	100	.....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line May	1, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy..... New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,440	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod .....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,550	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.8	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	6	25	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	662	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,250	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	7 p.	50	26
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	.....
Dec 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	.....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	801	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.	)	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,200,000	3,068,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	89
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,949	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	64,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,838	746,153	11,963,641	6,952,362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,473	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,678	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	....
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109 0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	Clinton &	Fitchb'g.)	21,580	21,580	—	100	....
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	288,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,966	.....	61,060	2,051.468	552,840	.....	.....	85.0	86,210	8,664	27,637	160,424	93,422	—	100	....
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398,639	234.423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	.....	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	105,000	246,500	8,000	.....	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	....
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Central	R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	346,877	.....	.....	.....	260,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....			(Not r	egularly o	perated.)		—	100	....
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶...Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.8	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,464,670	670,529	—	100	19
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123.550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	790,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,361	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721.348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶. R.I., Ct & N.Y.	4,201.486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207.771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & St.	Paul C	o. for $2,1	00,000.)		75.0	.....	10,928	20,640	21,415	Loss.	—	...	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	835,213	42.248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1,925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2,039,321	8,026,784	2,103,107	10	100	99
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	.....	....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	... .	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424.409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	....
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R. R. Co.)	337,462	118,112	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	--	--	--	--	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept.30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103,302	.....	35.6	82.960	20,367	121,600	110,942	51,703	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,376	48,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Central	.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140 000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,436	1,237,280	469,670	7	100	....
Dec. 31, 1872	57.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	....
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	.....	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....		24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840.000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & In.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R. R. Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,306	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87.612	35,973	—	100	....
Oct. 31, 1872	80.0	—	33.0	—	25	10	4	1,615	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	*	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept.30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—		(Not yet	in operatio	n.)		—	100	....
Dec. 31, 1872	511.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	5,118,598	8	100	66½
Jun. 30, 1872	37.0	—	....	—	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,539,669	87,519	138,142	72,922	744,038	2.000 000	93,314	.....	¶	—	(Opened t	hrough in	July, 187	3.)	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	168,267	69,137	219,388	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housatonic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New York & Har	lem R. R. Co.)	.....	.....	.....	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,691	3,925,765	592,579	4,483,554	1,769,809	10	100	114½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New York Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	36.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,564	336,167	179,553	88,216	—	50	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(R'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72 0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	72.0	.....	(No accounts.)	.....	.....	.....	—	.....	.....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086.930	1,208,779	1,624,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,836,938	592,322	5a	50	94
Dec. 31, 1872	95 0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,819,963	261,561	3,533	140.3	748,838	212,080	313.664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,6-6 830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,216	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	49
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,358	217,103	8	100	100
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Railway Co.)		273,054	37,604	8	100	....
May 31, 1872	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,888	601,394	.....	.....	50,000p.m	.....	.....	559.0	.....	(No statement published.)		.....	.....	—	.....	.....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	769,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	118
Jun. 30 1872	113.0	22.0	14.5	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	80
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	.....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	24½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554.547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	20
Dec. 31, 1872	131.8	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441.553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897.438	630,249	6½	50	107
Dec. 31, 1872	9.9	2.0	3.1	—	...	38	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9	.....	2,984 817	.....	203,094	24,633	—	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap ¶.....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,598	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific (of Mo.)R.	R. Co.)	35 p. c.	—	100	.....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome, Watertown & Ogd.	RR. Co.)	.....	—	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	530,276	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction: no returns.)					—	100	.....
Dec. 31, 1872	283.5	15.5	38.1	—	—	—	—	—	*Pacific of Missouri* ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assumed by Lessees.)											
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	31
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234.608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under construction: no returns.)					—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	1,718,680	1,232,602	10½	100	88½
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No statement furnished.)				—	100	.....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie Rail'y Co.)		53,400	53,400	8½	100	.....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie Rail'y Co.)		35 p. c.	—	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie Rail'y Co.)		30,173	30,173	6	100	.....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wab. & Wtn.	Co.)	.....	.....	—	100	.....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	842,150	160,000	36,542	.....	—	(Leased	by United Co.)	Sth'n R.R.	31,729	31,729	6	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer.	Co.)	.....	.....	—	100	.....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,268	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	.....
Dec. 31, 1872	554.9	69.0	546.9	—	593	292	112	11429	Pennsylvania.....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	85½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	240
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware.Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	.....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	.....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. R. I. & Pac.	Co.)	125,000	8	100	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge.N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper.by Penna.	R. R. Co.)	.....	.....	.....	—	100	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,088	.....	82.0	228,000	44,392	57,238	288,944	133,851	—	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,866,209	177,474	.....	.....	220,606	2,600,000	53,413	.....	58.1	176,312	315,515	134,307	295,594	106,205	—	100	.....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	33½
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	166
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14132	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	100
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	1,259,100	.....	.....	.....	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	112
Dec. 31, 1872	95.3	3.8	139.1	—	61	103	49	1,295	Philadelphia, Wilm. and Baltimore.Penn.	11,890,736	*	2,318 306	175,396	11,485,750	1,990,500	465,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	102
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	.....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	.....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	83
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	(In operation only three months.)				—	50	.....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pitts'g, Washington & Dalton..Pa.& Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294	.....	173.8	1,703,690	781,994	980,780	1,437,392	Loss.	—	50	.....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston & Albany	R.R. Co.)	27,000	6	100	.....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,390	450,000	.....	.....	—	(Leased	by Pennsylvania Co.)				—	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To completion.)		1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	.....
Dec. 31, 1872	66.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	.....	.....	(Earnings used in construction.)				—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	.....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	.....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	.....	.....	(Leased by Eastern	R.R. Co.)	.....	10	100	121½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	.....	(Operated for benefit of contractors.)				25	.....	
May 31, 1873	—	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,060	*	.....	.....	770,000	2,000,000	.....	.....	.....	.....	(Leased by Eastern	R.R. Co.)	.....	6	100	90
Sept.30, 1872	—	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,015	10,40	53,079	14,038	—	100	.....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,807	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,006	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	"	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	"	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line.....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1872	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,459,625	"	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	95
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	"	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	"	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	"	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	"	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)	.....	.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	—	—	557,560	—	—	—	—	(Leased	by Erie Railway Co.)	—	—	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	"	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	"	.....	.....	250,844	—	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	26.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	"	.....	.....	2,998,900	1,735,606	38,359	.....	218.2	675,016	441,909	338,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	—	239.0	(Leased	to Central Verm't.)	—	434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan. & Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	3?,592	161,771	45,953	—	100	....
Dec. 31, 1872	129.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	"	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,216	507,019	220,002	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,689	687,639	3	100	60
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	159.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	—	—	2,324,100	3,477,000	—	—	—	(Leased	by Chicago & Alton R.R.Co.)	—	240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	"	2,369,76	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	"	.....	202,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,278	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	"	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	"	179,798	54,019	4,000,000	.....	784,777	.....	121.0	341,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	"	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	"	.....	529,789	1,171,804	4,479,677	3,242,200	1,571,999	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.5	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished:	very small.)	—	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	"	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	166.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	"	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422 132	"	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by c	ontractors:	no returns.)	—	—	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	.....	.....	.....	.....	South and North Alabama.....Ala.	7,481,764	"	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	"	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,732	207,344	266,707	1,401,211	645.105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	59,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20..	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	286,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	"	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	176.0	—	8.5	552.0	14	23	8	245	Southern Pacific.....California.	11,500,000	"	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	6,176,500	"	.....	.....	4,000,000	4,460,000	140,000	.....	—	(Not in o	peration a	t date.)	—	—	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	"	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	583,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,962	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	lo-s.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	"	1,583,484	191,840	1,988,150	800,000	616,344	1,178,143	99.3	.....	190,997	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	"	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	15	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.5	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	"	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,062	6,008,978	1,578,182	—	100	39
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,869	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1 632	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	"	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	.....	.....	8,862,605	4,092,032	—	100	174
Dec. 31, 1872	165.0	—	160.0	—	242	281	3?	1,762	United Companies of New Jersey..N. Jer.	22,450,328	"	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	112
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	"	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,568	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	"	.....	.....	400,000	680,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	"	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)	8	100	60
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	6,500,000	.....	.....	778.0	.....	.....	[2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	"	90,788	191,899	2,860,000	900,000	68,899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,918	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	"	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co.)	—	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	—	—	1,800,000	1,261,400	—	—	—	(Leased	to D. L. &	W. R.)	—	525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,778	.....	900,700	130,400	321,248	340,178	44.0	51,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	5	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,524	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned b	y State	of Georgi	a & leas	ed to a co	mpany for	$300,000	a year.)	138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.0	13.0	10	10	6	128	Western Maryland ¶.....Maryland.	2,366,392	"	208,500	17,069	682,593	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,055	—	—	—	1,022,450	1,800,000	1,023,555	—	—	(Leased	by Pennsylvania R.	R. Co.)	—	—	50	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,356	"	1,486,06	178,462	1,359,700	2,398,000	102,583	.....	128.9	330,555	642,728	28,448	664,777	291,363	8	100	164
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	"	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,929	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	—	—	500,000	—	79,642	—	82.0	39,328	53,175	11,688	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading.....Pennsylvania.	2,644,078	255,151	32,892	.....	750,063	2,332,300	108,610	.....	63.6	230,554	132 365	264,578	228,773	21,667	—	50	....
Sept. 30, 1872	102.0	19.0	9.5	—	22	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	"	61,486	296,393	1,456,200	1,619,100	77,042	299,681	181.0	519,184	124,995	.....	635,871	280,833	—	100	....
Dec. 31, 1872	130.6	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	"	.....	.....	1,657,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	"	85,701	48,143	1,425,400	810,300	36,515	573,774	45.7	359,641	381,954	368,042	587,359	195,453	12	100	124
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	"	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	"	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec 31, 1872	80.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	"	.....	.....	1,638,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,561	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	105
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	"	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	"	.....	.....	8,784,650	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	474
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	—	—	1,004,150	140,000	8,054	.....	85.0	.....	.....	2,069,934	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	"	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	90
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	"	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	558,164	loss.	—	50	4
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,356,798	8,576,232	267,198	.....	108.3	(Leas.to	Ph.& R'g.)	1,200,181	649,352	634,169	1	50	9
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	"	.....	.....	2,062,706	2,757,315	165,811	.....	45.0	(Leas.to	Ph.& R'g.)	426,393	99.151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	"	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123 0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	"	.....	.....	1,100,000	748,000	295,219	.....	....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Rate.	Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	12½
Atlantic and St. Lawrence,* guar....	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	108
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	79½
Camden and Amboy,* guaranteed..	5,847,800	10	10	112
Camden and Atlantic, preferred.....	763,549	7	3½	....
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	89
Central Ohio,* preferred	411,550	6	6	66
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	69½
Chicago and Alton, † preferred.....	2,425,400	...	10	92
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	82½
Chicago and North-Western, pref...	21,289,563	7	7	68½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	75
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred...	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar.....	5,000,000	...	3	....
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	63½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	25½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	....
Huntington & Broad Top Mtn, pref.	190,750	7	...	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	....
" " 2d pref....	4,436,250	6	...	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	49
Mine Hill,* guaranteed.....	3,856,450	8	8	99
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	86
Nesquehoning Valley,* guar...	2,000,000	10	10	....
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	112
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	110
" " *com.& guar.	5,500,000	8	8	110
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	106,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	118
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	50
" " pf.& *guar.	2,000,000	8	8	88
Ohio and Mississippi, preferred.....	4,030,000	7	7	56
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	88½
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	166
Philadelphia and Reading, † pref....	1,561,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	112
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	83
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	121½
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	41½
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	...	22½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	...	....
" " 2d pref..	1,000,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	55
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks:				
Delaware Division,* guar.....	1,333,350	8	8	—
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,690,000	4	4	48
Schuylkill Navigation, preferred....	2,808,977	6	6	21

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	43	@	45
Gartsherrie.....	—	@	43
Glengarnock.....	38	@	39
Eglinton.....	38	@	—
Pig, American, No. 1.....	35	@	37
Pig, American, No. 2.....	30	@	31
Pig, American, Forge.....	25	@	27
Bar, Refined, English and American.....	—	@	—
Bar, Swedes, assorted sizes.....(gold).	—	@	137 50
—Store Prices.—			
Bar, Swedes, 1½ x½ & ¾ 1½ x ½ to ¼ & ¾ sq. 1½ to 5x½ to ¼ & ½ to 2 sq. 6 to 12 x ½ & ¼.....	—	@	175
Bar, Refined, ½ to 2 in. rd. & sq. 1 to 6 inch x ½ to 1 in.....	—	@	80
Bar Refined, 1½ to 6 by ½ & 5-16 in.....	—	@	85
Bar Refined, 1 & 1½ by ¼ & 5-16.....	—	@	87 50
Large Rounds, 2½@2¾ to 3¾ @4 in.....	90	@	105
Scroll.....	100	@	132 50
Ovals and Half-round.....	107 50	@	127 50
Band, 1 to 6 in. by 3-16 to No. 12.....	100	@	102 50
Horse Shoe.....	115	@	—
Rods, ¾@1-16 inch.....	92	@	132 50
Hoop, ½ by No. 22 to 1 & 1½ by 13 & 14...	117 50	@	157 50
Nail Rod..... per lb.	—	8½	@ —
Sheet Russia, as to assortment.....(gold)	—	17½	@ — 18½
Sheet, Single, D. and T. Common.....	—	5½	@ — 6½
Sheet, Doubles and Trebles, Charcoal....	—	6½	@ — 8
Sheet Galvanized.....List 10 per ct. disc.			
Rails, English.....(gold).....per ton.	63	@	65
Rails, American, at Works in Penna...c'y.	70	@	75
Anvils (Eagle).....per lb. currency.	—	9	@ —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	—	17½	@ — 22
English Spring (2d and 1st quality).....	—	9½	@ — 10½
English Blister (2d and 1st quality).....	—	14	@ — 18½
English Machinery	—	-	@ — 14½
English German (2d and 1st quality).....	—	12½	@ — 14½
American Blister.....	—	—	@ — 11½
American, Cast, Tool.....	—	—	@ — 17
American, Cast Spring.....	—	—	@ — 11
American Machinery.....	—	11½	@ — 12
American German Spring.....	—	9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	4 50	@	4 75
8d. and 9d. "	4 75	@	5 —
6d. and 7d. "	5 —	@	5 25
4d. and 5d. "	5 25	@	5 50
3d. "	6 —	@	7 —
2d. and 3d. Fine.....	8 50	@	8 75
Cut Spikes, all sizes.....	4 75	@	5 —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold).per lb.	—	33	@ — 33½
Straits.....(gold).	—	28	@ — 28½
English.....(gold).	—	26½	@ — 27
Plates—Fair to good brands.—Gold.—		—Currency.—	
I. C. Charcoal...per box.	9 50 @10 —	10 50	@ 11 25
I. C. Coke.....	7 50 @ 8 —	8 50	@ 9 —
Coke Terne	7 — @ 7 75	8 —	@ 8 75
Charcoal Terne.....	9 50 @ 9 75	10 50	@ 11 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	@	5
Crude 40@47 gravity (in shipping order)..	—	@	10
Refined, Standard White (in ship'g order).	—	13½ @	14
Refined, S. W. (in jobbing lots).....	—	14 @	14½
Refined, S. W. (in tin).....	—	19 @	23
Naptha, Refined (65@73 gravity).....	—	9 @	9½
Residuum....(in shipping order).per gall.	—	8 @	8½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	@	35
Copper, Bolts.....	—	@	40
Copper, Braziers' (over 16 oz.)	—	@	40
Copper, Nails	—	@	45
Copper, Old Sheathing, &c., mixed lots.....	—	@	21
Copper, American Ingot.....	22	@	22½
Copper, English Pig.....	—	@	—
Yellow Metal, New Sheathing & Bronze.....	—	@	25
Yellow Metal, Bolts.....	—	@	32
Yellow Metal, Nails, Sheathing & Slating ..	—	@	26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	—	@	7
German Ordinary.....(gold)	—	@	7
English .....(gold)	—	@	7
Bar.....	—	@	9 25
Pipe.....	—	@	10 50
Sheet.....	—	@	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.

Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	—	@	14
Liverpool House Cannel.....	—	@	20
Anthracite (by cargo) ... per ton of 2000 lb	5 50	@	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	Th. 6.	F. 7.	Sat. 8.	M. 10.	Tu. 11.	W. 12
Boston, Hart. & Erie.....		1½	....	1½	....	1
Canton Co.....	....	....	....	55	....	....
Central Pacific 6s.....	83	80½	80	82	83	85
Central of N. Jersey....	86	86	85½	86	87	89
Chicago & Alton.....	....	....	....	....	90	92
" pref.....	90½	....	....	....	92	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	90½	....	90½	....	....	....
Chicago, Burl. & Q.....	82	80	80	....	85	86
" 8s, 1885	....	....	....	105	....	....
Chic. & Northwestern .	35½	34½	34½	36	37½	37½
" pref.....	54½	53½	53½	55½	57	58½
" 1st M.....	....	....	90	90	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	79	....	....	....	....
Chic., Rock Isl. & Pac..	86	84½	86½	87½	85⅛	87
Chi., R. I. & Pa. 7s, 1896.	97½	96½	....	97½	98	....
Clev., Col., C. and Ind.....	68	....	....	65	....	67
Clev. & Pittsburg guar..	73	73½	....	72½	74½	75
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	81	....	....	....	....	88
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	17½	15½	17	17½	19	18½
" 1 M.....	74	73	73	73	74	74½
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..101		101½	103½	104	104½	105
Del. Lack. & Western..	82½	82	82	83½	86½	88½
" 1 M. 7s.....	....	....	....	....	100	....
" 2 M 7s.....	....	....	....	....	98	....
Erie Railway.....	39½	36	38	38½	37½	42
" pref.....	62	56½	....	60	....	63½
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	91½	....	....	....	93
" 4 M. 7s, 1880.....	....	....	....	....	....	90
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.	74	72½	....	....	73	....
Hannibal & St. Joseph.	16½	15½	16	....	18	19
" pref.....	21	....	....	....	....	25½
" 8s, conv.....	....	65	....	65	67½	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	99	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	62½	61	61½	62½	64½	66½
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	....	67	67	66½	....	77
" S. F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	96	....	....	....	98	....
" 2 M.....	....	....	....	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Milw. and St. Paul.....	23½	22½	22½	23½	25½	26½
" pref.....	44½	43½	44½	46½	46½	49
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	100	....	....	....
" 7 3-10s con.....	....	....	....	....	....	....
" 7s, gold.....	....	....	....	75	....	....
Missouri 6s.....	84	85½	....	85½	86½	86
" H. & St. J. 1ss.....	80	80½	....	82½	....	....
Morris and Essex.....	84	84	84	....	86	....
" 1st mort....	99	99	....	99½	99½	99½
" 2d mort....	95	....	95	....	....	95½
N. Y. Cen. & Hud. Riv.	80½	78½	79½	80½	82½	86½
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883.....	....	....	....	....	85	....
" 6s, S.F. 1887	86	86	....	....	....	85½
N. York and Harlem...	103	103	103	103	103½	110
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York. N. Hav. & Hart.	116½	116	115½	114½	112½	114½
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	22½	21½	22½	22½	23½	24½
" pref.....	....	....	....	....	56	....
" 2d M.....	....	....	....	....	68	....
Pacific Mail S. S. Co....	24½	26½	28	28½	29½	30½
Panama	80	80	81	81½	....	88½
Pitts., Ft. W. & Chi. gtd.....		80	82	82	....	83
" 1 M.....100		100½	100	....	....	....
" 2 M.....		97½	....	....	....	97½
" 3 M.....		....	....	....	....	....
Quicksilver Mining Co.....		....	....	....	....	....
St. L., Alton & T. H.....		....	....	....	....	....
" pref.....		....	....	....	....	....
" 1 M.....		....	....	....	90	....
" 2 M. pref.....		....	....	....	80	....
" Income bds.....		....	....	70	....	....
Tennessee 6s, old.....		63	....	63	....	....
" new.....		62	....	62½	....	64½
Tol., Wab. & Western..		36½	35	36½	38½	39½
" pref.....		55	....	....	....	....
" 1 M.....		90	90	....	....	....
" 2 M.....		....	....	....	....	90
" Equipment.....		....	....	....	....	....
" St. Lou. Div.....		....	76	77	77½	....
Union Pacific.....		16½	15½	16½	17	17½
" 1st mort...		64½	66½	67	69½	71½	74
" L. Gt. 7s....		57½	57½	57½	58½	62	64½
" Inc. 10s....		41½	41½	....	41	43½	45
Virginia 6s, old.....		....	....	....	....	....	....
" new.....		....	....	....	....	....	....
" consol.....		45	....	....	....	....	....
" def. certs.....		....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	Th.6.	F.7.	Sat.8.	M.10.	Tu.11.	W.12
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	106¼	105¾	....	....	....	....
U. S. 5s, 10-40s, coup	105¼	105½	107	105½	105¼	
U. S. 5s, 1881, reg	106	....	....	....	....	....
U. S. 5s, 1881, coup	106¾	....	....	106¾	106¼	....
U. S. 6s, 1881, reg	111	110¾	111	....	111¼	
U. S. 6s, 1881, coup	113¼	112¼	112¼	....	112¼	113
U. S. 6s, 5-20s. reg. '62	105¼	....	105¼	106¼	106¼	
U. S. 6s, 5-20s, c. 1862	....	....	106	105¼	....	
U. S. 6s, 5-20s, reg. '64	106	106¾	....	....	107	
U. S. 6s, 5-20s, c. 1864	106¾	107	107½	107¾	107	
U. S. 6s, 5-20s, reg. '65	107¾	107	107	....	....	
U. S. 6s, 5-20s, c. 1865	108	107¾	....	107¾	107¾	
U. S. 6s, 5-20s, r. n. '65	109	110¾	....	109¾	110	
U. S. 6s, 5-20s, c. n '65	109¼	110	110¾	109¾	110	
U. S. 6s, 5-20s, reg. '67	111	110	....	110	110¾	110¼
U. S. 6s, 5-20s, c. 1867	111¼	110¾	111½	111¼	111¼	111
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	110	111	111¼	111¼	110¾	111
U. S. 6s, Pac. RR issue	108¾	108¼	109¼	109½	109¼	109¼

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	W.5.	Th.6.	F.7.	Sat.8.	M.10	Tu.11
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	94	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	93	93¼	....	....	92	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	....	21¼	22¾	23	23¼	23¾
" 6s, 1884	....	81¾	....	....	....	....
" Gold L	....	....	....	....	82	....
" R. R. L	....	....	....	....	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R	53¼	53¾	53¾	54	54	55
" 6s new coup	94	....	95	....	....	93
" 6s new reg	....	....	....	....	....	96
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	48¼	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1885	....	98	....	....	....	98
" 7s	....	....	96	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv	....	12	....	13	14	15
" 7s	....	....	....	....	....	....
Pennsylvania R. R	....	41¾	42¼	42¼	41¾x	42	42¾
" 1st M	....	98	98	....	....	97¾	98
" 2d M	....	95	....	....	....	95	....
" Gen. mort	....	....	....	....	....	....	....
" " reg	....	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....	....
" 6s, 2d series	....	104¾	....	104¾	104¾	....	
" 6s, 3d series	....	....	....	....	107¼	....	
Philadelphia City, 6s	....	96	....	95¾	....	....	
" new	....	101¼	101	101¾	101¾	101¼	
Philad., Germ. & Nor	....	....	....	....	....	....	....
Phila. & Reading	....	50	49¼	49¼	49¾	50	49¾
Philadelphia and Erie	....	....	....	....	....	....	....
" 6s	....	....	....	....	....	....	....
" 7s	....	....	....	....	....	83½	....
Phila., Wilm. & Balt	....	....	51	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....	....
" pref	....	10	....	....	....	....	10¼
" 6s, 1882	....	....	....	60	....	....	....
" 6s, 1876	....	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....	....
United Co. of N. Jersey	113	112¾	112¾	112	112	112	
Hestonville, (Horse)	....	....	....	....	....	16¾	....
Chestnut & Wal.	....	54	....	....	....	54	52
Green & Coates	....	....	....	....	....	....	....
2d and 3d streets	....	55	55	55	....	....	....
Spruce and Pine	....	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 11.

	W.5.	Th.6	F.7.	Sat.8.	M.10.	Tu.11
Baltimore City 6s, 1875	....	93¾	93¾	93½	....	93
" 1886	96	....	....	....	....	....
" 1890	94¾	94¾	94¾	94½	94¾	94
" 1884	....	94	....	....	....	....
" 1900	....	94¼	....	....	....	....
Balt and Ohio	....	....	....	....	145	145
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	92	....	....	....
Marietta & Cin. 1st M	96	96	96	....	95	96¼
" 2d M	....	....	80¾	....	79	80
" 3d M. 8s	....	....	66	....	....	....
Northern Central	24¼	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	83	83	....	....	83
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	46¼	....	....	....	47¾	47¾
" Defer. Certif	....	....	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 12.

	Th.6.	F 7.	Sat.8.	M.10.	Tu.11.	W.12
Boston and Albany	131	129	129¾	129½	130	135
Boston and Lowell	....	99	....	96	....	97
Boston and Maine	105¾	105¾	105¾	105	105	106
Boston and Providence	....	141	....	142	142½	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	20¼	20¼	20¾	21¾	....	25¼
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	81¾	80	79¾	....	....	89
Concord	....	....	....	....	....	....
Connecticut River	....	124	....	....	123	....
Eastern	....	....	85	85	90¼	92¼
Fitchburg	....	....	118	117	....	120
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	66	67	66¼	68¾	71	77
Northern, N. H	....	99	....	....	100	....
Ogdens. & Lake Champ	50	50	....	50	....	....
" pref	....	....	....	....	....	....
Old Colony	107¾	107	....	106¾	....	107
Ph., Wil. & Baltimore	50¾	50¾	50¾	50	50¾	....
Portl'd, Saco & Ports	122	....	....	121¼	....	....
Union Pacific	17	....	16¼	16	....	16¾
" 6s	....	65	....	69	70	....
" Land Grant 7s	....	....	....	58	....	....
" Income 10s	....	40	....	40½	40¾	43¾
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	49	49	....	....	49	49
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	17	....	....
Franklin	3	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	27	26¼	....	28	30	32

London Stock Exchange.

	—Closing Prices.— Oct. 24.	Oct. 17.
Atlantic & Gt. W. 1st mort., $1,000	72 — 74	73 — 75
Do. 2d mort., $1,000	59 — 61	60 — 62
Do. Con. mort. B'nds Bisch's Cert.	34 — 36	34 — 46
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	87 — 89	86 — 88
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	39¼— 39¾	39¼— 40
Do. 6 per cent Convertible Bonds	95 — 97	— — —
Cons. Mort. amount autho. to be issued for conv. of existing bonds	92 — 94	92 — 94
Illinois Central $100 shares all paid	81 — 83	†81 — 83
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	99 —101
Marietta and Cincinnati Rail. Bonds	83 — 86	83 — 86
Michigan Central 8s 1882, conv.	80 — 90	80 — 90
Panama 2d mort	76¼— 77¼	76 — 77
Panama General mort	97 — 99	97 — 99
Pennsylvania, 2d mort	96 — 97	97 — 99
Do. General mort	97 — 98	98 — 98
Do. $50 shares	39¼— 40¼	41¼— 42¼
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, November 15, 1873

Stock Exchange and Money Market.

Money has been accumulating at the banks and in the hands of private lenders since our last, and the loan and discount market has been working much more satisfactorily for responsible borrowers, especially in the line of temporary loans, which, toward the close, were quoted down to 5@7 per cent, and, in exceptional instances, even lower—as low, in fact, as 3@4 per cent. In the way of discounts there was more activity, the demand for commercial paper having been more liberal and rates having been quoted at from 8@15 per cent per annum on the very choicest to very good grades; few names, however, passing at less then 10@12 per cent per annum. The banks have made encouraging headway in strengthening their reserves, and towards the close held about 24 millions of legal tender notes, as against about 6 millions as the lowest of recent figures. An informal report, made up on Saturday, showed that the deposit line of the banks then stood at about 151 millions, as against 208¼ millions on September 12, indicating a liquidation in eight weeks of over 57 millions. It was also said that the specie reserve was about 20 millions, and the circulation about 28¾ millions. It seems doubtful when the regular weekly report of averages at the Clearing-house will be resumed. The relief certificates will not be out of the way before the New Year. The time for publishing these reports again is not important. They are extra-official, at best, as the National Banking Law only requires five reports a year. The new rules of banking presented to the Clearing House Association on Tuesday, on a unanimous report from one of the ablest committees that could have been selected for the reform of the recent practices of allowing interest to Country Banks and certifying for brokers, absolutely necessitates the adoption of something like the London system in the future conduct of the speculative or time business on the Stock Exchange. The Associated Banks can no longer be used for clearing the immense transactions of the Exchange. The sales and purchases other than for cash on the same day must be settled through some other than the long-used and long-abused system of Bank certifications, involving daily clearings, at the risk of the Banks, of $40,000,000 to $60,000,000 per day. The new rules cannot be circumvented.

The U. S. Sub-Treasury, last week, enlarged its currency balance $1,542,520, and reduced its coin reserve $192,530. Its currency balance at the close of the week was $5,667,188; and its coin reserve $49,225,756.

The cash balances under the control of the Treasury Department at Washington, on Tuesday were: Currency, $3,392 614; special deposits of legal tenders for the redemption of certificates of deposit, $10,710,000; coin, $78,600,925. Coin certificates, outstanding, $28,040,580. Outstanding legal tenders, $361,837,271.

Gold has been more active and, at the close, much firmer. The speculative demand has been brisker, while the customs and export drain has been quite moderate. The recent advance in the Bank of England discount rate helped the operators for a rise. The extremes of the price have been 106⅛@107¾, closing on Wednesday at 107⅜ as against 107⅛ on Wednesday of the preceding week. The specie outflow, last week, was only $299,360. The imports of specie at this port last week, were $1,021,840 and since Jan. 1, have been $15,102,494, as against $7,829,402 same time last year.

The customs demand for Gold last week, averaged $226,000 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $108,788,358, against $131,530,269 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $60,314,199, against $69,406,177 during the same time in 1872. The export drain of specie since January 1, 1873, has been $44,208,880 against $64,382,019 during the same portion of 1872.

Foreign Exchange has been quoted irregular, but toward the close higher, with rather more demand noted for prime bills, which have been offered with less urgency. Bankers' sixty day bills on London closed on Wednesday at 106¾@106¼; sight bills on London, at 108¼@108½. The week's exports of Domestic Produce have been to the currency value of about 7¼ millions.

Government securities have varied more or less in sympathy with Gold, and have been moderately dealt in at the ruling figures. The offerings have been on a rather more liberal scale, owing partly to the recent severity of the Money pressure.

U. S. sixes of 1881 closed on Wednesday of this week at 112½@112⅞; U. S. Five-Twenties of 1862, 106¼@106¾; U. S. Five-Twenties of 1864 at 107¼@107¾; U.S. Five-Twenties of 1865 107½@108; U. S. Five-Twenties of 1865 consolidated 109¾@110¼; U. S. Five-Twenties of 1867, 110⅞@111½; U. S. Five-Twenties of 1868, 110¾@111½; U. S. Ten-forties at 105@106; U. S. Fives of 1881 (Funding Loan) 106¼@106¾; Six per cent. currency Sixes from 109¼@109⅝.

A more active movement has been noted in Railway and Miscellaneous securities, with prices generally quoted stronger toward the close.

State and Railway bonds have been in very moderate demand as a rule and prices have been weak and unsettled. Central Pacific first mortgage six per cents closed at from 83½@84.

The import entries of dry goods at New York, amount for the week ending Novembet 8, 1873, to $8,697,583, as compared with $5,022,754 same week last year. The exports of domestic produce are $7,229,773, as against $5,272,000 same time last year. The exports of Gold and Silver, $299,360, as against $433,932 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,356,000, comparing with $1,775,000 same week last November.

General business has been fairly active, at the Produce and Cotton Exchanges, but quite tame in most other lines. Flour, Wheat, Corn, Oats, Pork, Lard, Bacon, and Cotton, closed more firmly. The export demand was active, particularly for Spring Wheat, mixed corn, shipping brands of Flour, and Lard. Groceries, Wool, and Tobacco, Petroleum, Naval Stores, Hides, Leather and East India Goods were depressed on a slow trade. The Metal Trade was very quiet. Ingot Copper has been more active at firmer prices; sales have been 400,000 lbs. at 22c.@22½c. for Lake. Scotch Pig-iron has been inactive and depressed; sales have been 50 tons Glengarnock at $39. American Pig has been quiet and nominal. Of old Rails, 150 tons were sold at $32 50. We quote nominally: Eglinton Pig at $38@$39; Glengarnock, $38 50@$40; Coltness, $43@$45; Gartsherrie, $48; No. 1 American Pig at $35@$37; No. 2 do. at $30@$32; Gray Forge, at $25@$27; English Rails, $62@$63, gold; American Rails, (nominal) at works, $70@$72 50; Old Rails, $32 50@$35; Wrought Scrap, $32@$38. Pig-Lead has been in light demand, with foreign quoted at 7c., gold, for ordinary, and domestic at 8⅜c.@6¼c., gold; Bar, 9¼c.; Sheet and Pipe, 10½c. Spelter has been dull, and quoted nominal at 7½c., gold, for foreign. Pig tin has been dull and depressed, with Straits quoted at 28½c.@29c.; English at 27c.; refined do. at 28c.; Banca at 33c., gold. Of Tin Plates, 50 bxs. Coke Terne brought $7 50, gold, and 200 bxs. Charcoal Terne, at $9 50, gold. Charcoal Plates quoted at $9 75@10 25; Charcoal Terne, $9 50@$9 75; Coke, $8 @8 25; Coke Terne, $7 @$8, gold, per box. Zinc nominal. At the Live Sock Markets, business was somewhat brisker, but at an easier range of values. Ocean freights, fairly active and quoted stronger.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Kansas City and Northern pref., 22¼; New Jersey Southern R. R., 6; do. 1st mort., 40; Albany and Susq. R. R., 85; do. 2d mort., 90; Rensselaer and Saratoga R. R., 95; Louisville and Nashville 7s, consol., 1898, 87; Canada Southern 1st mort., 60; St. Louis and Iron Mt. 1st mort., 87; do. 2d mort., 71; Ohio and Miss. 7s, consol., 83½; do. consol. S. F., 85; Delaware, Lackawanna and Western 7s, conv., 93; Lake Shore div. bonds, 83¼; Long Dock bonds, 90¾; Delaware and Hudson Canal reg. 6s, 1891, 100; Boston, Hartford and Erie 1st mort., 22; Gt. Western 1st mort., 1888, 89; Toledo, Wabash and Western 7s, consol., 73; Lake Shore and Michigan Southern 7s, consol. coupon, 87; Pacific R. R. 7s, guar. by Mo., 92¼; New York Central Sub. bonds, 81; Toledo, Peoria and Warsaw 7s, Burlington division, 74; Milwaukee and St. Paul 1st mort. LaC. div., 81; Central R. R. of New Jersey 1st mort., 98; Chicago and Northwestern Interest bonds, 86; Western Union Telegraph, 55¾; do. 7s, 85; Quicksilver pref., 25; Consol. Coal of Md. 42; Maryland Coal, 18: Pennsylvania Coal, 240; U. S. Exp., 57; Wells Fargo Exp., 62; Am. Exp., 52½; Adams Exp., 80; N. Y. State 7s, B. L. reg. 103½; South Carolina, 6s, new, Jan. and July, 9; Ohio 6s, 1881, 101; Brooklyn 6s, W. L., 90¼.

Philadelphia.—Philadelphia and Reading Coal and Iron deben. bonds, 78; do. 1st mort., 85; Pennsylvania and New York 7s, 96¼; Philadelphia and Reading 7s, new, conv., 97; do. 7s, 1893, 100; Lehigh Valley 7s, 100; Schuylkill Nav. 7s, Boat Loan, 75; do. div. scrip. 73; Wilmington and Reading 2d mort., 80; Westchester and Philadelphia R. R. 7s, 100; North Pennsylvania 6s, 98; Pennsylvania R. R. dividend scrip, 90; Catawissa R. R., 13; Nesquehoning R. R., 49. The latest quotations are; City 6s, 96@96; do. free of tax, 101¼@101⅜; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 104@105; do. 3d series, 107@107½; Philadelphia and Reading 49¾@50; do. Gen'l mort. 7s, coup., 97@97; do. reg., 101¾@—; do. mort. 6s, 1880, 86@—; do. 7s, new, conv., 97@97½; United New Jersey R. R. and Canal Co., 111@112; Camden and Amboy 1st mort. 6s, 1889, 91@94; do. 1883, 88@90; do. 1889, —@89 Pennsylvania R. R., 42¾@42⅞; do. 1st mort., 97½@98⅛; do. 2d mort., 95@95; do. General mort. coupon, 85@86½; do. reg., 89@92½; Little Schuylkill R. R., 41½@44; Morris Canal, 44@50; do. pref., 110@120; do. 6s, 83@92, Susquehanna Canal, 6@9; do. 6s, 62@65; Schuylkill Nav., 5@7; do. pref., 10¼@10½; do. 6s, 1882, 67@70; do. 1872, 75@80; Elmira and Williamsport pref., 30@38; do. 7s, 1873 93@95; 5s, do. 50@60; Lehigh Coal and Navigation 23¾@24; do. 6s, 1884, 82@83; do. R. R. Loan, 81@88; do. Gold Loan, 83@83; North Pennsylvania, 42@49; do. 6s, 97½@98½; do., 7s, 96@97; do. Chattle 10s, 103@105; Philadelphia and Erie, 15@16; do. 6s, 75@85; Minehill, 48½@49; Catawissa, 12@12½; do. pref., 36@39; do. 7s, 1900, 94@95; Lehigh Valley, 54@54¼; do. 6s, new coupon, 93¾@94; do. reg., 95½@96; do. 7s, 100@100½; Fifth and Sixth streets, (horse,) 50@54; Second and Third, 50@55; Thirteenth and Fifteenth, 19¼@19¾; Spruce and Pine, 25@28; Green and Coates 40@—; Chestnut and Walnut, —@52¾; Hestonville, 16½@17½; Germantown, 30@—.

Boston.—Chicago, Burlington and Quincy 7s, 89; Vermont Central 1st mort., 20¼; Atchison, Topeka and Santa Fe 1st mort., 59; do. 7s, L. G., 57½; Old Colony 6s, 1875, 95; do. 6s, 1876, 99¼; do. 7s, 100; Burlington and Missouri River R. R. in Iowa, 81; do. in Nebraska, 42¾; do. 8s, in Nebraska, 85; Eastern R. R. 7s, 1887, 98 Michigan Central 7s, 1902, 90; Boston and Lowell 7s, 100¼; Boston and Albany 7s, 100½; Rutland R. R. 8; do. pref., 41¼; do. scrip, No. 4, 75½; Cincinnati, Sandusky and Cleveland R. R., 9½; Norwich and Worcester R. R., 118; Boston Water Power Co., 14⅛; Cary Imp., 7⅛; Brookline Land, 4¼; Massachusetts 5s, 1893, gold, 99; Maine 6s, 1889, 96¼; New Hampshire 6s, 97; Boston 5s, 1884, gold, 94; do. 6s, 1880, currency, 98; Chicago 7s, 1893, 92; Fall River 6s, 1878, 91¼; Lynn 6s, 1891, 91¾; Portland 6s, 1887, 90⅜; Augusta 6s, 1887, 90¾; Nashua 6s, 1875, 95½; Charlestown 6s, 1891, 93; Cook Co. Ills., 7s, 92; Allouez Mining Co., 6¼; Calumet and Hecla, 125; Duncan, 75c.; Mesnard, 1; Pewabic, 5½; Ridge, 6.

Baltimore.—Maryland Defense 6s, 101¾; Virginia consols, coupons, 77. The latest quotations are: Wilmington, Columbia and Augusta bonds, 67@70; Pittsburg and Connellsville 7s, 1898, 82@83¼; Baltimore and Ohio, 144⅛@154; do. 6s, 1875, 95¼@98; do., 1880, 92@92¾; do., 1885, 92@92¾; Parkersburg Branch, 9@11; Northern Central, 20@25; do. 6s, 1885, 86@88; do., 1900, 70@81; do., 6s, 1900 gold, 80@89½; N. W. Va. 1st mort., —@—; do., 2d mort., —@—; do., 3d mort., 1885, 90@94; Marietta and Cincinnati 1st mort. 7s, 1892, 94@96½; do., 2d mort., 7s, 79½@80; do., 3d mort., 8s, 67⅛@70; Central Ohio, 33@38; do. pref., 32@39; do. 1st mort., 81@85; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 90@96; do. 2d mort. pref., 75@79; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 60@70; Orange and Alexandria 1st mort. 6s, 80@90; do., 2d mort. 6s, 70@80; do., 3d mort. 8s, 70@77½; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 71@72; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., —@70; do. 8s, 3d mort., 87½@88; Baltimore 6s, 1875, 93@94; do., 1884, 94@95; do. 1886, 95@97; do. 1890, 94¼@94½; do., 1893, 94¾@95; do. 1893, exempt, 98@100; do., 1900, exempt, 93⅞@94½; do. 1900, new, 93@94¼; do. 1902, 94½@95½; Memphis City 6s, 38@49; Maryland Defense Loan, 1883, 101½@101½; Virginia 6s, old, 30@35; do. coupon old, 30@35; do. consol. 6s, 46¾@47; do. coupons, 76¼@77; West Virginia, 7@10; City Passenger R. R., 11@18; George's Creek Coal, 100@130.

☞ A. W. Lamb of Hannibal, Mo., has been chosen President, and John P. Acker of New York, Vice President of the Hannibal and St. Joseph Railroad Company.

☞ The lease of the Harlem Extension Railroad to the Central Vermont Railroad Company has been fully executed.

Panama Railroad Company.

The following is a comparative statement of the receipts and disbursements for the seven months, from January 1st to August 1st, of the years 1872 and 1873:

	1872.	1873.
Receipts of road per income book, gross	$990,675 19	$1,034,800 05
Receipts from inter'st, premium on gold, rents, &c.	44,430 14	106,408 62
	$1,032,105 33	$1,141,208 67
Disbursem'ts—Working expenses, proportion interest on bonds and subsidy to U.S. of Colombia for seven months, office expenses, &c., &c.	594,014 39	656,277 15
	$437,190 94	$484,931 52
Net increase, 1873 over 1872		$47,740 58
Gross earnings for July		$171,618 27
" August		115,140 97
" September		119,595 72
		$406,354 96
Gross earnings for the corresponding months of 1872		405,157 19
Increase		$1,197 77

The cash assets of the company this date, are as follows, viz:

Cash in Bank, currency	$2,290 01
" " gold	595 81
	$2,885 82
Loans on call (amply secured) and investments	699,616 26
In hands company's Bankers, London	52,946 90
	$755,448 98

Balance due on a call loan, now in suit, amounting with interest to about $48,500, not included in above statement.

The assets of the sinking fund, this date:

Investment cost as per ledger, and loans on call	$590,719 34
Present market value	$584,972 96

The outstanding bonds of the company are as follows, viz:

1st mortgage, due in 1875 £19,350@4.85	$93,847 50
General mortgage due in 1897 £597,800@$4.85	2,899,330 00
	$2,993,177 50

The sinking fund, with its accumulations, is pledged for the liquidation of the bonds; it is estimated that it will not only be sufficient to retire the bonds at maturity, but leave a considerable surplus to the credit of the company.

The company has no floating debt.

A. B. Stockwell, Pres't,
George S. Scott,
T. W. Park,
Wm. B. Leonard,
S. L. M. Barlow.
Executive Committee,

John Keeler, Secretary.

New York; Sept. 6, 1873.

☞ The Indianapolis, Cincinnati and Lafayette Railroad, and the Short Line from Lafayette to Chicago via Kankakee, have agreed to consolidate January 1. The Indianapolis *Sentinel* says it is in contemplation to build a branch across the State of Illinois to Clinton, Iowa, and that "its purpose is to draw the great trade of the northwest to the Cincinati and Baltimore markets."

Staten Island Iron Mines.

It has long been known that iron existed in considerable quantities upon Staten Island, and within the past few years large deposits of very superior ore have been opened. The Richmond Iron Mining Co., at Castleton, have been at work for six years, and are taking out fifty tons of ore per day. The ore consists of both hematite and magnetic in combination, and is found in strata and pockets, at an average depth of seven feet, and extends from this point to the serpentine rock, at a depth varying from twelve to thirty feet. The company since the commencement of operations have taken out 150,000 tons of ore, which has yielded about sixty per cent of superior iron, and entirely free from phosphorus. The iron is largely used in the manufacture of steel.

Illinois Central Railroad.

The statement of this Company for the month of October, 1873, is a follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	2,134.28 for	$16,738 41
Acres Interest Fund Lands Sold	40.00 for	600 00
Acres Free Lands Sold	174.40 for	2,684 80
Total sales during the m'th of October, 1873	2,348.68 for	$20,023 21
To which add Town Lot Sales	for	210 00
Total of all	2,348.68 for	$20,233 21
Cash collected in Oct., 1873		$40,921 04

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$372,842 00	$121,341 00	$494,183 00
Passengers	130,809 30	44,641 10	175,450 40
Mails	6,375 00	3,059 24	9,434 24
Other sources	82,125 00	2,480 76	84,605 76
Tot'l Oct. '73	$592,151 30	$171,522 10	$763,678 40
Total actual earn'gs, Oct., 1872	$684,370 72	$197,321 72	$881,692 44

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending November 1, at 419,149 tons, and for the coal year 17,110,281 tons, against 16,478,230 tons to corresponding time last year, being an increase of 632,051 tons. The bituminous tonnage for the week is 85,266 tons, and for the year 2,796,106 tons, giving a total of all kinds for the week of 504,415 tons, and for the year of 19,906,387 tons, against 18,867,997 to same time last year, being an increase of 1,038,390 tons.

☞ The earnings of the Erie Railway Company for the week ending Oct. 31, 1873, were $475,341, and since Oct. 1, $1,817,369—an increase over the corresponding period of the previous year of $95,052.

☞ The Utah Southern Railroad has been completed within two miles of Provo. The Utah Northern narrow gauge is being extended from Brigham City, its former terminus, to Ogden, and will probably be completed in one month.

☞ The earnings of the Denver and Rio Grande (Narrow Gauge) Railway for the week ending October 31, 1873, were: freight, $5,366 61; passengers, $4,433 42—total, $9,800 03. Same week last year, $10,506 05.

☞ The earnings of the Scioto and Hocking Valley Railroad in October, 1873, were $113,925 35, against $89,995 19 in October, 1872, an increase of $23,930 16. For the ten months ending October 31, 1873, the earnings were $947,825 53, against $681,273 79 in the corresponding period of the previous year, an increase of $266,551 74. In 1872, the months of November and December footed up respectively $98,974 and $84,644; making the total for 1872, $854,892—being about $100,000 less than for the ten months of 1873.

☞ The earnings of the Central Pacific Railroad for the month of October, 1873, were $1,423,875, against $1,285,567 in October, 1872, and $981,005 in October, 1871. For the first ten months of 1873 the earnings have been $11,606,804 against $10,593,011 for the first ten months of 1872, and $7,897,480 for the first ten months of 1871—an increase this year over 1872 of $1,013,793, and over 1871 of $3,709,324.

☞ The Corrugated Iron Company of Springfield, Mass., is full of orders, and running nine hours only because of the early darkness. The National Needle Company is more than busy. Work at the United States Armory is also increasing, and hands are being hired instead of discharged. The Wason Car Company runs eight hours, and has discharged a few men, but expects to go on without further retrenchment.

☞ A letter from Cumberland, Md., to the Baltimore *Sun*, says that the shipments of Cumberland coal for the year to November 1 were 2,199,990 tons 4 cwts., showing an increase over the same period in 1872 of 275,883 tons 1 cwt. Increase in railroad shipments, 345,594 tons 7 cwt.; decrease in canal shipments, 69,771 tons 1 cwt.

☞ The Manchester, N. H., locomotive works have begun to run on twelve hours time, they having received orders from three different parties for locomotives to be made this month. A number of the old hands, discharged last month, have returned.

☞ The annual report of the Connecticut River Railroad shows the receipts of the past year to have been $761,303, which is an increase of $17,965 over 1872. The expenditures were $749,879, an excess over 1872 of $9,432. The surplus fund amounts to $228,409.

☞ The earnings of the Baltimore and Ohio Railroad and branches, including the Ohio Divisions, for the fiscal year ended 30th September, 1873, were $15,644,508 83, against $13,626,677 31 for the previous year, an increase of $2,017,831 52.

☞ The rolling mills of the Baltimore and Ohio Railroad Company in Cumberland, Md., are now being run on the "double turn" again, constant day and night work, excepting Sundays.

☞ The trains of the Cumberland Valley Railroad now all run through to Martinsburg, West Virginia, and Hagerstown has ceased to be its western terminus.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Oct. 31, are: freight, $76,747 95; passengers, $37,027 82—total, $113,775 77.

Journal of Railroad Law.

PASSENGER RAILROAD COMPANIES NOT LIABLE FOR WANTON AND WILFUL ACTS OF DRIVER—LAW OF NEGLIGENCE.

The facts in the recent case of Pittsburg, Allegheny and Manchester Passenger Railway Company *vs.* Donahue, (70 Penn. St., 119), are fully and clearly stated in the following opinion by—

THOMPSON, C. J.—On the argument at bar, it seemed to me there was a want of definiteness in the instructions of the learned judge in answer of the points of the defendant, in order to exclude as an element of damages the manifest trespass of the driver of the car; but on further reflection this impression yielded to a different conclusion. It is true the learned judge refused to charge as requested by defendant's counsel, that the railway company was not liable for the willful trespass of the driver of the car, but he charged that it was responsible for the results of his conduct, if within the scope of his authority. It might have been more satisfactory if he had explained to the jury what was not within the scope of his authority, as disclosed by the testimony; but in regard to the blow with the iron bar, by which the plaintiff was knocked from the platform of the car and fell under the wheels, he instructed the jury that the driver had no authority to do such an act. This, of course, withdrew it as an element of damages.

We do not say that in no case a blow may not be given by a conductor or a driver and be within the scope of his authority. It certainly may, when by resistance to proper authority it become necessary to execute that authority to beat even trespassers, on their cars. But with the authority to remove them it is implied, if necessary, and the facts must show the necessity; if not, and injury occurs that would be entitled to be compensated, a company might be answerable to the injured party. In this case the blow knocked the plaintiff off the car, and then by culpable negligence the car was driven over his feet, and he was badly injured. The driving of the car was within the scope of the driver's employment, and for this the company was answerable. It was for this that the damages were given.

This subject has received some consideration in the case of Bagley *vs.* The Manchester, Sheffield and Lincolnshire Railway Co., Eng., L. Rep. vol. 6, 415, Com. Bench. The substance of the decision is, that "a person who puts another in his place to do a class of acts in his absence, necessarily leaves him to determine, according to the circumstances which arise when an act of that class is to be done, and trusts him for the manner in which it is done; consequently he is answerable for the wrong of the person so intrusted, either in the manner of doing such an act, under circumstances in which it ought not to have been done, provided what is done is not done from any caprice in the servant, but in the course of the employment." In that case the company was held answerable in damages to the extent of £200, for injury done a passenger by a porter who attempted to remove him from a train which he was rightfully on, but which the porter thought was the wrong train. It was held that as it was within the scope of the porter's duty to remove persons not entitled to passage on the train, the company was liable to damages for the injury to the plaintiff in endeavoring to put him off, although the effort made was under a mistake. All this was because the porter supposed he was acting under legitimate authority, and so he was, but was mistaken in the exercise of it.

Our case was well decided, however, in holding the company, as between it and the plaintiff, answerable for what it did by its agent in the course of his employment, viz: negligently driving over and maiming the plaintiff, it is said, for life.

We do not see any error in the manner in which the learned judge submitted the question of damages to the jury. It was proper to allow the jury to assess damages for pain and suffering sustained as the result of the injury, as well as for any permanent injury proved.

We have nothing to say about the amount of damages allowed by the jury. They may be all right in this particular instance, but this court is often told, and we cannot shut our eyes to the fact, that juries are prone to be more liberal, or perhaps, rather, more unreasonable, in allowing damages against corporations than they are, as against individuals under like circumstances, without reflecting that they are punishing stockholders whose money has built up these useful lines of convenient and speedy transit, and who have no active connection with the management of the business whatever, and who are entirely innocent of any wrong occurring in their management. The rule of right is the same whether the party be artificial or natural, and should be so held by courts and juries. It may be so administered, if care be taken by the judges on the trial of causes where such parties are involved. Had the precise injury here been inflicted by the trespass and negligence of a private hack-driver, such a verdict would hardly have been sustained, as it would probably have ruined and beggared the owner of the vehicle, and yet the rule of right ought to be the same. I have no sympathy with guilty agents, but a reasonable rule of responsibility should apply to his employers if they are guilty of no negligence in employing him, be that employer a railroad company or a private person; the only difference being in the requirement of greater vigilance necessary to the one case than the other, owing to the difference in power to injure between public and private vehicles.

Judgment affirmed.

☞ The receipts of the Boston and Albany Railroad for the year ending September 30, 1873, were $9,798,032, the expenses $7,561,159, and the net profit $2,236,872. In the previous fiscal year the receipts were $9,259,598, the expenses $6,896,984, and the net profit $2,362,614—showing an increase in receipts of $538,434, in expenses of $664,175, and a decrease in net profit of $125,742. The contingent fund at the close of the last fiscal year was $3,263,899, against $3,240,307 on the 30th of September, 1872—an increase of $23,592.

☞ A special meeting of the stockholders of the Duxbury and Cohasset Railroad Company was held in Boston on the 7th inst., to consider the subject of the proposed extension of the road from its present terminus in Duxbury to the Old Colony road in Kingston. The length of the proposed extension is three and one-third miles, and the estimated cost is $70,000. After the details had been submitted and discussed, the whole subject was referred to the Board of Directors with authority to proceed at once with the construction of the road.

Detroit and Milwaukee Railway.

The directors of the Great Western Railway Company of Canada have issued the following report, giving a history of the connection of that company with the Detroit and Milwaukee Railway Company:

Most of the shareholders know, but it may be useful briefly to recapitulate the facts relative to the connection of the Great Western with the Detroit and Milwaukee.

Some years before any member of the present Great Western board became a director upon it, a loan of 250,000*l.* was made, with the consent of the Great Western shareholders, to the Detroit and Milwaukee, to help them to complete their railway across the State of Michigan in immediate connection with the western terminus of the Great Western, the traffic from which line was justly considered to be of great value to the Great Western.

The railway was completed at the end of 1858, and has since then transferred its through traffic to the Great Western.

The Commercial Bank of Canada had also made large cash advances to the company for the legitimate purposes of the railway, and although the Great Western, during a protracted litigation, successfully resisted the action of the bank to make it liable for those advances, yet the debt was eventually compromised by the issue to the bank of what are called "Street Douglass" 6 per cent bonds of the Detroit and Milwaukee, ranking in priority next after its ordinary mortgage bonds. The Merchants' Bank of Canada, of which Sir Hugh Allen is the president, subsequently took over these bonds with other assets of the Commercial Bank, then in liquidation.

While this litigation was pending, the Great Western were advised to foreclosure the mortgage given for its advance of 250,000*l.*, and in October 1860, in virtue of a decree, it purchased the rights, privileges, and property of the Detroit and Milwaukee, subject to the prior mortgages of the ordinary bondholders, and transformed the 250,000*l.* or $1,250,000 loan into preference shares to the amount $2,095,000, which included arrears of unpaid interest up to that date.

The Detroit and Milwaukee has had to contend during the last twelve years with this great difficulty, that no new capital has been raised to renew or improve its permanent way or station buildings, to add to its rolling stock, or to repair the disasters of a fire which consumed the Detroit station in April 1866. Whatever funds have been expended on capital account have been taken from its revenue earnings. Indeed, for four years ending November 1867, the company were compelled to suspend the payment of its ordinary bond interest, and apply the net earnings of the road to capital purposes. The interest coupons during this period were funded, and are represented by bonds bearing interest.

Up to December 31, 1873, the large sum of $1,954,000*l.* has been expended on capital account, the whole of which had been provided out of revenue since the re-organization of the company in October 1860.

This is briefly the past history of the Detroit and Milwaukee, which will serve to elucidate the annexed letters of Mr. C. C. Trowbridge, the president, and Mr. G. Jerome and Mr. G. V. N. Lothrop, the legal advisers of the company.

Mr. Trowbridge states that the present bonded mortgage debt of the Detroit and Milwaukee, having a prior claim over the Great Western and the "Street Douglass" bonds issued to the bank and to others amounts to $5,420,737

The "Street Douglass" bonds, held by the Merchants' Bank and others, together with arrears of interest unpaid 2,259,975

Under the compromise made with the Commercial Bank, it was stipulated that whenever the net revenue of the railway in any year permitted in-

terest to be paid on the Great Western preference shares, interest on the "Street Douglass" bonds should also be paid, so that dollar for dollar each should receive the same interest. But the bank reserved in one respect a prior claim to the extent of $100,000 yearly to be paid out of net revenue, and applied to redeem so much of the "Street Douglass" bonds held by the bank. Under this arrangement $350,000 of these bonds have been already redeemed, and the interest of three half-years only has been paid to the bank, to other "Street Douglass" bondholders, and also to the Great Western.

In any re-organization of the Detroit and Milwaukee obligations, it is absolutely necessary to acquire the bonds still held by the bank which possess this priority of redemption. They amount to $1,238,000
There are five years' unpaid interest, at 7 per cent 482,300

$1,720,300

The Merchants' Bank propose to sell this claim for the sum of (United States currency) $800,000
Mr. Trowbridge estimates that the remaining "Street Douglass" bonds can be bought for, say 200,000

With these charges removed, the Great Western would be the sole owners of the property of the Detroit and Milwaukee, subject to the prior mortgage debt of $5,420,773, a property the actual cost of which is $11,837,000.

Mr. Price estimates the value of the traffic to the Great Western brought from the Detroit and Milwaukee, for the last five years, at an aggregate of $1,683,578, and that the present value of the gross traffic to the Great Western may be taken at least at $600,000 per annum.

The only way to relieve the financial embarrassments of the Detroit and Milwaukee, and to secure the Great Western in possession of the property, is to reduce the annual charge for bond interest, and to place the road and rolling stock in such an improved position as to enable the railway to increase its revenue and reduce its working expenses.

To accomplish this, the Detroit and Milwaukee authorities have suggested to the Great Western directors that a new sterling or gold bearing mortgage should be made to cover the whole property, and in substitution and replacement of the many existing mortgages prior to that of the Great Western, the average rate of interest paid upon which is 7½ per cent, under which new mortgage an issue of Great Western bonds or debenture stock should be made, the interest on which is not to exceed 5½ per cent per annum, payable either in London or New York.

The directors would not ask the shareholders of the Great Western to sanction any arrangement of this nature, unless it could be clearly shown that such an operation would in itself be remunerative, apart from any more indirect traffic advantages to the Great Western.

The cost of 10,000 tons of steel rails and new rolling stock urgently required is set down by Mr. Trowbridge together at $1,000,000
The "Street Douglass" bonds at 1,000,000
The ordinary first and second mortgage bonds 5,420,000

United States currency $7,420,000

The issue to cover these obligations would be sterling securities for 1,360,000*l.*, or in gold $6,800,000, which would be equivalent to $7,480,000 United States currency.

If the interest does not exceed 5½ per cent per annum, the annual charge would be $374,000 in gold, equivalent to $411,400 United States currency, while a gross annual revenue of $1,500,000, with working expenses at 60 per cent, will yield $600,000 United States currency per annum, or sufficient to meet the bond interest and leave 9 per cent interest on the $2,095,000 preference shares held by the Great Western.

But so full of promises of future prosperity are the prospects of the Detroit and Milwaukee, that an offer has been received to lease the road for twenty years, when properly equipped and put in order, for an annual sum of $500,000 United States currency, by an association of leading men in the city of Detroit, formed into a company under the laws of the State of Michigan, with a capital of $1,000,000, of which 10 per cent will be paid up. If this lease is granted, the same traffic relations will be maintained with the Great Western as exist at present. The requisite precautions will be taken to ensure due performance of the conditions of lease, with right of re-entry in the case of default. There is no doubt that the railway could be worked more advantageously to the district in hands of a local management, and it should be added that a formal legal tender to carry out this offer is now on its way to this country by mail, and in order to admit of its consideration it is intended to adjourn the special meeting of Great Western Shareholders from Wednesday October 29th, to Wednesday, November 5th, 1873.

The Merchants' Bank of Canada have intimated their willingness to sell their claim for the sum of $800,000 United States currency in discharge of principal and interest due from the Detroit and Milwaukee, including an entire substitution of all rights and privileges of every sort possessed by them in favor of the purchaser.

The whole question at issue being thus explained, and all the facts laid before the shareholders of the Great Western, so as to enable them to form a deliberate judgment, the board leave it entirely to their decision, with a recommendation that the proposed mode of dealing with the financial affairs of the Detroit and Milwaukee be sanctioned. The proxies of those shareholders who may intrust them to the directors with this view will be so used. But the proxies of those shareholders who may object to this guarantee will be recorded in opposition to the scheme.

The decision of the stockholders will result in one of the following alternatives:

1. To place the Detroit and Milwaukee on such a firm and permanent financial basis as it has never yet occupied, by the substitution of Great Western securities, the interest on which is not to exceed 5½ per cent, for those now bearing an average rate 7¼ per cent. The issue will amount to 1,360,000*l.*, or gold $6,800,000, to replace every other mortgage bond, and therefore to be the only charge on revenue taking precedence of the Great Western, in whose hands the working of the railway will be continued.

2. With the above arrangement, to accept the proposal to lease the railroad to the Detroit for an annual rental sufficient to cover the interest on the new securities to be issued, and to secure the payment of 5 per cent interest on the $2 095,000 debt due to the Great Western in October 1860, resigning the management of the road to the Detroit, with the stipulation that the entire traffic should as heretofore go over the Great Western, and with power of re-entry in the event of default.

3. To allow matters to remain as they are, which will inevitably involve the default in payment of the first and second mortgage bond interest due 15th November 1873, as well as of the small amount of first mortgage bonds maturing at that date, and possibly the adverse action of some of the bondholders which, as Mr. Jerome reports, may cause the ownership of the line to pass from the Great Western into hostile hands, and the diversion of some of the through traffic into other routes.

Whatever may be the decision of the shareholders, the Great Western directors will not relax their most earnest endeavors to protect and promote the Great Western interests.

☞ The New Haven *Journal* complains that the embarrassments in the mills and manufactories of that city have been greatly exaggerated. Business is dull, it admits, but things are not half as bad as has been represented,

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement of navigation to the 31st October inclusive, during the years 1872 and 1873, was as follows:

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1872 ..	104,100	7,804,400	25,434,200	9,119,200
1873 ..	118,400	19,146,200	16,035,600	1,342,200
Inc. ..	14,300	11,341,800	*9,398,600	*777,000

* Decrease.

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows a increase equal to 2,282,660 bbls. of flour.

The receipts of new crop barley to November 1 are 1,320,000 bushels, against 1,717,000 bushels to a corresponding date in 1872.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of October, in the years indicated:

	1871.	1872.	1873.
Canal opened—	April 24.	May 13.	May 15.
Flour, bbls.	205,800	104,100	118,400
Wheat, bushels..	17,465,200	7,804,400	19,146,200
Corn, bushels ..	17,952,500	25,434,400	16,035,600
Barley, bushels.	2,206,300	2,119,200	1,342,200
Rye, bushels....	664,400	857,300	914,400
Oats, bushels...	4,637,500	5,075,300	2,894,100
Malt, bushels...	841,900	827,300	661,700
Feed, lbs.....	5,916,600	6,149,300	7,229,200

☞ A dispatch dated Corpus Christi, Texas, November 7, says: "The Corpus Christi and Rio Grande Railroad Company was organized here to-day, under charter of the State of Texas. The line connects this place with Laredo, and besides controlling the Rio Grande trade, will exercise a powerful influence in checking border depredations, and opening to settlement the rich lands of the Nueces Valley. Working parties have been placed in the field, and construction of the road will be rapidly pushed forward. Representatives of Northern capitalists are here. Colonel Thomas H. Robb, late President of the Frontier Commission, has accepted the presidency of the road. Much local enthusiasm is excited, and the enterprise is powerfully stimulating immigration and the trade of this place."

☞ On the 16th instant the Piedmont Air Line commenced running Pullman's palace sleeping cars through from Charlotte, North Carolina, to New Orleans, Louisiana. This route is via the recently completed Atlanta and Richmond Air Line Railway to Atlanta, Montgomery, Mobile, and New Orleans, and is some sixty miles shorter than any other route offering through tickets and checks to these points. The distance run by sleeping car without change from Charlotte to New Orleans is 756 miles, and avoids all ferry and omnibus transfers.

☞ A certificate of the incorporation of the Federal Creek Valley Railroad Company has been filed in the office of the Secretary of State of Ohio. Capital stock $300,000. The proposed road is to extend from a point at or near the mouth of Federal Creek, Athens county, to a point at or near the village of Moxahala, Perry county, passing through Athens, Morgan and Perry counties. The corporators are John E. Vore, S. J. Wells, D. B. Stewart, C. H. Grosvener, J. M. Dana, E. H. Moore, J. M. Rusk, P. B. Vore and William Boileau.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,392	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	996,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,588	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,007,125	12,900,126
1873	852,800	694,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	.....	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,808	441,197	404,264	4,849,405
1871	353.235	342.369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455.607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156.326
1873	352,668	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1868	.....	... ...	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	490,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,943	925,963	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,998	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,483,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,461,827	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,796	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	284,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,288	401,252	417,326	439,581	389,830	358,743	4,452,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	426,283	432,139	406,922	.....	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,648,813	1,775,324	1,483,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,226	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,093	696,475	698,063	8,026,754
1873	580,499	562,949	651,992	544,035	687,630	724,983	672,917	748,634	876,413	763,673	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303,916	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,569	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,800	332,764	312,614	323,231	328,189	333,785	360,734	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,943	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	1,585,868	1,451,762	1,582,531	1,776,420	1,742,516	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	96,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,963	181,868	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	389,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,366	658,017	431,113	506,557	815,346	841,150	644,625	473,295	6,990,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	1,193,209	1,012,669	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,615	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	260,617	294,874	289,550	283,221	263,328	260,449	348,195	353,677	341,373	321,459	236,108	3,438,930
1871	212,065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,407	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,168	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,356	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	528,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,610,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,193,695	1,322,847	1,127,039	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,967	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,880	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	176,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,520	293,344	283,833	454,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,360	323,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,645	447,311	510,792	462,868	434,465	614,175	585,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,627	470,598	541,191	483,350	642 209	593,504	538,251	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	25,560	617,585	758,467	990,665	837,388	716,829	5,709,183
1870	523,529	500 139	589,238	706,603	802,586	746,450	643,058	664 051	728,521	719,698	570.168	505,053	7,654,094
1871	479,513	373,925	493,509	584,540	724,466	728,174	673,698	681,866	800,402	777,362	708,142	469,982	7,521,682
1872	273,936	554,115	555,861	741,802	880,442	835,459	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,976	481,788	709,260	881,266	1,007,881	969,363	876,833	837,277	1,068,937	.....	.....	.....	.....

A New Sleeping Car.

The Baltimore *American* notices the arrival in that city on the 10th inst., from Philadelphia, of a beautiful new combined palace sleeping and parlar car, invented and patented by Mr. Jonah Woodruff, of that city. The improvements which this car possess were first patented in 1871, and are now in use on many of the principal Western railroads. The car is named the "Cleopatra." The exterior appearance of this car is very beautiful. It is painted a deep maroon color, picked out in gold arabesque. On each end of the car is a vestibule, constructed as a rotunda, and arranged so that when the doors are closed two beautiful private apartments are formed, in which there are seats, tables, water-stands, water-coolers, and water closets. The front one of these vestibules is set apart for the use of ladies and children, while in the one at the rear the gentlemen passengers can smoke, play cards, or otherwise amuse themselves, and at the same time be secluded from the view of the other passengers. The ceiling of these rotundas are composed of papier-mache, beautifully frescoed. The car is heated by steam pipes, that are attached to each seat instead of the side of the coach, as in many others of a different pattern. On entering the main saloon of the car a beholder is struck by the fact that it in no way resembles the ordinary sleeping car until the beds are arranged. The upholstery in this car is most magnificent. The window curtains and hangings are truly gorgeous, and, together with the large French plate glass windows, luxurious crimson velvet covered seats and fancy globe lamps, make the car seem like a drawing-room. In fifteen minutes this scene can be changed, and by an ingenius mechanical contrivance each of the seats becomes a bed, while a second one is drawn out of the panelling in the side of the car, and forms the second or upper "bunk." The ease and rapidity with which the car can be transformed into a sleeping apartment is astonishing. The beds and bedding are stored in and beneath the seats—this alone is said by railroad men to be a great advantage, as in the old-fashioned sleeping car all the sleeping appurtenances were encased in the side of the car and near the roof, thus rendering the car top heavy and more liable to topple over than when the weight is nearer the centre of gravity. By arranging the beds and bedding in this way a top weight of about 5,000 pounds is saved, and the car made that much lighter.

☞ The Philadelphia *Ledger* says that the Baldwin Locomotive Works employ 1,330 men now working on three-quarter time. During the past ten months they have built 420 engines, being considerably in excess of the number built in the corresponding period of last year. There has been almost a total cessation of orders for new engines for American roads, but the firm have still on hand several contracts for foreign countries, and inquiries have recently been received from Canada, South America, and Russia which lead to the hope that large numbers of engines will be built for those countries in the next five years. The great car wheel works of A. Whitney & Sons are still running on full time, and have orders on hand sufficient to last for some time to come.

☞ The Buffalo *Courier* says that Captain D. Dobbin's canal steamer William Newman left Troy at 5 o'clock in the evening of the 31st of October, with 101 tons of cargo on board, and arrived in Buffalo at 3 o'clock in the afternoon of the 5th inst., making the run in four days and twenty-two hours. Her running time was less than four days, and is the fastest time ever made by a canal steamer. The condition of the canal for steam navigation purposes is said to be fair, making allowance for the innumerable obstructions offered by horse boats.

☞ Mr. George Webb, late manager of the Catawissa Railroad, has been designated Superintendent of the Pittsburgh division of the Pittsburgh, Fort Wayne and Chicago Railroad, with headquarters in Pittsburg.

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50 and 56 lbs. in store at New Orleans.
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Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

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67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

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It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

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The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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M. Y. TILDEN,	RUSSELL SAGE,
LLOYD ASPINWALL,	H. A. TILDEN,
M. N. WISEWELL,	WM. F. DRAKE,
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Safety Railroad Switch.

BOTH RAILS of the main track absolutely immovable, continuous and unmutilated.

This Switch provides perfect safety for both the main track and the side track, besides removing all switches from the main track as effectually as if there were no sidings on the whole line.

They have been in use on various important Railroads for over two years, and have repeatedly saved passenger trains from destruction, when running at high speed, (from 30 to 45 miles per hour,) at places where by accident the Switch had been left set for the siding.

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CEMENT COMPANY.
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ROSENDALE CEMENT.

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For sale in tight barrels, well papered, on application at our office, **115 Broadway, New York.**

The above CEMENT is used in most of the fortifications building by government.

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Manufactory at Kingston, N. Y.
(LATELY IN JERSEY CITY, N. J.)

MANUFACTURERS OF ROSENDALE HYDRAULIC CEMENT, having facilities for manufacturing 600 barrels daily, are now prepared to furnish, on the most reasonable terms, Rosendale Hydraulic [Diamond A] Cement of a fine and superior quality, all of which is by ourselves manufactured at the works, located on the West bank of the Hudson River, near Rondout, N. Y., from a superior selected quality Cement Stone, quarried exclusively from our (lately Hudson River Cement Co., Jersey City, N. J.) celebrated and extensive quarries, situated at Creek Locks, town of Rosendale, Ulster County, N. Y. Our Cement having been extensively used the last twenty years, and meeting the approval of the most eminent Builders, U. S. and other Engineers, we have authority for declaring our brand, (Diamond A) Cement, the American Standard Hydraulic Cement, all of which is put up in good shipping order, in new, tight, well-made (at the Manufactory) and papered barrels. The largest class vessels can come to our works without extra towing or delay. Cement deliverable at the Works or in New York City. Our barrels will be branded, "Hudson River Cement Works, Rosendale (Diamond A) Cement, Office, No. 95 Liberty Street, New York."

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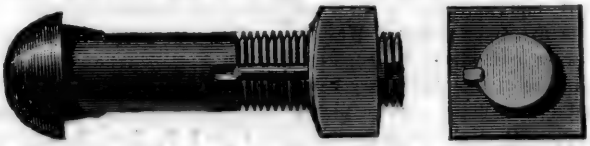
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PATENTED June 16, 1868.



IMPROVED August 23, 1870.

Unequalled for Cheapness, Simplicity and Effectiveness.

DESCRIPTION.—A pointed copper key is placed in a groove cut in the threaded part of the bolt, *over which* the nut is screwed to its position, cutting its own thread in the copper, thereby taking up all the slack between the bolt and the nut. By riveting up against the face of the nut the projecting portion of the copper key, the nut is firmly locked in its position, but can be readily adjusted or removed with a wrench without injury to either bolt or nut.

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FOR RAILROAD RAILS.

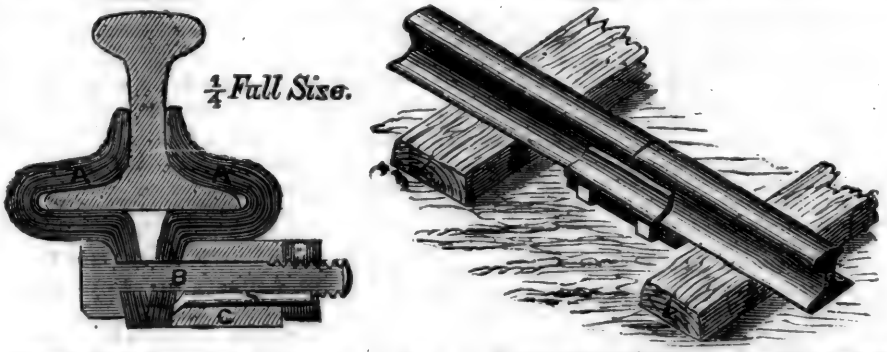
LENGTH 9 TO 12 INCHES, WEIGHT 20 TO 30 LBS.

THICKNESS ⅝ OF AN INCH. COST FROM $1.30 TO $1.50.

Has been tested to *94,000* lbs., between 24 inch bearings, (a 40 ton engine will not test it more than 10,000 lbs.) it is a *TRUSS*, supporting fully the ends of rails while suspended itself. This principle gives it a power that no chair has. Forty per cent. of rails now destroyed, will be saved by its use.

It is *SIMPLE*, can be put on broken or sound rails at once; will not stir from its position, and requires no renewal.

SECTION. VIEW.



VIEW AND SECTION show position in place. A.—Is CLAMP-TRUSS. B.—Are two ⅝ inch Bolts. C.—An Iron Collar, (a prepared wood block can be used in its place if parties prefer it.) D.—Is the Nut. S.—The LOCK of the NUT, which prevents its jarring loose.

The patentee is prepared to fill orders sufficient for four miles of track per day.

Provision has been made to prevent sliding of the rails.

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Manufacture a superi or quality of *Rosendale Cement*, put up in good barrels made by themselves, and well papered. Address

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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. XXIX., No. 47.] SATURDAY, NOVEMBRE 22, 1873. [WHOLE No. 1,961. VOL. XLV.

☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the Journal.

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American Railroad Journal.

New York, Saturday, November 22, 1873.

Baltimore and Ohio Railroad.

The annual meeting of the stockholders of the Baltimore and Ohio Railroad Company was held in Baltimore on the 17th inst. Mr. Horace Abbott was chosen chairman and Mr. Wm. H. Ijams secretary. The forty-seventh annual report for the fiscal year terminated 30th September last, was presented. Also resolutions ratifying the lease or arrangement with the Washington City and Point Lookout Railroad Company, and the lease of that portion of the Washington City, Virginia Midland and Great Southern Railroad Company lying between Strasburg and Harrisonburg, Virginia.

The report was read by the secretary, after which the meeting, on motion, proceeded to the election of directors to serve for the ensuing twelve months, Messrs. Miles White, Wm. J. Albert and George W. Ward acting as judges. On counting the ballots it was found the resolutions had been unanimously adopted and the following gentlemen unanimously elected by a vote of 89,226 shares. The members elected are the same as for the preceding year, viz: Johns Hopkins, Samuel W. Smith, Francis Burns, John Spear Nicholas, John Gregg, C. Oliver O'Donnell, James Harvey, Galloway Cheston, William W. Taylor, Samuel Kirby, John King, Jr., and G. A. Von Lingen.

The report presents a flattering statement of the operations of the road for the past year, and an encouraging prospect of increased expansion and usefulness. The gross earnings of the road, including all its branches and divisions, for this year, were $15,695,541, an increase of $2,068,864 as compared with the previous year; of this increase $1,598,372 accrued from the earnings of the main stem. The surplus fund, which represents capital derived from earnings, invested in branch and connecting roads and improvements on the main line amounts to $29,034,403 41.

Lease of the Milwaukee and Northern to the Wisconsin Central Railroad.

The Milwaukee *Wisconsin* says that the Milwaukee and Northern Railroad has been leased to the Wisconsin Central Railroad Company for a term of ninety-nine years, with the privilege of purchasing in fee, and then adds:

The consolidation is a natural one, for the Milwaukee and Northern is the shortest line from the foot of Lake Winnebago to this city, and when the Wisconsin Central Road is finished to Ashland, Bayfield and Duluth, Milwaukee will thus possess the shortest line to the North Pacific.

The Wisconsin Central will be completed to a point one hundred miles northwest of Stevens Point by the 1st of January, and the hope is expressed that the whole line to Ashland will be opened by the 1st of June, 1874. By this consolidation Milwaukee will have three hundred and fifty miles of railway connecting Lake Superior and our harbor. The Wisconsin Central will remove its offices from Menasha to this city, and this road, hereafter, must be regarded as one of our great trunk lines terminating here, and casting into our lap the produce and business of northern and northwestern Wisconsin, and vastly more by its connections with the Northern Pacific. It has proven to be a strong corporation, as, notwithstanding the sweeping panic, the contractors have kept steadily at work during the past two months, and to-day they are employing five hundred laborers in cutting a pathway through the forest, grading the track and laying the iron rail. Inasmuch as the company have received as yet only a few thousand acres under the congressional land grant, their energy and success is marvelous.

Gardiner Colby, of Boston, is President of the Company, and as a financial agent he has evinced ability and resources which have assured public confidence to the Wisconsin Central Railroad Company. Judge Reed, the Vice President, and as the managing agent, will, we learn, soon take up his residence in this city.

Sometime ago it was reported that the Wisconsin Central had leased the Lake Shore from Manitowoc to Milwaukee, but some of the conditions were not fulfilled and the arrangement has fallen through, and now the Wisconsin Central has consummated a lease with a shorter line to Milwaukee, securing to it more advantages than could be obtained by the other line.

The Milwaukee and Northern has become very popular among our citizens and along its whole line for its good and faithful management, and the hope is indulged by our people that some of the members of the direction who have given such efficiency to the road and who acted as faithful trustees in applying the funds of the company, will in some way be retained in the Wisconsin Central management. We learn that this consolidation will in no wise retard the extension of the Milwaukee and Northern from Green Bay to Ontonagon. In fact the consolidation has given mutual strength to both companies, and therefore the people of the whole State will regard it as a source of congratulation.

Bridge over the Missouri River.

The Railroad Bridge intended to cross the Missouri River at Louisiana, Mo., is rapidly approaching completion. Though the work was not commenced until the first day of July, the superstructure is already being raised, and the whole will be completed by Christmas, at which time the grand opening is expected to take place. We are indebted to Mr. H. W. Parkhurst, the assistant engineer, for the following facts and figures:

There are nine spans, varying from 160 to 260 feet in width. The draw is 444 feet in width, being several feet longer than any other draw in the world. The piers are all of solid masonry, which rests on piles driven very near each other and then sawed off, and a heavy timber foundation bolted to the piles. All the timber is at least four feet below the lowest water ever known, and about 500,000 feet of the best timber was used in this way.

The pivot pier is the largest on the river, rests on 200 piles, and contains 1,200 cubic yards of solid stone. The east approach, extending half a mile, and the west approach one-eighth of a mile out into the river, are constructed of earth embankment and strong rip-rap walls. Connected with the west approach is an iron bridge of 140

feet span, over the Noix creek, which is being built by the American Bridge company.

The Keystone Bridge company are building the seven short spans, the Kellogg Bridge company the two long and draw spans, and Reynolds, Saulpaugh & Co. the foundations and approaches. A corps of twenty engineers, divided into iron, wood and masonry inspectors, direct and lay out the work under the supervision of E. L. Corthell, chief engineer, and H. W. Parkhurst, assistant engineer.

In the bridge there are 5,000 cubic yards of first class masonry, 50,000 cubic yards of rip rap, 200,000 cubic yards of earth embankment, and 60 tons of iron bolts, besides the bridge superstructure, which is of the best iron, and will be first class in every particular. The total length of the bridge will be 2,052 feet.

On an average, 500 hands are kept constantly at work. There are also in use three steam and ten hand derricks, three steam pile-drivers, twenty flat boats and two steamboats for handling the material, etc.

The bridge company are building a dyke half a mile long, from the Illinois shore out into the river, diagonally down stream, so as to keep the channel through the draw. The bridge will cost nearly $1,000,000.

Atlanta and West Point Railroad.

The earnings of this road for the years ending June 30, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	$126,277 97	$142,068 41
" freight	265,831 30	235,208 88
" mails	10,781 25	10,781 28
" express	7,444 18	8,657 01
" miscellaneous	3,273 15	2,629 22
	$413,107 85	$399,344 80
Expenses, viz:		
Conducting transp.	$79,116 12	$79,694 22
Motive power	102,010 13	97,558 77
Maintenance of way	64,892 47	72,553 62
Rent of Macon & Western Railroad	6,000 00	6,000 00
Repairs and rent of cars	21,837 55	13,842 25
Taxes, fees, etc	379 79	.....
	$274,236 06	$269,648 86
Net earnings	$138,871 79	$129,695 44
From which deduct extraordinary expenses in 1872-'73—		
Renewal of iron rails	$20,000 00	
New cars	6,000 00	
One new wood and water station	2,000 00	
Paid on air-brakes	1,534 00	
		29,534 00
Net over all expenses		$100,161 44

In 1871-'72 the extraordinary expenses were $59,128 81, leaving the balance of earnings at the close of that year $79,742 98. The President in his report says:

The Superintendent's Report is a very plain, and so far as the operations of the road are concerned, a very satisfactory document. By this report, and the appended statements, the condition of the company is fully exhibited, and leaves but a short Report to be made by the Directors. In the face of so many adverse circumstances, the showing is, no doubt, better than was expected by the Stockholders. The road has, no doubt, honestly earned a net profit to cover the usual dividend of eight per cent.

There are, however, some peculiarities in the history of the last year's operations which require brief notice, and which may not otherwise be understood by the Stockholders. It will be seen that the bond account has been increased, since the last annual statement, from $27,000 to $102,500; and bills receivable, have been increased from $19,627 20 to $148,619 45!

This is accounted for by the unexpected occurrence of a large balance against a connecting road, which became unavailable as cash, and was liquidated and reported as an asset in this form. It was hoped and believed, at the time, that this form would be only temporary, as, by an arrangement with a connecting road in intimate business relations with this road, it was expected that this item of our assets would be assumed and converted into cash, and made available for dividends. Hence, short bonds were issued to the Stockholders in aid of cash for dividends, and expected to be redeemed in the same way. Thus, the sudden increase of bonds and bills receivable, since the last report, are both accounted for. Partly from the stringency in financial affairs, and partly from hostile influences, the contemplated conversion and redemption has not been consummated. It is still promised to some extent, but cannot be fully relied on.

This company is, also, suffering in another form from its insolvent connections. Being deeply interested in a continued and connected line of communication between Atlanta and the Gulf, this company, in liquidation of a previous joint guaranty, for the Alabama and Florida Railroad, on the first day of January, 1868, indorsed the bonds of the Montgomery and West Point Railroad to the amount of something over $150,000. These bonds matured the first of January last, and were not met, and payment is urged against this company. Ample provision was made for these bonds, it was supposed, at the time of indorsement, but the security was diverted, without any fault of this company or its officers, and a less available security substituted in its place. A part of these bonds have been redeemed by cash and exchanged for other bonds; but the remainder will have to be provided for as early as the resources of the company will allow. We have, as collateral, $150,000 eight per cent bonds, believed to be perfectly good, with which—and the aid of some money—we hope to liquidate this debt.

This desirable object being accomplished, the Directors agree with the Superintendent, who says:

"With a conjunction of circumstances the most unfavorable that can ever again occur, we have fairly earned an eight per cent dividend. In my opinion, we have reached the minimum of business, and may reasonably hope to see the commencement of a steady growth after September next."

The Directors fully sympathize with the other Stockholders in the interruption of regular cash dividends. This is the first interruption (except by the ravages of the war) since the organization of the company. Amid the wreck of embarrassment and bankruptcy that surround us, we cannot expect to escape our share of misfortune. The unparalleled prosperity of the company, in years gone by, has, no doubt, received a heavy blow; but to have our investment temporarily impaired in value, is less serious than a total loss with no hope of recovery, which has been the fate of so many Southern Roads. An insignificant fraction of roads at the South have paid any dividend at all since the war, and the few that have been struggling to do so, seem more likely to diminish than to increase their dividends. The Superintendent notices the probable effect upon our profits of the various roads in progress, and thinks that, on completion of the Air-Line, it will fully indemnify us for all losses by rival lines; and on the completion of the link between Monroe and Shreveport our road will be placed on its "*ante bellum* footing." Whatever injury the Air Line may inflict on other roads with which we are intimately associated, there can be no doubt that it will bring a very profitable accession of business to ours.

The fidelity of the officers in charge is best attested by the regularity, and freedom from accident, with which the trains have been run. This is a very notable feature in the management of the company since it has been in operation. With a single exception, we have run near seven years without any serious accident or the loss of a trip.

Iron for renewal is much needed, and in the present condition of the company its policy should be the strictest economy, and every expense should be cut off, which safety will allow. It is much to be regretted that the means of the company do not permit a more rapid renewal of the iron—near one-half of the iron originally laid upon the track more than twenty years ago being still in use! But for the extraordinary quality of the iron, it would be dangerous; but the iron then manufactured, of good pattern and well inspected, was a different article to the inferior article now made. It is kept perfectly safe, but is rapidly approaching the close of its long service.

The company have 19 locomotives, 7 passenger, 4 baggage, 1 express, 1 shanty, 113 box, 18 stock, 23 platform, 3 coal and 5 cab cars. Number of through passengers, 12,902; do., way, 50,085—total, 62,987, against 55,589 in the previous year, an increase of 7,398. Tons of freight transported, 86,592, against 103,100 in the previous year, a decrease of 16,508. Bales of cotton transported, 84,171; same for previous year, 89,103—increase, 45,068.

BALANCE SHEET, July 1, 1873.

Road outfit and real estate	$1,197,714 51
Bills receivable	148,619 45
Preferred stock, Vicksburg & Meridian Railroad	3,234 00
Dividends of July and January	98,576 90
United States Internal Revenue Tax on dividend of January 1872, paid under protest	1,268 79
Due by Agents and connecting roads	22,054 13
Road expenses for the year	299,182 86
Cash	41,521 23
	$1,812,165 97
Capital stock	$1,232,200 00
Profit and loss, July 1st, 1873	53,865 00
Bonds of the company	102,500 00
Interest account	14,386 53
Dividend unpaid	8,837 00
Due to agents and connecting roads	1,033 14
Road earnings for the year	399,344 30
	$1,812,165 97

President.—HON. JOHN P. KING.

Directors.—B. C. Yancey, John E. Robinson, F. Phinizy, W. B. Berry, John F. Moreland, L. B. Lovelace.

General Sup't.—L. P. GRANT.

Secretary and Treasurer.—W. P. ORME.

Norfolk and Bristol R. R.

A company with the above name was organized at Walpole, Mass., on the 17th inst., for the purpose of building a road from Dedham to Attleboro'. The road will be 23 miles in length, of the ordinary gauge, 4 feet 8½ inches, and is to commence at Dedham, and run through Norwood, East Walpole, Walpole Centre, Norfolk, Plainville, Wrentham, and then into Bristol county to terminate at Attleboro'. The capital stock is placed at $350,000, divided into 3,500 shares at $100 per share. The following gentlemen were elected directors: F. W. Bird, J. G. Hartshorn and H. W. Tilton of Walpole; James Pollard of Norfolk; Thomas Proctor, A. W. Harris and James Bacon of Wrentham; H. N. Daggett, H. F. Barrows and Felix G. Whitney of Attleboro'. The Boston *Journal*, from which the above was obtained, says:

The meeting was very harmonious, and voted to concur with resolves passed by former meetings held in Wrentham and Walpole. The road is to be equipped by the Boston and Providence road, and leased for thirty years, they guaranteeing the stock at 7 per cent for that time.

S. L. Minot, Esq., civil engineer of the Provi-

dence road, has been engaged surveying the route, and reports the grading easy and the road not hard to construct. The moneyed men of the towns interested are alive to this project, and it may be called a foregone conclusion that Norfolk county is to have one more first class railroad within its limits.

The International Bridge.

The following description of the great International Bridge recently completed over the Niagara River from Buffalo, N. Y., to Fort Erie, in Canada, is from the Buffalo *Commercial Advertiser*:

To state the fact roughly but plainly, the entire length of the bridge is about three quarters of a mile. But more in detail the length is as follows: In the main river, 1800 feet; over Squaw Island, 1300 feet, (trestle work,) and over Black Rock Harbor, 450 feet. The entire length of the superstructure in the main river is 1890 feet; in Black Rock Harbor, 440 feet. There are nine spans in the portion on the main river and three in Black Rock Harbor; four of 190 feet in the clear, and three of 240 in the clear. Over the main river also are two draw openings, of 160 feet each; total length of draw girder, 362 feet. In Black Rock Harbor are two draw openings of 90 feet each, and one fixed span 220 feet in length. In the main river are eight piers and two abutments; and in the harbor two piers and two abutments. The abutments are 40 feet long by 30 wide, at the bridge seat level. Over the bridge is laid a track for railroads, and a common sidewalk for foot passengers.

The piers and abutments are built of sandstone from Georgetown and Acton, Canada, and Berea, near Cleveland, Ohio. The iron of the superstructure was from the Phœnixville Iron Company's Works Phœnixville, Penn. The first caisson was launched on the 13th of July, 1870, and work progressed steadily up to the time of completion. It must be remembered that the current of the river, at the point where the bridge is located, runs from five and a-half to ten miles an hour according to the state of the wind. This was throughout one of the greatest difficulties encountered, and frequently retarded progress. Then, too, the depth of water varies from twelve to forty-five feet. The ice in winter, some may think, would damage the bridge in course of time, but the ice-breakers afforded ample protection, and cut to pieces blue ice two feet thick with comparative ease. Another remarkable thing connected with the history of the bridge is, that during the whole course of the work not a single life has been lost. The workmen have, many of them, often been exposed to dangers, but always have escaped.

The respective weights of the different spans over the river are as follows: 190 feet, 130 tons; 240 feet, 208 tons; 362 feet draw, 353 tons; and the entire quantity of iron used in the whole bridge amounts to upward of 2000 tons. At the request of Capt. Tyler, the English Government Inspector of Railways, who visited the bridge in November, 1871, on behalf of the English shareholders, one of the spans of 190 feet was loaded with 210 tons of iron rails, equally distributed over the floor beams, (a weight greater than that of a continuous train of locomotives covering the span,) and left in that condition for three days. This test was highly satisfactory, the deflection being found to be only about one inch, and the truss returning exactly to its former condition on the removal of the load.

The bridge has been leased to the various railroads which will cross it, for twenty years. The roads are the Grand Trunk, the Great Western, the Canada Southern, the New York Central, the Erie, and the New York, West Shore and Chicago. Most of these railroads have already constructed their approaches to the bridge, and will commence sending trains across at as early a day as possible. The original plan contemplated a carriage-way, but this was abandoned for the reason that, as the bridge was three-quarters of a mile long, and so many trains were to cross it, there would very seldom be a chance for carriages to cross without interfering with the trains.

The entire cost of the bridge, in round numbers, is not less than $1,500,000. Of its practical benefits we leave the reader to judge, merely stating in conclusion that it supplies a want long felt by the different railroads which have for so many years been obliged to cross the Niagara river on the steamer International.

Tensile Strength of Lake Superior Iron.

The Detroit *Free Press* makes a record of the following experiments with iron made from Lake Superior ores, by the Wyandotte Company:

A bar of railroad iron was put under the hammer, and bent, twisted and tortured until no resemblance of the original bar remained. An effort was then made to hammer the head of the rail from the flange, but it proved unsuccessful. It must be understood the experiments were made when the iron was cold, which is the severest test to which iron can be submitted. The experiments with the chains were equally satisfactory and showed a marvelous power of resistance. A Bessemer steel chain, 1¼ inches in thickness, withstood a test of 121,850 pounds the to square inch. The following comparisons will show the relative tensility of Lake Superior and English iron, the trials having been made by the use of the Patented Testing Machine made by RIEHLE BROTHERS, of Philadelphia, which is that used for all tests in which the government is concerned: A one-fourth inch chain of American (Lake Superior) iron withstood a draft of 101,750 pounds, while a chain of English iron of the same size broke at a test of 76,500 pounds. A five-eighth inch chain, American, 24,875 pounds; English, 16,000 pounds. A three-fourth inch chain, American 38,000 pounds; English, 26,000. A one-half inch chain. American, 15,825 pounds; English 8,500, and a seven-sixteenth inch chain, American, 10,250 pounds; English, 5,750.

Portland Company.

The Portland Company's works, located at Portland, Me., have made great improvements on the buildings since their fire last summer. A new car shop, 62x170 feet, has been built of brick and fitted with steam heating apparatus, constructed in all respects in a first class manner, with an extension used as a tender shop for setting up and finishing locomotive tenders. The new paint shop is 38x45 feet, the tin shop and foundry 60x25 feet; the store house 120x40 feet, and the new extension to the main building 80 feet long. All these buildings are provided with Hardy's gravel fire proof roofs and are to be sheathed with iron, thus rendering them fire proof in all respects. These works are running 15 hours a day, employing some 550 men, disbursing some $30,000 per month. They have orders largely ahead.

☞ The earnings of the Atlantic, Mississippi and Ohio Railroad, extending from Norfolk to Bristol, Tennessee, General William Mahone, president, exceed those of last year by $250,000. The road is now in splendid running order and newly equipped, having enough new passenger coaches and locomotives to keep it running for twenty years. Since Gen. Mahone became president of this road its revenues have increased over a hundred per cent.

☞ The Cincinnati Iron Bridge Works have contracted to build a Whipple truss bridge at Elmira, N. Y. 800 feet long, for $30,000; an iron bridge at Stockport, N. Y.; a single 363 foot span steel wire suspension bridge at Franklin, Ohio, to cost $44,000: two of iron at Fishkill, N. Y.; and one of iron at Bennington, Vt.

The Girard Avenue Bridge.

Work upon the new bridge across the Schuylkill, at Girard avenue, has been rapidly and steadily progressing, and an idea can now be formed of the magnitude of the structure. The abutments at the eastern and western ends are completed to the bridge seats, and the iron truss is laid between the abutment and the completed shore pier on the western side. The western river pier will probably be completed, by the laying of the remainder of its coping stones, to day, while the eastern river pier needs but a few more courses for completion. In the construction of the eastern shore pier, difficulties have been encountered. It was found necessary to dig to a depth of 28 feet to reach the rocks, and the excavation for the foundation has been constantly flooded from the river. This has made the task of its erection an amphibious one, but it is now near the surface level and there will be no further difficulty in laying the stone. Meantime, a steam pump is kept in operation to pump out the water which flows into the excavation. The "false work" or wooden frame work and piles, on which the first long span to go between the western shore and river pier on the same side will be put up, is finished for nearly the whole length of the span. When the bridge is built it will contain five spans, three long ones over the river and two short ones at the shore ends. The river banks in the vicinity of the bridge are piled with huge blocks of granite and covered with the necessary machinery for the construction of the bridge.—*Phila. Ledger.*

Railroad Iron and the Lackawanna Iron and Coal Company.

The Lackawanna Iron and Coal Company have, since they commenced their iron mills in this city, manufactured a rail that has always been rated among the best made by any company in this country. We have witnessed a test made under the direction of Superintendent W. W. Scranton which could not fail to convince any practical railroad man of the superiority of their rail. We saw rails taken from a pile that had been made weeks ago, so that it could not be said that the operation was performed while the rail was hot; and under a pressure of sixty tons bent into a circle, one of which is to be sent to New York to be placed in the office of the company there. The same pressure was applied to other rails manufactured of iron compounded and worked after the old style of working railroad iron, and they broke easily. The iron from which the company are now making their rail was also tested, and proved that under the greatest pressure it was not susceptible of being broken, but would be bent double without separating the fibres. The capacity of the old or lower mill of the company is eleven hundred tons per day, but they are at present only turning out six hundred tons, there being but a slight demand, and having a stock on hand of eighteen thousand tons. The company have everything in readiness to commence the manufacture of the Bessemer steel and rail in the coming spring. While the Lackawanna Iron and Coal Company greatly excel in the manufacture of the iron rail, there is no doubt but they will be equally enterprising in their new steel works.—*Scranton Republican.*

☞ The gross earnings of the Boston, Clinton and Fitchburg Railroad for the year ending September 30, 1873, were $677,439 37, against $576,412 62 for 1872, showing a gain of $101,026 75 The gain from the passenger department was $11,439 95; from freight department $85,239 94; net income above operating expenses $197,495 02 and above amount paid Mansfield and Framingham and Lowell roads, as rentals, interest and dividends on guaranteed stock $21,662 23; whole number of tons of freight carried 407,072. During the year the company have paid for rolling stock $60,018, and for construction, including two miles of double track at South Framingham, $62,286 77.

Bangor and Calais Shore-Line Railroad.

A letter to the Boston *Journal*, dated Augusta, Me., November 14th, says that a vigorous effort is being made to secure the building of this road. The survey from the Penobscot to the St. Croix has been completed. On account of the lateness of the season nothing will be done except in preparing to contract for the building of the road, so that active operations can be entered upon next spring. The directors have satisfied themselves that five per cent of the valuation of 1870 of the places along the line of the road is too small a sum to secure its construction, and they now ask for an increase to eight per cent of their valuation, which they say will be sufficient to secure the contracting for the road with a responsible company, which will furnish in cash an equal amount of stock, and will commence without delay to build the road. The proposed road is one of vital interest to the people of Hancock and Washington counties. With railroad facilities they will find a market at their own doors for hay, lumber and other products. The directors have decided to make Bucksport the eastern terminus of the road.

Number of Cars in the United States and Canada.

At the last convention of the Master Car Builders' Association, its secretary, Mr. Leander Garey, presented the following statistics of cars:

The whole number of cars on all steam roads of 4 feet 8 inches and wider gauges in the United States and Canada, at the close of the fiscal year ending with the year 1871, was as follows:

Whole number of 8 wheel cars	193,767
Whole number of 4 wheel cars	58,355
Total	252,122
Whole number of cars reported for 3 and 3½ feet gauge roads	212

There are in the United States and Canada 103 car manufacturing companies. These companies have built during the year ending May 31, 1873, the following number of cars:

Palace, sleeping and hotel cars	184
Passenger cars, all classes	579
Smoking cars	18
Baggage and smoking cars	15
Baggage and express cars	18
Baggage and mail cars	33
Baggage cars	63
United States postal cars	3
Total number of cars for passenger trains	862
Paymaster cars	6
Caboose cars	78
Fruit cars	734
Refrigerator cars	8
Grain combination	759
Box or house cars	11,931
Platform	5,694
Gondola	6,738
Double-bottom gondola	125
Double-deck cars	80
Hay (box	75
Stock cars	2,415
Eight-wheel ore and coal cars	3,126
Four-wheel ore and coal cars	3,216
Oil tank (60 barrels)	250
Oil tank (64 barrels)	300
Total	35,531
Construction cars	162
Steam shovels	52
Derrick cars	8
Hand cars	149
	371

Making the whole number of cars built by car manufacturing companies during the year ending May 31, 1873, 36,765. Cars of the various classes as follows have been built by railroad companies during the year ending May 31, 1873:

Day and night palace cars	69
Passenger cars	281
Smoking cars	14
Baggage and smoking cars	43
Baggage and express cars	84
Baggage and mails cars	27
Baggage cars	101
Postal cars	19
Paymaster cars	6
Caboose	831
Box or house cars	5,673
Platform cars	2,643
Gondola cars	2,543
Grain cars	129
Milk cars	152
Refrigerator cars	18
Hay cars	132
Combination	407
Oil and coal eight-wheel cars	3,119
Oil and coal four-wheel cars	3,201
Stock cars	1,452
Oil tank cars (64 barrels)	105
Construction cars	385
Hand cars	828
Derrick cars	14
Snow plows	19
Service or pole cars	50
Whole number of cars built by railroad companies	22,345

The following cars have been built for narrow gauge roads, namely, 3 to 3½ feet gauge, during the same time:

Passenger	16
Smoking	2
Baggage and smoking	1
Baggage	5
Box and house	17
Platform	37
Oil tank	48
Hand	3
Total	129
Cars constructed by railroad companies	40
Add 85 cars for six months intervening between close of fiscal year of 1871 and June 1, 1872	85
Also number officially reported in 1871	212
Total for narrow gauge roads	466

Add this to number of cars constructed by the car manufacturing companies, and we have for the number of cars which have been added to our rolling stock during the past year, 59,110. Allowing six months for the time between the close of the fiscal year of 1871 and the first of June, 1872, we will add one half of the number of cars constructed during the past year to the number officially reported at that time (1871), and we have for number of cars on the first of June, 1872, 281,667. Add to this the number manufactured during the past year, and it gives us for the total number of cars at the present time, 340,787.

The increase of cars here stated is under the actual number, as a few roads have failed to report.

These figures indicate that the increase of cars during the past year has been about 25 per cent, and if we add the cars rebuilt, it will make the increase fully that number.

☞ The Louisville, New Albany and Chicago Railroad Company are considering the project of building a branch to the coal fields in Martin, Owen and Greene counties, Indiana, and to the iron deposits in Martin, Monroe, Putnam and Greene counties, purchasing mineral lands, and operating them on their own account. In this connection they propose to establish blast furnaces in New Albany, and extensive coal yards at New Albany and Louisville to supply Indiana with coal at low prices.

New Railway in Quebec.

Quebec is engaged in a new railway enterprise which is of considerable interest to the people of the Maritime provinces. The first section of it was inaugurated the other day. The Quebec *Chronicle* in noticing the event says:

The distance from Quebec to the United States boundary is 90 miles, and from thence to the nearest railway in the State of Maine, in Solon, 50 miles more, which distance is being rapidly decreased by American railway extension. When completed, the Levis and Kennebec will shorten the distance from Quebec to Portland by 51 miles, from Quebec to St. John and Fredericton, via Intercolonial Railroad by 135 miles, and from Quebec to Halifax by 43 miles. The road will form a through narrow gauge line from Quebec to Boston and New York, via the Sherbrooke, Eastern Townships and Kennebec Railroad, now being built from Sherbrooke, to Ste. Marie. The first section of the railway is thirty miles, extending from Levis to Ste. Marie Beauce. It is now being built by Messrs. Larochelle and Scott, the enterprising contractors, who have a lease of the road for 99 years, and to whose indefatigable exertions so much of the line as has been built is unquestionably due. The Government of the Province of Quebec have granted to the company a subsidy of 3 per cent per annum for 20 years on $5,000 per mile, or a capitalized subsidy of about $1,748, per mile, payable in cash, on the completion of twenty-five miles of road, and for every mile afterwards constructed. The town of Levis has also voted $50,000 in aid of the road, and J. G. Ross, Esq., has advanced a large amount to the contractors without security.

The Farrand Spark Arrester.

On Wednesday the New York Central and Hudson River Railroad Company made a trial of the Farrand Spark Arrester for locomotives. The theory of arresting sparks and cinders has been experimented upon ever since locomotives have been used, but out of nearly a hundred applications and thirty patents granted by our government not one so far has been of practical use, because they all stopped the draft and prevented the engine from making steam as rapidly as necessary. At present, many of the locomotive smoke stacks are covered with a wire screen, but it gets clogged with dirt and stands seriously in the way of easy and regular working of the engine. A man with a poker is frequently obliged to go to it on the way between stations and punch the screen clear so as to allow the engine to make steam easily.

Colonel W. D. Farrand, formerly our consul at Callao, invented a machine for arresting sparks, went to Paris and introduced it on one of the French Railways running out of Paris, and came here a few months ago to get a patent on it. He secured the patent, and after a siege of preparation got it on what is known as "the dirtiest engine in the Central shops." Mr. Buchanan, the master mechanic of the Central road, took the experiment in charge and started on Wednesday with a full passenger train from the 30th street depot to Tarrytown, 30 miles, and back. Mr. Buchanan says the experiment solved the problem of preventing fires along the road and cinders getting in the eyes of passengers. The conductor of the train says it was the first time in his life that he could stand on a platform of one of his cars without getting struck in the eyes or having his neck burned with cinders, and his face blackened with soot from the smoke stack. The car-windows were thrown open, and the conductor says that while heretofore they have swept buckets full of cinders from the interior of the cars, not a cinder was to be found after the 60-mile run.

The smoke and non-consumed products of combustion ascend a curved flue and empty into a laterally enlarged chamber, from which they are driven by exhaust steam through a tube from the receiving chamber into a receiving box below. When this box fills, a valve is thrown open and the contents emptied upon the track. The length of smoke stack greatly increases the draft. The advantages shown by this trial are four. With such appliances the traveling public need no longer be annoyed by sparks, cinders and soot, but may leave their windows open with impunity. The owners of property along this road may build their haystacks and barns or plant their crops as near the railroad as they desire. The railroad companies may use open cars for combustibles of great bulk and save a good deal of trouble in handling, while at the same time the increased draft will give them much more steam with the same amount of fuel; because a slow draft makes heated air and uses the fuel to less purposes, while a strong draft makes steam as fast as the engineer wants it.—*Jour. of Com., Nov.* 12.

Keokuk and Kansas City Railroad.

This road is now being graded from Keokuk to Edina, a distance of forty-three miles; between Edina and Macon, thirty-eight miles, the grade is completed and the iron is being laid, between Macon and Salisbury, eighteen miles, the grade is incomplete, but a force of men will be soon put to work to complete it; between Salisbury and Glasgow, seventeen miles, the road bed is complete and iron is being laid, and a force of men are at work on the grade in Saline county between Cambridge and Marshall. It it three and a half miles from Glasgow to Cambridge at which place the road crosses the river. The ironing will be completed between Salisbury and Glasgow by January 1, as will also the grade between Keokuk and Edina and between Cambridge and Marshall.

The company has succeeded in negotiating its first mortgage bonds, and has contracted for all the iron it will need, to be delivered in instalments of fifteen cars every other day. The line of the road is very direct from Kansas City to Chicago, running about fifty-five degrees to the east of north, which is about the direction of Chicago from Kansas City. It makes no angles except that at Marshall, which is not very great; and when completed it will be forty-three miles shorter between Chicago and Kansas City than any other route.

The company has given its order for cars, and they are now being built. They will be thirty-three feet long, that is the freight cars, instead of twenty-eight, which will enable them to take in two lengths of sixteen feet lumber, and hold two more cattle or horses.—*Kansas City Journal.*

☞ The proposed tunnel between Scotland and Ireland would be about twelve miles long, and the estimated cost is $23,000,000. It would extend from a point on the north shore of Ireland near Belfast, under the Irish Sea, to the extremity of the peninsula opposite in Scotland. A single line tunnel, 15 feet wide at the base, 25 feet wide at the maximum and 21 feet high, with side walls varying from 4 to 7 feet in thickness, is proposed.

☞ A recent geological survey of the new Territories reveals the important and gratifying fact that on the line of the Northern Pacific Railroad, in the Rocky Mountain District there exists a coal bearing region of 250,000 square miles in extent, the strata of available fuel buried there varying in thickness from 5 to 35 feet.

☞ It is expected that trains will be run through to Winchendon over the Boston, Barre and Gardner Railroad. Work upon the extension to Winchendon has been resumed, and, with favorable weather, the iron will be laid in about two weeks.

The Legal Business of the Treasury.

The annual report of the Solicitor of the Treasury shows that during the year 2,715 suits have been commenced, of which one hundred and sixty were on Custom House bonds to recover $422,220 47; fifty nine were on transcripts of accounts of defaulting public officers, excepting those of the Postoffice Department, to recover $1,206,936 55; three hundred and sixty-four were against Postoffice officials to recover $48,249 18; three hundred and thirty-one were for the recovery of fines, penalties and forfeitures under the customs, revenue and navigation laws, amounting to $4,151,944 67; one thousand and seven were suits in which the United States is interested for the recovery of $1,928,817 72, and seven hundred and ninety-four were suits against collectors of customs and other agents of the Government for refunding of duties and acts done in the line of their official duty. The total amount sued for is $7,758,168 59. Of the whole number of suits brought 632 were decided in favor of the United States; 27 were adversely decided, and 748 settled and dismissed. In six penalties were remitted by the Secretary of the Treasury, leaving 1,302 still pending. Of those pending at the commencement of the year 600 were decided for the United States; 72 were decided adversely; 824 were settled and dismissed, and in 41 penalties were remitted by the Secretary of the Treasury. The entire number of suits decided or otherwise disposed of during the year was 2,950. The whole amount for which judgments were obtained, exclusive of decrees in *rem.*, was $1,526,992 85, and the entire amount collected from all sources was $1,861,467 26.

☞ The New Jersey Midland Railroad has succeeded in freeing itself from the New York and Oswego Midland Railway, now in bankruptcy, and has commenced running trains to Middletown, N.Y., independently of the other company, and under a new time table and regulations. The combination with the Montclair Railway has also come to an end, and the Midland trains will none of them now be run over that road. The Montclair Railway now runs all its trains independently, and has issued a new time-table.

☞ The annual meeting of the stockholders of the Duxbury and Cohasset Railroad Company was held in Boston on the 18th inst. This road, 17½ miles long, soon to be extended to intercept the Old Colony, has cost $388,530 81, and the proposed extension will be made at an expense of about $70,000, $40,000 of which the town of Plymouth will subscribe. During the year just closed the expenses of the road have been $38,082 83 and the income $36,083 70.

☞ The last rail on the extension of the Western Maryland Railroad from Hagerstown to Williamsport was laid on the 14th inst., and workmen have since been engaged in ballasting the new road. The formal opening between Baltimore and Williamsport is expected to take place on the 25th inst.

☞ It is said that the Boston and Maine Railroad are considering the feasibility of running a branch road from Exeter to Hampton and Rye Beaches, terminating in Portsmouth, probably at the South End.

Finances of Pennsylvania.

The Commissioners of the Sinking Fund of the State of Pennsylvania report a balance on hand on the 1st of November of $1,671,046, of which the amount of $240,682 is applicable to the payment of relief notes, overdue loans, interest certificates, etc. During October State loans to the amount of $40,742 were redeemed. The debt of the State on the 1st instant was $25,830,974, of which $4,423,500 bears coin interest at 4½, 5 and 6 per cent, $23,566,650 bears interest in currency at 5 and 6 per cent, nineteen-twentieths of the amount at the higher rate; $144,433 is debt on which interest has ceased, $100,742 is debt bearing no interest, $95,749 is in Chambersburg certificates, outstanding and unclaimed, bearing 6 per cent interest, and $500,000 is Agricultural College land scrip fund of Pennsylvania.

Virginia Valley Railroad.

The work upon the line of the Valley Railroad, near Lexington, has been suspended. This we learn, is owing to the fact that this part of the work has been so far advanced that it can now be completed in a short time, while other parts of the work need all the labor that they can employ in order to insure its completion in the specified time of three years. So, while the work here is delayed, there has in fact been no reduction of the labor upon the line—that labor employed here has been sent elsewhere. All things considered, we think the Virginia Valley Railroad presents a favorable appearance. While other works have suspended operations, ours still employs a full quota of hands. So much for solid contractors—a financial flurry does not disturb them.—*Rockbridge (Va.) Citizen.*

Bona Fide Holders of Irregular Bonds.

The Supreme Court of Missouri, in a suit between Clarke county and holders of bonds issued in the name of the county to the Alexandria and Bloomfield Railroad, have decided in favor of the bondholders. It was pleaded by the county that the bonds were not issued according to law, and no vote of the people authorized them, the subscription having been made by the county court after two refusals of the people on a vote to subscribe. The chief ground on which the decision is based is that even though there may have been informalities and irregularities connected with the issue of the bonds, which might be successfully pleaded as against the county judges issuing them, or the company receiving them, these irregularities are of no value when pleaded as against a bona fide third party into whose hands they have passed.

☞ At the annual meeting of the Connecticut Western Railroad Company, held in Hartford, Conn., on the 18th inst., the following directors were elected: W. H. Barnum, A. H. Holley of Salisbury, G. M. Bartholomew, A. E. Burr, N. B. Stevens, C. R. Chapman and J. B. Bunce of Hartford, Byron Loomis of Suffield, W. L. Gilbert and George Dudley of Winsted, E. T. Butler of Norfolk, Frederick Watson of Canaan and G. H. Brown of Washington Hollow, N. Y.

☞ A special statement of the condition of the Pacific Mail Steamship Company, made to the new board of directors, shows receipts from May 1 to Oct. 1, 1873, to be $3,012,300, and expenditures $2,950,555, leaving a balance of nearly $62,000 as earnings in five months. In this exhibit it is understood that no allowance is made for insurance or for wear and tear.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,792	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	298,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	566 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485.490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	542 223	571,836	575,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,007,125	12,900,126
1873	852,860	691,015	974,460	1,132,920	1,356,378	1,315,740	1,211,765	1,258,500	1,392,125	1,423,875	.....	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	416,982	408,999	426,752	359.102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409.569	361 701	4.508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351.045	403,232	506 623	468,212	397,515	340,851	4,681,563
1870	281.109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475.608	441,197	404,264	4,849,405
1871	353.235	342.369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455.607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409.254	419,196	488,352	559,882	497,261	540,756	451,315	352,004	5,156,326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407 688	2,811,544
1864	273,876	317,839	390,855	421,363	466.830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585.623	747,942	702,091	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,476	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,957	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355,467
1870	706,025	763,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,482	774,994	787,041	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	862,423	11,008,277
1872	774,856	714,122	846,894	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,357	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	208,695	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	208,069	226,897	244,182	246,046	260,169	274,021	249.356	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,422,625
1873	358,612	408,849	465,517	432,923	394,486	340,675	351,576	426,283	432,189	406,922	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694 651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,931	1,550,023	1,525,243	1,643,444	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440.271	477.027	516,493	525,242	709,927	738.530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	620,249	549,714	794,325	889,967	931,530	685,401	661,041	7,817,629
1869	659,135	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	690,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	5:9,617	563,593	620,228	713,142	718.722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,083	8,026,754
1873	580,499	562,949	651,962	544,035	687,630	724,983	672,917	748,634	876,413	763,673	.....	.....	.....
Kansas Pacific:													
1871	133,073	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321 518
1872	189 606	191,738	300,783	322,875	341,843	322,559	329,838	367,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,947	1,295 869	1.368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,256	1,479,945	1,323,476	1,225,708	1,459,330	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,255	1,735,736	1.694,543	1,680,968	1,585,369	1,451,762	1,582,531	1,776,420	1,742,516	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108.461	95,416	95.024	108,413	126,556	121,519	125,065	119,169	121,408	1.294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,177	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	119,173	119,650	115,115	119,572	127,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,193	2,029 927
1873	170,023	162,555	180,467	190,562	185,683	185,953	181,863	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	405,283	363,187	326.891	378,880	487,990	511,447	453,873	387.827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	5:7,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	398,360	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,886	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	360,228	321,203	333,508	436,412	565,718	458,191	423,396	522,682	1,024,045	1,037,464	556,917	468 880	6,517,046
1869	454,590	330,400	420,951	460,288	630 844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,564	7,250 089
1870	396,171	382,823	377,571	443,133	720,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,568	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	1,193,209	1,012,659	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	284,273	249,349	134,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260.449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,095	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,846	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,168	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525.490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574.706	679,332	514,493	593,966	617,058	569,697	1,139,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	4:3,045	644,504	688,578	1,063,002	1,510,088	1,213,363	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,864
1872	657,318	645,099	823,683	1,044,251	1,116,387	1,167,008	1,071 407	1,142,241	1,190,695	1,322,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	198,910	210,473	174.500	168.696	1,935,753
1869	132,623	127,817	176,950	171,868	157,398	154,133	144,164	186,889	202,286	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,213	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177, 27	158,700	1,927,471
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,898	323,270	309,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	293,645	295,270	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,905	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	539,251	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,945	706,602	23,560	617,584	758,467	999,665	837,338	716,829	5,709,183
1870	528,529	500,139	589,288	706,603	802,586	746,450	643,058	664,051	728,521	719,698	570.168	505,053	7,654,094
1871	479,573	373,925	499,509	584,540	724,460	728,174	675,696	681,866	800,402	777,362	708,142	469,982	7,521,682
1872	278,936	584,115	565,861	741,802	890,442	835,450	743,382	789,567	863,754	980,706	915,727	757,851	8,892,606
1873	533,975	481,783	708,259	681,266	1,007,851	969,863	876,833	837,277	1,068,937	.....	.....	.....	.....

Steam on the Canals.

The Buffalo *Courier* says that the use of steam on the canals is no longer a mere experiment. Continued tests prove that it is already adopted practically and profitably. Complaints are universally made by those who have charge of the steamboats that the men on horse-boats, foolishly fearing their occupation is in danger, will not divide the channel with the steamers and give a fair chance. If the present regulations, firmly enforced, are insufficient to put an end to these unjust and injurious practices, the Canal Board ought, and undoubtedly will, during the ensuing winter, establish new and ample rules to meet the new exigency.

☞ The Internal Revenue receipts of the United States Treasury for the fiscal year ending June 30th last were $113,504,012, compared with $130,890,096 for the previous year—a decrease of $17,386,084. From spirits, the taxes collected amounted to $52,099, 871—an increase over the previous year of two and a half millions; from fermented liquors, $9,324,937—an increase of over a million; and from tobacco, $34,386,303—an increase of not quite a million. The taxes on banks and bankers yielded $3,771,031—a decrease of nearly a million. The revenue from stamps was cut down over eight millions—yielding $7,130,-933; whilst the miscellaneous imposts, paid during the portion of the year they were in force $6,-329,782.

☞ The receipts of the Central Railroad Company of New Jersey for the ten months ending October 31, 1873, were $7,479,896 16, the expenses $3,586,028 43, and the net earnings $3,893,867 73. For the corresponding period of the previous year the earnings were $6,003,232 21, the expenses $3,536,992 42, and the net earnings $2,-466,239 79—showing an increase in earnings of $1,476,663 95, with an increase in expenses of only $49,036 01, making the increase in net earnings $1,427,627 94. After providing for interest, taxes and all other charges, the net results of the business show ten per cent earned on the stock in ten months, of which four per cent was divided in July.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending November 8, at 401,304 tons, and for the coal year 17,453,862 tons, against 16 781,740 tons to corresponding time last year, being an increase of 672,122 tons. The bituminous tonnage for the week is 78,672 tons, and for the year 2,875,547 tons, giving a total of all kinds for the week of 479,976 tons, and for the year of 20,329,409 tons, against 19,236,412 to same time last year, being an increase of 1,092,996 tons.

☞ The receipts of the West Philadelphia Passenger Railway for the year ending October 31, 1873, were $468,567 56, and the expenses $358,-674 40. The officers of the road are: President, John S. Morton; Treasurer, Samuel P. Huhn; Secretary, B. F. Stokes; General Superintendent, M. English; Assistant Superintendent, James T. Gorman.

☞ The November interest on the bonds of the Richmond and Petersburg, Petersburg and Weldon, Richmond and Danville, and Piedmont Air-line Railroads has been promptly met.

Finances of New Jersey.

The commissioners of the New Jersey Sinking Fund report the total assets on the 31st of October at $1,536,781, the increase for the year being $76,736. At this rate the commissioners will soon be enabled to provide for the principal and interest of the public debt. The interest on registered and coupon bonds, due January and July, amounted to $164,652, and has been paid, together with $100,000 due January 1 on principal. The whole amount of debt to be provided for in gradual payments of $100,000 per annum is $2,710,000 and interest at six per cent per annum. The investments of the commissioners are made on the basis of three and a half per cent semi-annually.

Commerce of New York.

The forein imports at New York for the month of October, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$15,342,844	$11,589,174
Do. for warehousing....	8,446,254	9,188,567
Free goods.....	6,867,654	6,498,178
Specie and bullion.....	262,946	9,869,869
Total entered at port...	$30,919,698	$37,145,783
Withdrawn fr. wareh'use	11,699,337	7,861,494

The foreign imports at New York for ten months from January 1, were:

	1872.	1873.
Entered for consumpt'n.	$174,634,901	$154,942,487
Do. for warehousing...	156,635,717	159,559,827
Free goods.....	44,866,612	74,458,390
Specie and bullion.....	5,265,429	13,771,361
Total entered at port...	$381,202,659	$352,732,065
Withdrawn fr. wareh'se	139,562,819	104,701,744

Customs received at New York from January 1:

	1872.	1873.
1st quarter.....	$42,124.009 14	$35,758,538 97
2d quarter.....	31,698,700 62	26,222,977 68
2d quarter.....	89,860,443 97	33,991,737 39
In October.....	10,655,390 80	7,656,384 95
Ten months....	$124,338,544 53	$103,629,638 99

The exports from New York to foreign ports in the month of October, were:

	1872.	1873.
Domestic produce.....	$24,374,195	$30,609,745
Foreign free goods.....	108,660	103,781
Do. dutiable.....	641,894	533,312
Specie and bullion.....	4,729,143	2,107,447
Total exports	$29,853,892	$33,354,285
Do. exclusive of specie.	25,124,749	81,246,838

The exports from New York to foreign ports for ten months from January 1, were:

	1872.	1873.
Domestic produce.....	$182,476,854	$237,366,385
Foreign free goods....	1,256,003	1,721,948
Do. dutiable	8,059.904	7,410,440
Specie and bullion....	63,111,513	43,666,548
Total exports.....	$254,904,274	$290,165,321
Do. exclusive of specie.	191,792,761	246,498,773

☞ The earnings of the St. Louis and Southeastern Railway Company (consolidated) during the month of October, 1873, were: St. Louis Division, $76,466 09; Nashville Division, $46,101 70—total, $122,567 79. Earnings in October, 1872, $114,433 35; increase, $8,134 44.

☞ The earnings of the New Bedford Railroad for the six months ending Sept. 30, were $171,569, and the expenses $101,213; net earnings, $70,825. Interest, dividend and taxes amounted to $49,978, which leaves a surplus of $20,347.

☞ It is proposed to re-organize the Wilmington and Western Railroad Company by forming a new company, with a capital stock of $600,-000 and a bonded debt of $600,000. The present stock of the company is $250,000, and its bonded debt is $500,000, while the floating debt is $80,000. The bondholders' proposition is to accept in lieu of its present bonds 75 per cent in the bonds of the new company, and 25 per cent in its stock. To the holders of the floating debt, it is proposed to pay 25 per cent of the amount due them, such payment being made in the stock of the new company at par, and it is also proposed to issue to the present stockholders, in place of their present stock, 25 per cent in the stock of the new company at par.

☞ The Rutland *Herald* says that the Harlem Extension Railroad has been leased to the Central Vermont Railroad Company, the lease to take effect on the 1st of December, and then adds: "The Central Company propose to put on one or more through trains for New York at once if arrangements can be made with the Harlem Railroad Company to connect at Chatham, making a through line from Montreal, St. Albans and Burlington via Rutland and Harlem Extension Railroad. We are informed that Vanderbilt has signified his willingness to do anything reasonable, so that we may expect through trains to New York over this route in a short time."

☞ The triennial assessment of the taxable property of Philadelphia, just made, shows the whole property subject to city tax is $548,243,535, of which $488,968,302 pays full city tax, $29,881,-385 pays suburban rate, and $20.153,915 farm rate. Of this total all but $9,250,000 are levied on real estate and money at interest. The report shows the nominally large amount of over $58,-000,000 exempt from taxation, principally made up of government and public property. The increase of taxable property since 1872 is over $21,-000,000.

☞ A Davenport, Iowa, dispatch of November 3 to the Chicago *Tribune*, says that the attorneys for the holders of the bonds of the city of Muscatine have succeeded in exchanging some $242,000 of the bonds of that city, issued mainly for the aid of railroads, the interest on which has not been paid for many years, for new Muscatine bonds, payable in 25 years, and bearing interest at 6 per cent, interest due and not paid being included in the bonded amount. Creditors not represented in this hold bonds aggregating $100,000, which will no doubt be settled in the same mannner.

☞ The Costa Rica Congress has approved the new contract to enable the contractor, Mr. Henry Meiggs, to extend the railroad to the Pacific, which the old contract did not provide for, and the price of eight millions for the construction of the part from Port Limon to Alajuela would leave the contractor with a loss, which the acceptance of the new contract would enable him to make up.

☞ The earnings of the Denver and Rio Grande (Narrow Gauge) Railway for the week ending November 7, 1873, were: freight, $2,783 92; passengers, $2,860 92—total, $5,594 84. Same week last year, $7,514 78.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,286 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	.....
" " pref.100	888 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref...50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '73 0
Bloesburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb.pref.100	633 200	— & —	.....
Agricultural Br. guar...100	60,000	J. & D	Dec. '72 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence..100	3,950,000	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " prof.100	1,485,900	M & S.	Sept.'73 5
Camden and Amboy* ...100	5,847,800	J.A J.O.	Oct. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov.'73 3½
Cape Cod 60	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref.100	789,600	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J & J	July '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*.....50	2,425,000	J. & D.	June'73 3
" pref.....50	400,000	J. & D.	June '73 3
Central Pacific 100	54,275,500	.....	Sept.'73 3
Chemung*.....100	380,000	J.A J&O	Oct. '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton.....100	8,929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept.'73 5
Chicago,Burl. & Quincy.100	18 652,910	M. & S.	Sept.'73 5
Chicago,Iowa & Nebras*100	3,916 300	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov.'73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,559	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11.236,150	F.M.A.N	Nov. '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Sept.'73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug '73 5
Concord 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn & Passum p Riv...1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River 100	31,850,000	J. & J.	July'73 5
Cumberland Valley. 1	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	July '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '73 3
East Mahanoy *.....50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 2
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,000,250	M.J.S.D.	Sept.'73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 5½
Illinois Central.....100	25,280,510	F. & A.	Aug.'73 5
Indianapolis, Cin. & Laf. 50	7,885,447	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '73 4
Lake Shore & Mich. So..100	19,466,500	F. & A.	Aug.'73 4
" " (guar.).100	533,500	F. & A.	Aug.'73 5
Lawrence*.....50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	3,789,800	M. & N.	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	Oct. '73 2½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Oct. '73 3
Little Schuylkill*..... 50	2,646,104	J. & J .	July '73 4½
Long Island.....50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '73 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,480,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jun. '73 4s
Mill Creek & Minehl l*. 50	323.375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'73 5
Newark and N. York*..100	977,400	J. & J.	July '73 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N.Castle & Beaver Val.* 50	1,500,000	J.A. J.O.	Oct. '73 2½
N Haven & Northamp...100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J	July '73 5
N.Y. Cen. & Hudson R...100	89,423,330	A. & O	Oct. '73 4
New York and Harlem..100	3,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref..100	111,000	M. & N	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '73 5s
Northern Central 50	5,842,000	M. & N	Nov.'72 3
Northern N. Hampsh...100	3,088,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	July '73 4
Norwich & Worcester*..100	2,823,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 1½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 1
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	243,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626 250	M.J.S.D	Sept.'73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Oct. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '73 1½
" Special Imp.100	2,000 000	J.A. J.O.	Oct. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '73 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.*.100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov.'70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,800	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,000	F. & A.	Feb. '73 4
Staten Island.....100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502 250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo.& War.1st pref..100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass 100	$2,860,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey. 100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '72 3
Winchester & Strasburg*100	500,00	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug.'72 1
Bleecker st.& F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica....100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat..50	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)...100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491.750	J. & J.	July '73 5
Germantown (Ph.).....50	1,000,000	J. & J.	July '73 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105 000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)...100	797,820	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '73 2½
Pbg, Alleg.& Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	Oct '73 2
Second & Third St.(Ph.) 50	992,100	J. & J.	July '73 5
12th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	Nov.'73 3
South Boston 100	400,000	J.A. J.O.	Oct. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	3,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'73 4
Delaware and Hudson...100	15 000,000	F. & A.	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,925,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30s
" " (pref.). 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union.....50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Dec. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 5
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	1,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,698,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Nov.'73 3
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	J. & J.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Nov. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,255,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,745,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,762,000	6	Jan. & July.	1880	113¼
.. .. coupon	4,653,000	6	" "	1880	114
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,661,400	6	Jan. & July	1881	113½
.. .. coupon	63,659,950	6	" "	1881	114
Loan of Feb. 25, 1862 (5-20s) ..... registered	17,6 9,800	6	May & Nov.	1882	108½
.. .. .. (5-20s) ..... coupon	170,227,150	6	" "	1882	108¼
Loan of March 3, 1863 ..... registered	53,588,600	6	Jan. & July.	1881	113½
.. .. coupon	21,411,400	6	" "	1881	114
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	109
Loan of June 30, 1864 (5-20s) ..... registered	24,798,950	6	May & Nov.	1884	109
.. .. .. (5-20s) ..... coupon	33,286,050	6	" "	1884	109½
Loan of March 3, 1865 (5-20s) ..... registered	33,907,700	6	May & Nov.	1885	109½
.. .. .. (5-20s) ..... coupon	118,917,150	6	" "	1885	110
.. .. 2d series (5-20s) ..... registered	55,691,000	6	Jan. & July.	1885	112½
.. .. .. (5-20s) ..... coupon	146,942,100	6	" "	1885	112½
.. .. 3d series (5-20s) ..... registered	87,120,950	6	Jan. & July.	1887	113
.. .. .. (5-20s) ..... coupon	223,533,250	6	" "	1887	113½
.. .. 4th series (5-20s) ..... registered	13,715,500	6	Jan. & July.	1888	112½
.. .. .. (5-20s) ..... coupon	23,758,500	6	" "	1888	113½
Loan of March 3, 1864, (10-40s) .... registered	140,545,200	5	Mar. & Sept.	1904	108½
.. .. .. (10-40s) ..... coupon	54,022,100	5	" "	1904	107½
Consols of July 14, '70 & Jan. 20, '71. registered	102,657,700	5	F. M. A. & N.	1881	108
.. .. coupon	112,047,300	5	" "	1881	110
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623,512	6	Jan. & July.	'95-'99	110
U. S. Notes and Fractional Currency	408,908,098	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ...	2,582,800	5	May & Nov.	'82-'92	46
.. Bonds (new), 1866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,500,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64 ..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s)	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	6	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.		78
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.		....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'72-'74	....
.. Bonds for Atl. and Gulf R. R., 1866	200,000	6	" "	'72-'74	....
.. Bonds of Act of March 12, 1866	3,900,'00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870 ...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1880	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan.		
.. State Bonds (various) 1863 to 1864	110,675	6	". & July.		....
.. State Bonds (various) 1861 to 1869	1,226,000	7	"	'83-'84	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43	160,000	5	Mar. & Sept.	'76-'89	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	1873	....
.. Military Bonds, 1864 (15 or 30 yrs)	909,000	6	Various.	'71-'72	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Ohat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866 ...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1880	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869 ...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.		....
.. War and Bounty Bonds, 1863 and '64 ...	2,832,500	6	"		98
.. Municipal Equalization Bonds	2,064,400	6	April & Oct.	188	98
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838 ...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39	600,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870	3,630,545	6	Jan. & July.	1885	96
.. Bounty War Bonds, 1868	511,355	6	J. A. J. & O.	1888	101½

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	97
.. Bounty Loan, 1864	4,379,500	5	May & Nov.	1894	93
.. Bounty Loan, 1864, £826,000 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,443,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar ...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1909	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	$1,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1868	463,000	7	May & Nov.	1890	...
.. Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69 ..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	459,000	6	Jan. & July.	'82-'90	86½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	93½
.. State Bonds, funding, 1867-68	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861	812,000	6	Jan. & July.	'71-'78	96½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866	750,000	6	April & Oct.	'72-'74	99½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free	694,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock	1,105,420	5	" "	1874	....
.. Canal Stock	7,408,000	6	" "	'72-'78	107
.. Canal Stock	2,572,000	6	" "	'74-'75	106
.. Canal Stock	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered ...	0,675,000	7	Jan. & July.	1877	104
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1869	4,738,000	6	Jan. & July.	'72-'92	18
.. State (old) Bonds 1848 to 1860	3,639,900	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd	$32,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd	1,495,369	6	" "	1881	101
.. Loan of 1856 Bonds, stg f'd	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,966):					
.. Loan of Feb. 1867 (5-10s)	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s)	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	104½
.. Loan of Feb. 1867 (15-25s)	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s)	9,271,850	6	" "	'82-'92	108
.. Inclined Plane Loan, of April 1849	400,000	6	April & Oct.	1879	....
.. State Stocks (old)	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)	.....	5	" "	'77-'78	....
.. .. (old)	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862	1,019,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863	200,000	6	April & Oct.	1893	....
.. .. of June 1863	602.000	6	Jan. & July.	1893	....
.. .. of May 1864	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66 ..	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'69	2,262,714	6	Jan. & July.	'87-'97	8½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. & Bonds 1854	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869	7,371,700	6	" "	1888	....
.. .. .. 1870	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds	31,300,417	6	Jan. & July.	long.	71
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	71
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870 ...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871	257,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	23,081,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67	6,692,425	6	" "	'76-'67	....
.. Funded Interest sterling, 1867	482,280	5	" "	'86-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	5*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	91
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1896	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G. R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	484,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1880	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853-'75	363,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	94
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	92½
Loan of 1853-'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W.Va.R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort. (N.W.Va.R.R.) assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,800,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	81
3d Mortgage (	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	100½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	163,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	25
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. Loan (sec'd by $4,000,000 Her.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	100½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,360,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,068,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	85
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (sky fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	65
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96
Chattel Mortgage	168,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	20½
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1876	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	100½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	95
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	90
Convertible 20 years bonds, gold	1,458,000	7*	" "	" "	1883	100½
State Aid B'ds (1st by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	6*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1889	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1889	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
2d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	90½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	800,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	106
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	880,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	88½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul)guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.)guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.)guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar..	980,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1890	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m...	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar.C.&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar.C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	85
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	64½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1892	99
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	122,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	86
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	81½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R.R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	91½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	6	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.P.&Q.):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	101
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $11,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853.....	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867.....	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage.....	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage.....	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	800,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.)S.F.	488,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov.	" "	1875	97
4th (now 3d) Mortgage guar.....	1,096,000	6	Jan. & July.	" "	1892	86½
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	88
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	77½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	58
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	200,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1880	...
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	...
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1,2,3,4,	87
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia	1904	...
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1899	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,446	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	99½
2d Mort. (Del., Lack. & Wtn)...	1,633,000	7	March & Sept.	" "	1881	96
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	95
Denver Pacific:						
1st Mortgage gold, land grant....	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1880	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,080	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1903	....
East Alabama and Cincinnati:						
1st Mort. and $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.& G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	94
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	50
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	96
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	94
3d Mortgage	4,582,000	7	" "	" "	1883	93
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	90
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L. M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1890	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, (8. F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1883	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	...
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & S. g.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	300,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	600,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1886	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838 385.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,278	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1895	85½
2d Mortgage	425,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	84
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	75
1st Mort. (Q. & Palm. R.R. 15 m)	300,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1900	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	99
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1900	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L. F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(" ")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	85
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1885	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	6	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1:89	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	.. ..
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (1nd & Mad.)guar.	397,000	7	May & Nov.	" "	1862	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	85
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS& MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1890	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,521,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'07	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar	1,000,000	8	April & Oct.	Boston.	1870	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	2.0,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. Phila.&Ph.	1899	91
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1879.	4,133,000	7	J. A. J. & O.	" "	1890	91½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	91
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	87½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	92
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
Sk'gFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	98½
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	99
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	91
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1898	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	94
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68 (Kal. A.& Gr.R.)	840,000	8	" "	" "	1868	95
1st Mort.July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1886	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	1,546,000	6	June & Dec.	"	1898	96½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	30
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	91
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	98
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	...
General Mortgage	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,200,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M. for $6,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	87
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1893	94
Bangor (P. & K.) Loan	614,000	6	April & Oct.	"	1875	.. .
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	...
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	98
2d Mortgage Dollar	2,500000	7	May & Nov.	"	1896	82
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	71½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1890	.. ..
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Mayesville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	6	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	92
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	98
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1870	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1890	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1885	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1898	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	68½
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	78
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	101½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	86
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,080	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $13,000 p.m.	.....	6	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,254,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866	1,181,600	6	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1880	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 6*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	...
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	100
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	96
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1867	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	40
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1883	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1886	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1866, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1916	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	88
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S'L(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	86½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free(N Y C & H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....		1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1878	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	6	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	98
2d Mortgage	5,000,000	7	May & Nov.	"	1896	96
Chattel Mortgage	360,000	10	April & Oct.	"	1877	104
North Shore (L. I)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	86½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	85
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	86½
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& R.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	200,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	"	1879	94½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	87½
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	74½
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	89
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mortgage (War. & Fkln)	580,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	57½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	87½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	75
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	54
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	" "	" "	1892	....
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	600,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	800,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	90
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	99
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	85½
Gen'l M. for $20,000,000, gold str.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1907	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	200,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1893	75
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	96
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	100
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,606	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	100
	Dollar registered	3,414,000	7	" "	"	1911	102
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	876,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,306,680	7	Jan. & July.	"	1893	98
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertible		845,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	65½
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	85
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	84
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	98
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold.		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1880	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1899	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	1830	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	85
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,980	6	" "	"	1876	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'75-'90	70
Rich., Fredericksb.g & Potomac							
Sterling Loan		87,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1875	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Rich'mond.	1875	....
1st Mortgage		175,000	6	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.		1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	84
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	69
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	91
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	75
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.& I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	'886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1890	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	92
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	80
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	75½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	74
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	450,000	7	May & Nov.	" "	1875	....
Convertible Bonds	643,000	7	"	"	1883	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	93
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	91
1st Mort. (Quincy & Tol. 84 m)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	80
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	83
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	75½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	70
Con. sol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	73
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	81
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	76
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	70
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	55
Omaha Bridge B'ds, stg. £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M. K. & T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville (O. C. & A. Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	6,[illegible]5,000	6*	April & Oct.	Philadelphia.	1875	94
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated (mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	92
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J. (NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	509,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D. & HC):						
1st Mortgage	.....	7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca. R. R.)	795,500	8	June & Dec.		....	76
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	79
Equipment Mortgage	1,000,000	8	" "		1889	79
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1880	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	72
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O. C. & All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama:						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage (M. & W. Point R. R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	95½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	83
2d Mortgage preferred	600,000	6	" "	"	1895	55
3d Mortgage endor. by Balt	575,000	6	" "	"	1900	90
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1863	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N. Y. or Lond.	1936	84½
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	250,000	8	Jan. & July.	Philadelphia.	1883	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	70
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	93½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1883	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1895	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,899,500	6	Jan. & July.	Baltimore.	1885	112
Delaware Division (L. C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage reg. 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage reg. 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage reg. 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	100
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	88
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	84½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,870	6	June & Dec.	"	1877	88
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1878	92
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,966	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	89
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation (Ph. & Rdg.):						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	70
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	76
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	65
2d Mortgage	700,000	6	" "	"	1896	....
3d Mortgage stg	874,000	6*	" "	London.	1879	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	*	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	18	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	...	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,841,228	423,821	7	100	85
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	...	...	...	....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	.....	.....	2,239,158	960,684	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	(Phila.& R	eading R.	R.)	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	...	...	...	....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	.....	.....	.....	.....	7,500	—	100	16½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	.....	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn.& O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765.914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	347.5	635,350	98.234	.....	983,966	339,539	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	...	...	...	....	*Atlantic and Pacific* †.Missouri & Ind.Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	—	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me., N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	328.2	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1872	58.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	.....	4	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	38,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2	(Leased to	Pennsylv	ania.)	.....	.....	8	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	155
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,736	10	100	145
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,008,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	...	...	...	....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ington, Ma	y 1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	—	—	—	(Operat	ed by Ma	ine Centr	al.)	73,000	7	100	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	867	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	136
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12.147	28.0	82,064	85.157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,611	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	100
Sept. 30, 1872	60.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	112
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	144
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	—	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	.....	—	100	....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	.....	.....	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	—	.....	.....	950,000	2,380,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	117.0	—	5.9	—	...	...	...	....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Erie	Railway	Co.	)	233,100	7	500	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,000,000	*	.....	.....	5,400,000	2,200,000	.....	—	(Opened	to Emporium, Pa.)			139,145	17,300	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	...	...	...	....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Feb. 25, 1873	158.0	—	....	143.0	...	...	...	....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	....	(In progr	ess.)		.....	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	...	...	...	....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,196	138,354	32,388	1,215,870	1,058,400	54.907	9,384	67.0	213,689	417,186	69,324	467,036	212,119	10	100	....
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co...New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	3½p	50	60
Dec. 31, 1872	28.5	—	4.8	81.0	...	...	...	....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	6	100	....
Jun. 30, 1873	229.0	68.0	29.2	—	...	...	...	....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	—	(Recently	completed	.)	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,521	43.985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	465,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.	)	572,104	183,169	6	25	....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	7 p.	50	33
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.	)	.....	128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic &	North We	stern R. R.	)	.....	.....	—	100	....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	181	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	...
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,469,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,810,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	92
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,096	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	.....	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,472	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.0	888,227	509,975	344,559	1,133,612	455,118	—	100	....
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,782	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ind.& Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	128,591	—	100	....
Jun. 30, 1872	109.6	—	2.7	—	.....	.....	.....	.....	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	Clinton &	Fitchb'g.)	21,580	21,580	—	100	....
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	98,422	—	100	....
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson..Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	83,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	.....	.....	.....	.....	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	....
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	.....	491,910	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—	.....	.....	.....	.....	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. Co.)		—	100	....
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	60	4,636	Grand Trunk †.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,503	91.697,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,4.7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0 5	—	.....	.....	.....	.....	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	....
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	—	—	—	100	....
Sept. 30, 1872	14.0	—	0.8	—	.....	.....	.....	.....	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	80,858	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.†..Texas.	2,500,000	*	.....	.....	.....	1,886,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Dec. 31, 1872	28.0	—	1.4	—	.....	.....	.....	.....	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	....
Jun. 30, 1873	70.0	—	4.0	—	.....	.....	.....	.....	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—	.....	.....	.....	.....	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	208.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	22
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123 550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	80	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,856	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,900,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	....
Oct. 31, 1872	36.0	18.0	17.6	—	.....	.....	.....	.....	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,351	6,500,000	680,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill†..R.I., Ct & N.Y.	4,201 486	598,875	.....	.....	2,037,910	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & St.	Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	...	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	35,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—	.....	.....	.....	.....	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—	.....	.....	.....	.....	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,884,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,116	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern†.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,845,134	—	100	....
Oct. 31, 1872	45.0	29.5	16.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	801,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,388,226	1,352,156	2.039,321	8,026,764	2,103,107	10	100	94
Dec. 31, 1872	62.8	—	3.2	—	.....	.....	.....	.....	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western...Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,869	592,056	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,289	—	100	....
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	188.7	—	6.2	—	.....	.....	.....	.....	*Iowa Falls and Sioux City*.....Iowa.	1,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R.R.Co.)	337,462	118,112	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102.274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	116,876	48,865	15,041	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—	.....	.....	.....	.....	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.	)	140,000	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—	.....	.....	.....	.....	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	....
May 31, 1872	44.5	—	3.7	—	.....	.....	.....	.....	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. Co.)		8	100	....
Oct. 31, 1872	4.6	—	9.8	—	.....	.....	.....	.....	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	165,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			103	....
Dec. 31, 1872	58.0	—	3.1	—	.....	.....	.....	.....	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—	.....	.....	.....	.....	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	3,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.3	—	.....	.....	.....	.....	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,782,718	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln ..... Maine.	2,725,798	*	.....	138,305	361,492	2.395.000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	33.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn.	3,398,462	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,506	362,294	2,213,010	1 083,505	471,764	—	50	....
Dec. 31, 1872	80.3	—	2.5	93.0	.....	.....	.....	.....	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1.000.000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	.....	.....	.....	.....	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept. 30, 1872	16.0	—	....	124.0	.....	.....	.....	.....	Lake Ontario Shore Line.....New York.	1,541,466	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet	in operatio	n.)			—	100	....
Dec. 31, 1872	5+1.3	595.2	533.2	—	418	160	69	6,640	Lake Shore & Mich. S.....P., O. Ind.& Ill.	63,047,176	12,384.187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	3,118,598	8	100	65½
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—	(Opened t	hrough In	July, 187	3.)		—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475		—	(Leased	by Housat	onic R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	—	.....	.....	265,000	—	—		—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,586	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.8	1,700,891	3,925,765	592,879	4,483,554	1,769,809	10	100	123½
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	—	—	1,000,000	—	—		—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rhm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	(No a	ccounts o	btainabl	e.)					72.0	(No accou	nts.)		.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880,119	1,336,938	592,322	5a	50	92
Dec. 31, 1872	96.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,219,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,666,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	817.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	49
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	796,356	217,103	8	100	100
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	—	872,548	.....	1,000,000	400,000	.....		—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1873	158.0	106.0	....	1,441	72	26	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,304	.....	.....	50,000p.m	.....		559.0	(No sta	tement pu	blished.)	—	—	—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,228	10	100	125
Jun. 30 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	55
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902		393.0	2,852,765	404,765	708,799	3,343,845	984,008	—	100	24½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	528	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	56
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	110†
Dec. 31, 1872	9.9	2.0	3.1	—	—	—	—	33	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852		11.9	—	2,984,817	—	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	882	Orange, Alex. and Manassas Gap †.....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431		292.6	713,252	196,394	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	.....	.....	300,000	612,100	27		—	(Leased	by Rome,	Watertow	n & Ogd.	RR.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. Co.)	—	100	27½
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812		63.5	469,280	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....		11.5	(Under	construct	on: no ret	urns.)	—	—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....		47.6	.....	.....	.....	1,718,630	1,232,602	10½	100	85
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....		109.0	.....	(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	—	—	680,000	—	—		—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	—	—	250,000	500,000	—		—	(Leased	by Erie R	ail'y Co.)	—	35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	100,000	—		—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	—	—	—	1,500,000	1,076,000	—		—	(Leased	by Tol.Wa	b. & Wtn.	Co.)	—	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	—	—	342,150	160,000	36,542		—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—		—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	—	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262		165.0	.....	53,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787 7	13,389,937	5,250,393	7,844,779	22,012,525	8,247,852	10	50	88½
Dec. 31, 1872	47.0	15.9	67.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000		47.0	.....	3,486	1,376,772	23,033	—	20	50	240
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	—	—	—	488,297	700,000	—		—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York.N.Y. & Penn.	3,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—		—	(Leased	by Chic.R.	I. & Pac	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	—	—	57,200	100,000	57,381		—	(Oper. b	y Penna.	R. R. Co.)	—	—	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia.	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083		82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413		58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983		287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	36
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—		23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	168
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	58	14139	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	38,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	104
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	—	329,626	.....	1,259,100	—	—	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	113½
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	104½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132		7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173		201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., L. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230		503.6	7,213,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	85
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	—	—		14.0	(In opera:	ion only t	hree mon	ths.)	—	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,294		173.8	1,703,800	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	—	—	450,000	—	—		—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	—	—	—	719,290	450,000	.....		—	(Leased	by Pennsy	lvania Co.	.)	—	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....		41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	87,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....		—	(Earnings	used in co	nstructio	n.)	—	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....		27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	636,097	1,120,000	200,053		52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	—	—		—	(Leased b	y Eastern	R.R. Co.)	—	—	10	100	121½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Operated	for benefit	of contra	ctors.)	—	25	....
May 31, 1873	71.	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Leased b	y Eastern	R.R. Co.)	—	—	6	100	84½
Sept. 30, 1872	—	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079		41.8	53,514	70,013	10,40	53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester	R. I. & Mass.	1,909,636	666,568	125,566	107,851	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.	R. I. & M.	645,079	73,026	.....	.....	437,917	59,000	63,611	.....	13.6	44,096	415,776	16,367	105,556	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.	Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.8	3	2	2	45	Quincy, Alton and St. Louis	Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston	North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	60.0	4	3	3	46	Raleigh and Augusta Air-Line	N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga	N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,924	1,748,915	604,224	7	100	97
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville	Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac	Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg	Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River	Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)				—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley	N. York.	671,303	—	—	—	557,560	—	—	—	(Leased	by Erie Railway Co.)			34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis	Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,584	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome	Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)				16	100	....
Sept. 30, 1872	141.1	48.5	25.8	—	40	31	15	779	Rome, Watertown and Ogdensburg	N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland	Vermont.	8,787,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central	Verm't.)	434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City	Kan. & Neb.	11,188,220	420,925	279,044	3,205	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa	Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	34,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	558	St. Louis, Alton and Terre Haute.	Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	58.0	360,130	149,499	416,215	507,619	220,002	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain*	Missouri.	14,553,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,689	687,639	3	100	60
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern	Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	159.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago	Ill.	5,040,100	—	—	—	2,324,100	3,477,000	—	—	—	(Leased	by Chicago & Alton	R.R.Co.)	240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,631	St. L., Kansas City & Northern.	Mo & Ia.	28,134,445	*	2,369,165	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute	Ill.	7,984,227	*	.....	205,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).	Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	—	283.0	462,489	235,279	152,356	682,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City	Minn.	4,550,960	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark	Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	16.4	61.0	27	19	6	342	Savannah, Albany and Gulf	Ga.	7,592,283	*	525,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston	S. Car. & Ga.	2,288,965	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	very small.)		—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.	Va. & N. Carolina.	1,488,400	—	—	105,989	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*	Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac	Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,318	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny	Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*	Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul	Iowa & Minn.	4,422 132	*	568,362	.....	2,800,000	1,740,000	450,494	.....	.....	.....	(Run by contractors: no returns.)				—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama	Ala.	7,481,764	—	—	—	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina	South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central	New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	59,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.)	New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	228,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota	Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	6	245	Southern Pacific	California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.9	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern	Illinois.	8,176,500	*	.....	.....	4,000,000	4,480,000	140,000	.....	.....	.....	(Not in operation at date.)				—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York.	N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	538,355	718,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley	N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	48,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	25.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis	Indiana.	2,807,213	*	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,443	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific	Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw	Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,881	.....	.....	1,316,106	388,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western.	O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	965.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	40½
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston	New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,309	.....	55.3	190,548	282,763	191,122	516,663	212,097	2	100	...
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific*	Nebr. Utah Nev. & Cal.	111,948,812	—	—	—	36,762,300	75,179,512	.....	.....	1,032.0	.....	.....	.....	8,862,605	4,092,032	—	100	20½
Dec. 31, 1872	165.0	—	160.0	—	243	281	3	1,762	United Companies of New Jersey	N. Jer.	22,450,328	—	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	114
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central	Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	380,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern	Utah.	1,000,000	*	.....	.....	400,000	600,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River	New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley	N. Y.	3,186 343	438,131	.....	.....	2,908,000	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada	Vermont	3,000,000	—	—	—	3,000,000	—	—	—	(Leased	by Vermont	Central	R. R. Co.	at 8 p.c.)	8	100	57½
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central	Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	775.0	.....	.....	[2 yrs.	8,497,442	495,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts	Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24 ,299	275,181	131,458	557,196	169,523	2	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian	Miss.	3,036,644	*	245,588	193,945	454,072	2,922,236	86,869	.....	140.0	181 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland	New Jersey.	1,826,191	—	—	—	998,005	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co.)		—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren	New Jersey.	3,061,400	—	—	—	1,800,000	1,281,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,352	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio	Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama	Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....
Dec. 31, 1872	133.6	—	11.0	—	59	18	12	921	Western and Atlantic	Georgia.	Owned by State of Georgia				ed to a company for $300,00 a year.)				138.0	.....	.....	125,932	1,590,245	66,587	—	.....	....
Sept. 30, 1872	60.0	—	3.2	13.0	10	10	6	123	Western Maryland	Maryland.	2,366,892	*	208,500	17,069	682,893	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania	Pennsylvania.	3,846,055	—	—	—	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsylvania	R. R. Co.)			—	53	....
Dec. 31, 1872	60 7	—	16.2	—	18	65	8	171	West Jersey	New Jersey.	2,255,355	*	1,486,466	178,462	1,859,700	2,398,000	162,583	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	164
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	666	West Wisconsin	Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt	W. Va. & Pa.	579,642	—	—	—	500,000	—	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta	N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304.142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	68.6	—	9.5	—	11	6	5	124	Wilmington and Reading	Pennsylvania.	2,644,078	255,151	32,892	.....	750,063	2,332,300	108,610	.....	63.6	230,554	132,365	264,573	228,778	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon	N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	619,184	124,995	.....	635,871	230,833	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central	Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua	N. H. & Mass.	2,212,144	*	85,701	48,143	1,425,400	310,300	86,515	573,774	45.7	359,641	381,954	368,042	587,389	195,453	12	100	124½
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.	Del. & Md.	3,662,316	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal	Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal	Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.	Penn. & N.Y.	6,339,210	725,581	20,935,269	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	105½
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.	New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	.....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation	Pennsylvania.	4,455,000	*	.....	.....	3,784,650	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	54½
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal	Penn.	1,146,039	—	—	—	1,004.150	110.000	8,054	.....	85.0	.....	.....	2,059,934	196,149	159,121	9	50	.....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal	New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	30
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal	Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,688,000	1,044,200	.....	360.0	.....	.....	.....	967,573	556,164	loss.	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation	Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,385,798	8,576,332	267,198	.....	108.3	(Leas. to	Ph. & R'g'y.)	1,200,181	649,352	634,109	1	50	10
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.	Penn. & Md.	4,857,105	*	.....	.....	2,092,706	2,757,310	165,811	.....	45.0	(Leas. to	Ph. & R'g'y.)	426,393	99,151	61,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal	Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	.....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna	Penn.	3,030,344	*	.....	.....	1,100,000	748,000	296,219	.....	.....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	.....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Rate.	Paid.	Market Price.
	$	p c	p c	p. c.
RAILROAD STOCKS:				
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	10½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	103
Berkshire,* guaranteed.....	800,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	79½
Camden and Amboy,* guaranteed..	5,847,800	10	10	114
Camden and Atlantic, preferred.....	763,549	7	3½	....
Cayuga and Susquehanna,* guar.....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	92
Central Ohio,* preferred	411,550	6	6	68
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	69½
Chicago and Alton, † preferred.....	2,425,400	...	10	95
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	82½
Chicago and North-Western, pref...	21,289,563	7	7	62
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	78
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	57
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	66
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	29
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	....
Huntington & Broad Top Mtn, pref.	190,750	7	....	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	8,101,650	6	....	....
" " 2d pref....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	328,376	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	53½
Mine Hill,* guaranteed.....	3,856,450	8	8	100
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	86½
Nesquehoning Valley,* guar....	2,000,000	10	10	98
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	114
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	110
" " *com. & guar.	8,500,000	8	8	110
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	125
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55
" " pf. & *guar.	2,000,000	8	8	92½
Ohio and Mississippi, preferred.....	4,030,000	7	7	61
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	85
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	—	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	168
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	113½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	85
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	121½
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	43
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	20
St. Louis, Jacksonv. & Ch., pf.* & guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	36
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	369,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	55
Warren,* guaranteed.....	1,800,000	7	7	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,380	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	112
" com. and * guar.....	1,695,000	4	4	45
Schuylkill Navigation, preferred....	2,808,977	6	6	23½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	43 —	@ — —
Gartsherrie.....	— —	@ 48 —
Glengarnock	38 —	@ 39 —
Eglinton.....	38 —	@ 39 —
Pig, American, No. 1.....	30 —	@ 34 —
Pig, American, No. 2.....	26 —	@ 30 —
Pig, American, Forge.....	25 —	@ 26 —
Bar, Refined, English and American.....	— —	@ — —
Bar, Swedes, assorted sizes.....(gold).	— —	@137 50
—STORE PRICES.—		
Bar, Sweder, 1½ x] &‡ 1¼ x ¼ to ¼ x ‡ sq. 1¼ to 5x¼ to ¼ & ½ to 2sq. 6 to 12 x ¼ & ‡.....	— —	@175 —
Bar, Refined, ¼ to 2 in. rd. & sq. 1 to 6 inch x ¼ to 1 in.....	— —	@ 80 —
Bar Refined, 1¼ to 6 by ¼ & 5-16 in.....	— —	@ 85 —
Bar Refined, 1 & 1¼ by ¼ & 5-16.....	— —	@ 87 50
Large Rounds, 2¼@2½ to 3¼ @4 in.....	90 —	@105 —
Scroll	100 —	@132 50
Ovals and Half-round	107 50	@127 50
Band, 1 to 6 in. by 3-16 to No. 12.....	100 —	@102 50
Horse Shoe.....	115 —	@ — —
Rods, ¾@1-16 inch.....	90 —	@132 50
Hoop, ¼ by No. 22 to 1 & 1¼ by 13 & 14...117	50	@167 50
Nail Rod..... per lb.	— 8¼	@ — 9
Sheet Russia, as to assortment.....(gold)	— 17	@ — 18
Sheet, Single, D. and T. Common.....	— 4¼	@ — 5¼
Sheet, Doubles and Trebles, Charcoal....	— 6¼	@ — 8
Sheet Galvanized..... List 10 per ct. disc.		
Rails, English.....(gold).....per ton.	60 —	@ 62 —
Rails, American, at Works in Penna..c'y.	65 —	@ 70 —
Anvils (Eagle).....per lb. currency.	— 9	@ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 17¼	@ — 22
English Spring (2d and 1st quality).....	— 9¼	@ — 10¼
English Blister (2d and 1st quality).....	— 14	@ — 18½
English Machinery	— —	@ — 14½
English German (2d and 1st quality).....	— 12¼	@ — 14½
American Blister.....	— —	@ — 11½
American, Cast, Tool.....	— —	@ — 17
American, Cast Spring.....	— —	@ — 11
American Machinery.....	— 11¼	@ — 12
American German Spring.....	— 9	@ — —

NAILS—DUTY: Cut, 1¼; Wrought, 2¼. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	4 50	@ — —
8d. and 9d. "	4 75	@ — —
6d. and 7d. "	5 —	@ — —
4d. and 5d. "	5 25	@ — —
3d. "	6 —	@ — —
2d. and 3d. Fine.....	8 50	@ — —
Cut Spikes, all sizes.....	4 75	@ — —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold).per lb.	— 32	@ — 32½
Straits.....(gold).	— 27½	@ — 27½
English .....(gold).	— —	@ — 27½

Plates—Fair to good brands.—Gold.— —Currency.—

I. C. Charcoal...per box.	9 50	@10 —	10 75	@ 11 25	
I. C. Coke.....	7 50	@ 8 —	8 50	@ 9 —	
Coke Terne	6 75	@ 7 75	7 75	@ 8 75	
Charcoal Terne.....	9 50	@ 9 75	10 75	@ 11 —	

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5	@ — 5½
Crude 40@47 gravity (in shipping order)..	— 10	@ — 10½
Refined, Standard White (in ship'g order).	— 13½	@ — 13½
Refined, S. W. (in jobbing lots).....	— 14	@ — —
Refined, S W. (in tin).....	— 19	@ — 22
Naptha, Refined (65@73 gravity).....	— 9	@ — —
Residuum....(in shipping order).per gall.	— 8	@ — 9

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— 34	@— 38
Copper, Bolts.....	— 36	@— 40
Copper, Braziers' (over 16 oz.)	— 36	@— 40
Copper, Nails	— 41	@— 45
Copper, Old Sheathing, &c., mixed lots.....	— 18	@— —
Copper, American Ingot.....	— 23	@— 23½
Copper, English Pig.....	— —	@— —
Yellow Metal, New Sheathing & bronze...	— 22	@— 25
Yellow Metal, Bolts.....	— 29	@— 32
Yellow Metal, Nails, Sheathing & Slating ..	— 23	@— 26

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6 87½	@— 7
German Ordinary.....(gold)	6 87½	@— 7
English .....(gold)	6 87½	@— 7
Bar.....	— —	@ 9 25
Pipe.....	— —	@10 50
Sheet.....	— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr. lb.

Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	— —	@14 —
Liverpool House Cannel.....	— —	@20 —
Anthracite (by cargo) ... per ton of 2,000 lb.	5 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	Th. 13.	F. 14.	Sat. 15.	M. 17.	Tu. 18.	W. 19.
Boston, Hart. & Erie.....	1½	1½	1¾	1½	1½	
Canton Co..... 59	....	....	....	59	....	
Central Pacific 6s..... 86	87½	....	90½	....	90	
Central of N. Jersey.... 92	91	91	91½	92	92	
Chicago & Alton.....	....	92	92½	93	....	
" pref.....	....	....	95	....	....	
" 1 M.....	....	....	103	....	....	
" S. F.....	....	....	....	....	....	
" Inc. bds.....	92	....	....	90	....	
Chicago, Burl. & Q..... 90	....	....	93½	93	....	
" 8s, 1883	....	105½	106	....	....	
Chic. & Northwestern . 38¾	38¾	39½	40	39	40½	
" pref..... 61½	61½	63	64½	61	62	
" 1st M..... 92½	....	....	93	94	94½	
" S. F.....	....	....	....	....	....	
" Consol..... 86	86	....	....	....	....	
Chic., Rock Isl. & Pac.. 88½	87	88¾	88½	87½	88¾	
Chi., R. I. & Pa. 7s, 1896. 100	100½	....	....	....	101	
Clev., Col., C. and Ind.....	....	....	....	....	....	
Clev. & Pittsburg guar.. 77	....	78	77½	78¼	78	
" 2 M.....	....	....	....	....	....	
" 3 M.....	....	....	....	....	....	
" 4 M.....	....	....	86	....	86½	
Clev. and Toledo.....	....	....	....	....	....	
" S. F. 7s.....	98½	....	....	98½	....	
Col., Chi., & Ind. C..... 19½	19	19½	19½	19	19½	
" 1 M..... 76	76½	76½	....	77½	....	
" 2 M..... 56	....	....	....	....	....	
Del. & Hudson Canal ..104	104½	104¾	106	105¾	....	
Del. Lack. & Western.. 90	88½	91	91	90	89¾	
" 1 M. 7s..... 100	....	....	....	99½	....	
" 2 M 7s.....	....	....	....	....	....	
Erie Railway..... 43	43½	45	43	40½	42¾	
" pref.....	....	....	....	....	66	
" 1 M. 7s, 1897.....	....	98	....	....	....	
" 2 M. 7s, 1879.....	....	....	....	....	....	
" 3 M. 7s, 1883 93	....	....	....	....	....	
" 4 M. 7s, 1880.....	90	90	....	....	....	
" 5 M. 7s, 1888.....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	
Great Western 2d mort.....	75	76	....	76	75½	
Hannibal & St. Joseph. 19½	20	21	22½	22	22	
" pref..... 25	26½	28½	30	29	....	
" 8s, conv. 69	....	72	75	....	....	
Hudson River.....	....	....	....	....	....	
" 2 M. S. F.....	....	....	....	....	....	
" 3 M 7s, 1875.....	....	....	....	....	....	
Illinois Central 94	....	....	....	....	....	
" 7s 100½	....	....	....	100½	....	
Lake Shore & Mich. S'th. 67½	65½	67½	67½	66½	68½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	
" 2d pref.....	....	....	....	....	....	
Michigan Central..... 80	....	77	80	81	79	
" S. F. 8s, 1882.....	....	....	....	107	....	
M. S. and N. I. 1 M. S. F. 97½	99	99	99	....	....	
" 2 M.....	....	90½	91	....	91	
Mariposa Mining Co.....	....	....	....	....	....	
" pref.....	....	....	....	....	....	
Milw. and St. Paul..... 28½	27½	29½	29½	29	30½	
" pref..... 52	51½	53	54	53	53½	
" 1st mort.....	....	....	....	....	....	
" 2d mort.....	....	....	....	....	....	
" 8s.....	....	....	101	....	101½	
" 7 3-10s con.....	....	86	....	....	....	
" 7s, gold.....	....	....	....	....	....	
Missouri 6s.....	86	87	87½	87	86½	
" H. & St. J. 1ss. 82	82½	....	83½	....	84	
Morris and Essex..... 85½	....	86	86	86½	....	
" 1st mort.... 99½	100	100	100½	100½	100½	
" 2d mort.....	....	96½	....	....	96	
N. Y. Cen. & Hud. Riv. 88½	87½	88½	87½	86½	88	
" 7s, S.F. 1876.....	....	....	....	....	....	
" 6s, S.F. 1883.....	88	....	....	88	....	
" 6s, S.F. 1887.....	....	....	....	....	....	
N. York and Harlem...109	109½	108½	110	109½	110	
" pref.....	....	....	....	....	....	
" 1 M. 7s, 1873.....	....	....	....	....	....	
N. York. N. Hav. & Hart. 116	117	120	121	122	123½	
N. Carolina 6s, old.....	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss..... 25½	24½	25½	25	23½	24½	
" pref.....	....	....	....	....	61	
" 2d M..... 70	74½	....	....	....	....	
Pacific Mail S. S. Co.... 30	27½	28½	28½	28	27½	
Panama 89	85	85½	87	85	85	
Pitts., Ft. W. & Chi. gtd. 83	84	84½	85	85	....	
" 1 M.....	....	....	101½	....	102	
" 2 M..... 97	....	....	98	....	....	
" 3 M.....	....	....	....	....	....	
Quicksilver Mining Co.....	....	....	28	....	....	
St. L., Alton & T. H.....	....	....	....	....	....	
" pref..... 20	....	....	....	....	....	
" 1 M.....	91	92	....	....	....	
" 2 M. pref.....	81	....	84	....	....	
" Income bds. 70	....	....	69	....	....	
Tennessee 6s, old.....	....	....	....	....	71	
" new..... 69	....	....	....	71	71	
Tol., Wab. & Western.. 40½	39½	40½	41	40½	40½	
" pref.....	....	....	....	....	....	
" 1 M..... 91	93	....	....	....	....	
" 2 M.....	....	....	....	83	....	
" Equipment.....	....	....	....	70	....	
" St. Lou. Div.....	....	80	81	81½	81	
Union Pacific..... 18½	18½	20½	20½	20½	20½	
" 1st mort.... 74½	74½	75	76½	75	76	
" L. Gt. 7s.... 67	67	69	70	70	70	
" Inc. 10s.... 50	50	50½	52½	53	55	
Virginia 6s, old.....	....	....	....	....	....	
" new.....	....	....	....	....	....	
" consol.....	48	49	....	....	....	
" def. cert.....	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	Th.13.	F.14.	Sat.15.	M.17.	Tu.18.	W.19
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	106	107	....	108	....	....
U. S. 5s, 10-40s, coup	106	107¼	108¼	108¼	108¼	107¼
U. S. 5s, 1881, reg	106¼	108	108	....	....	....
U. S. 5s, 1881, coup	....	....	109	109	110	....
U. S. 6s, 1881, reg	111	....	114	114¼	....	113¼
U. S. 6s, 1881, coup	....	115¼	115¼	114¼	113¼	114
U. S. 6s, 5-20s, reg. '62	107¼	109	108¾	....	....	....
U. S. 6s, 5-20s, c. 1862	107	....	108	108¼	....	108¼
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	107¼	....	108¾	109	109¼	109¼
U. S. 6s, 5-20s, reg. '65	....	108	109¼	....	....	....
U. S. 6s, 5-20s, c. 1865	107¾	109¾	109¾	110	109¾	110
U. S. 6s, 5-20s, r. n. '65	....	....	....	112¼	....	....
U. S. 6s, 5-20s, c. n '65	111	113	113	112¾	112¼	112¼
U. S. 6s, 5-20s, reg. '67	111¾	112¼	113	113	....	....
U. S. 6s, 5-20s, c. 1867	112¾	113¾	113¼	113¼	114	113¼
U. S. 6s, 5-20s, reg. '68	111¼	112¼	....	....	....	....
U. S. 6s, 5-20s, c. '68	112¼	113	113¾	....	113¾	113¾
U. S. 6s, Pac. R.R issue	109¾	110¼	110¾	....	110¼	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Catawissa preferred	....	....	....	39¾	39¾	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	93	....	91¾	....	92	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	25¾	25¾	25¾	28	27¾	27¾
" 6s, 1884	....	....	....	87	....	....
" Gold L	84¼	....	....	....	....	....
" R. R. L	....	....	88	....	....	88
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R	55	55¼	55¾	55¾	55¾	56
" 6s new coup	94	....	....	....	....	....
" 6s new reg	....	....	....	96	....	....
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	46	....	....	....
" 6s, 1885	....	....	....	....	....	....
" 7s	....	....	....	96	96	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv	17	18	18	....	....	....
" 7s	57¾	....	....	....	....	....
Pennsylvania R. R	43¼	44	43¾	44¼	44¼	44¾
" 1st M	....	....	....	....	....	....
" 2d M	95	....	95¼	96	96	....
" Gen. mort	....	86	....	....	....	....
" " reg	....	....	....	90	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	104¼	....	....	....	....	....
" 6s, 3d series	107¼	....	107¼	....	108	....
Philadelphia City, 6s	95¾	97	....	97	97	....
" new	102	102	101¾	102	102	102
Philad., Germ. & Nor	....	....	54	....	....	....
Phila. & Reading	51	51	51¼	52¾	53	52
Philadelphia and Erie	17	....	18¼	18¾	18	18
" 6s	....	....	....	....	....	....
" 7s	85	....	84	....	85	....
Phila., Wilm. & Balt	....	....	....	....	....	52¾
Schuylkill Navigation	....	....	....	....	....	....
" pref.	10¾	11	11¾	....	12	12
" 6s, 1882	70	....	70	....	....	....
" 6s, 1870	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	....	113	....	114	....	....
Hestonville, (Horse)	17¼	18¼	18¼	20¾	20¼	....
Chestnut & Wal.	54	....	56	54	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	55	56	56	56	....	....
Spruce and Pine	....	....	....	....	28	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 18.

	W.12.	Th.13.	F.14.	Sat.15.	M.17.	Tu.18
Baltimore City 6s, 1875	....	93¾	93¾	....	95	95
" 1886	....	....	....	....	....	....
" 1890	....	94¾	95	....	95¾	96
" 1884	....	....	....	....	....	....
" 1900	....	....	....	94¼	....	95
Balt and Ohio	145	....	....	....	155	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	96¼	98	96¼	....	....	98
" 2d M	80	....	82	82	82	....
" 3d M. 8s	....	70	....	....	....	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	85¼	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	83	....	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	47¾	....	....	....	49¾	50
" Defer. Certif	....	....	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 19.

	Th.13.	F 14.	Sat.15.	M.17.	Tu.18.	W.19
Boston and Albany	133	135	136	135	136	136
Boston and Lowell	98	100	....	100	100	100
Boston and Maine	108¾	112	112	112	111¾	112
Boston and Providence	....	143	....	144	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	26¼	23¾	....	25	24¾	24¼
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	94	91	92	93¾	93	92¼
Concord	....	....	....	....	....	....
Connecticut River	123	....	124	....	124	....
Eastern	95	91	90¾	89¾	89	....
Fitchburg	122	....	....	....	122¼	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	80	78	78	79¼	80	79¼
Northern, N. H	....	....	100x	....	....	....
Ogdens. & Lake Champ	....	54	54	....	55	....
" pref	92¼	....	....	92¼	92¼	....
Old Colony	109¾	110¼	....	110¾	110¾	....
Ph., Wil. & Baltimore	52¾	52	52¼	53	....	53
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	72	72	....	....	73	....
" Land Grant 7s	67	....	....	69¼	....	....
" Income 10s	49	48	....	50	51¼	52
Vermont & Canada	57¼	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	52	51¼	....	....	53¾	53¾
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	19¼	17¾	18	20	19	19¼
Franklin	4¼	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	34¼	33	....	33¾	33¾	....

London Stock Exchange.

	Closing Prices. Oct. 24.	Oct. 31.
Atlantic & Gt. W. 1st mort., $1,000	72 — 74	71 — 73
Do. 2d mort., $1,000	59 — 61	59 — 61
Do. Con. mort. B'nds Bisch's Cert.	34 — 36	33 — 35
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	87 — 89	86 — 88
Detroit & Milwaukee 1st mort. Bonds	65 — 70	66 — 72
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	39¼— 39¾	38¾— 39¼
Do. 6 per cent Convertible Bonds	95 — 97	— — —
Cons. Mort. amount autho. to be issued for conv. of existing bonds	92 — 94	91 — 93
Illinois Central $100 shares all paid	81 — 83	81 — 83
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	99 —101	98 —100
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	90 — 90	90 — 90
Panama 2d mort	76¼— 77¼	71¼— 72¼
Panama General mort	97 — 99	96 — 98
Pennsylvania, 2d mort	96 — 97	97 — 99
Do. General mort	97 — 98	97 — 98
Do. $50 shares	39¼— 40¼	39 — 40
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, November 22, 1873.

Stock Exchange and Money Market.

Money has been more active during the week. The increase in the dealings at the Stock and Gold Boards has tended decidedly to enlarge the requirements of borrowers, especially on call. The available supply of funds has been liberal, as a rule, within the range of 5@7 per cent, though toward the close the offerings were on a somewhat restricted scale, and the prevailing rate was 7 per cent to the prominent street houses. In the way of discounts, notwithstanding the reports of some additional mercantile failures and suspensions, there was a readier sale noted for the choicest grades of business paper within the range of 10@15, generally 12@15 per cent per annum. The City banks have been gaining strength in their reserves, particularly as compared with their liabilities, which latter have been diminished by further liquidation on deposit and relief certificate accounts, but no definite particulars of the bank movement have been officially made public. The discussion of the proposed reform measures in bank management, as through the central agency of the Clearing House has progressed sufficiently far to indicate that the contemplated change does not meet with anything like general favor, and is not likely to prove a success. The legal tender reserve of the City banks at the close was up to 28⅜ millions.

The U. S. Sub-Treasury, last week, enlarged its currency balance $3,180,987, and reduced its coin reserve $594,292. Its currency balance at the close of the week was $8,848,175; and its coin reserve $49,820,049.

The cash balances under the control of the Treasury Department at Washington, on Tuesday were: Currency, $2,284,282; special deposits of legal tenders for the redemption of certificates of deposit, $14,440,000; coin, $80,629,772. Coin certificates, outstanding, $29,145,880. Outstanding legal tenders, $362,169,611.

Under the influence of the excitement in relation to the Cuban discussion, Gold has been much more active, and the price has shown more buoyancy. The demand has been mainly speculative—the customs and export call having been quite moderate. The less favorable reports from Washington, relative to the public debt, foreshadowing an increase in the current month, tended to stimulate the upward movement. The extremes of the price have been 107¾@110⅜, closing on Wednesday at 109¼ as against 107⅜ on Wednesday of the preceding week. The specie outflow, last week, was only $299,360. The imports of specie at this port last week, were $615,692 and since Jan. 1, have been $15,718,186 as against $5,847,772 same time last year.

The customs demand for Gold last week, averaged $226,833 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $110,151,185, against $133,538,248 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $60,901,299, against $70,514,397 during the same time in 1872. The export drain of specie since January 1, 1873, has been $45,258,824 against $67,357,468 during the same portion of 1872.

Foreign Exchange has been quite active, but unusually variable as to price, closing with rather more steadiness. Bankers' sixty day bills on London closed on Wednesday at 106¼@106⅛; sight bills on London, at 108¼@108½. The week's exports of Domestic Produce have been to the currency value of about 7⅝ millions.

Government securities have been quoted higher, in sympathy with the rise in Gold. The demand for the leading issues has been fairly active at the ruling figures. The offerings of bonds have been moderate.

U. S. sixes of 1881 closed on Wednesday of this week at 114¼@114¾; U. S. Five-Twenties of 1862, 109½@109¾; U. S. Five-Twenties of 1864 at 109⅝@109⅞; U.S. Five-Twenties of 1865 109⅝@110; U. S. Five-Twenties of 1865 consolidated 112½@113; U. S. Five-Twenties of 1867, 114@114¼; U. S. Five-Twenties of 1868, 113½@114; U. S. Ten-forties at 108@108½; U. S. Fives of 1881 (Funding Loan) 109@109½; Six per cent. currency Sixes from 110@110½.

There has been a much livelier business reported in Railway and Miscellaneous securities, at a marked advance, though the later dealings indicated a feverish and less buoyant movement.

State and Railway bonds have been much

more sought after and prices have been quoted generally firmer. Central Pacific first mortgage six per cents closed at from 90@91.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $5,762,089, as compared with $5,717,907 same week last year. The exports of domestic produce are $7,603,599, as against $5,365,829 last year. The exports of Gold and Silver, $1,054,944, as against $2,975,449 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,362,000, comparing with $1,942,000 same week last November.

In general business, a more satisfactory movement has been reported, especially in Breadstuffs, Cotton, Provisions, Groceries, Hides, Naval Stores, Fruit, Oils and Tobacco. Prices of Breadstuffs have been generally quoted higher. The export demand quite active. Cotton, unsettled, but closing more firmly. Provisions also dearer. Wool has been dull and weak. At the Live Stock markets, business has been on a moderate scale, with prices closing rather in favor of purchasers. The Ocean freight market has shown a fair degree of animation, with, toward the close, the tendency as to rates, rather in favor of shippers. The feature of the Metal Trade has been the more urgent inquiry for Copper, which has been much higher, closing strong and buoyant; sales 500,000 lbs. Ingot, here, at 23c., November, held at 24c., and 25,000 lbs. December and January, at 23¼c., now held at 25c. Iron has been very quiet, with Scotch Pig quoted steady, and American depressed and irregular. We quote nominally: Eglinton Pig at $39; Glengarnock, $38@$40; Coltness, $43@$45; Gartsherrie, $48; No. 1 American Pig at $35@$38; No. 2 do. at $28@$32; Gray Forge, at $25@$27; English Rails, $62@$63, gold; American Rails, (nominal) at works, $70@$72 50; Old Rails, $35 50@$35; Wrought Scrap, $32 @$38. Pig-Lead has been inactive with foreign quoted at 6⅞c.@7c., gold, for ordinary, and domestic at 5⅞c.@6½c., gold; Bar, 9¼c.; Sheet and Pipe, 10½c. Spelter has been dull, and quoted nominal at 7⅜c.@7⅝c., gold, for foreign. Pig-tin has been dull and weak with Straits quoted at 28c.; English at 26⅝c.@26¾c.; Banca at 32c., gold. Plates, have been quiet; Charcoal Plates quoted at $9 50@10; Charcoal Terne, $9 25@$9 75; Coke, $7 50@$8; Coke Terne, $6 75@$7 50, gold, per box. Sales 250 bxs. Charcoal at $9 75, gold, and 150 bxs. Coke Terne at $7 50, do.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Clev., Paines. and Ash. R. R. 7s, old, 92; Lake Shore div. bonds, 87½; Delaware and Hudson Canal reg. 7s, 1891, 100; Long Dock bonds, 91; Chicago and Northwestern consol. gold bonds, 81¼; Gt. Western 1st mort., 1888, 91; Ohio and Miss. 7s, consol., 87½; do. consol. S. F., 89; St. Louis and Iron Mt. 1st mort., 91; do. 2d mort., 73; Central R. R. of New Jersey 1st mort. new, 100½; Lake Shore and Michigan Southern 7s, consol. coupon, 91; do. reg., 91⅜; Iowa Midland 1st mort., 85; Boston, Hartford and Erie 1st mort., 25; Louisville and Nashville 7s, consol., 1898, 87; Detroit, Monroe and Toledo 1st, mort., 94; Cleveland and Pittsburg 7s, consol., 88; Pacific R. R. 7s, guar. by Mo., 93¾; Delaware, Lackawanna and Western 7s, conv., 95, Milwaukee and St. Paul 1st mort. I. and D. div., 78; do. I. and M. div., 68½; do. LaC. div., 85; Canada Southern 1st mort., 65; Michigan Central 7s, 92; Toledo, Wabash and Western 7s, consol., 73; Quincy and Toledo 1st mort., 85; Illinois and Southern Iowa 1st mort., 80; Chicago and Milwaukee 1st mort, 91½; Atlanic and Pacific pref., 10½; Dubuque and Sioux City R. R., 57; Albany and Susq. R. R., 85; do. 2d mort., 91; Rensselaer and Saratoga R. R., 97; St. Louis, Kansas City and Northern pref., 30; Pacific R. R. of Mo., 27½; Western Union Telegraph, 60⅜; do. 7s, 88½; Consol. Coal of Md. 44; Maryland Coal, 15; Adams Exp., 81½; U. S. Exp., 57; Am. Exp., 57; Wells Fargo Exp., 64¼; Brunswick City Land, 3; N. Y. State 7s, B. L. reg. 104; South Carolina 6s, new, Jan. and July, 8¾; Brooklyn 6s, W. L., 90¼.

Philadelphia.—Pennsylvania R. R. dividend scrip, 92; Catawissa R. R., 16½; do. new pref., 30; do. 7s, new, 96; Nesquehoning R. R., 49; Philadelphia and Trenton R. R. 113¾; Schuylkill Nav. div. scrip. 74; do. Imp. Loan, 75; Pittsburg, Cincinnati and St. Louis 7s, 65¾; Philadelphia and Reading Gen'l mort.,7s, coupon, 100; do. reg., 102; do. deben. bonds, 75; Pennsylvania and New York 7s, 99; Lehigh Valley 7s, 100; Camden and Atlantic 2d mort., 91; Philadelphia and Reading Coal and Iron 1st mort., 85; do. deben. bonds, 80; Wilmington and Reading 2d mort., 79; Susquehanna Canal bonds, 65; Westchester and Philadelphia R. R. 7s, 100; Pittsburg City 6s, 70; Allegheny Co., 5s, 78. The latest quotations are; City 6s, 97@97⅛; do. free of tax, 101⅞@102; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 104⅛@105; do. 3d series, 107⅛@108; Philadelphia and Reading 52 @53; do. Gen'l mort. 7s, coup., 99@100; do. reg., 102@103; do. mort. 6s, 1880, 90@96; do. 7s, new, conv., 98@—; United New Jersey R. R. and Canal Co., 114@115; Camden and Amboy mort. 6s, 1889, 91⅞@92¾; do. 1883, 88@89; do. 1889, 85@89 Pennsylvania R. R., 43⅜@44½; do. div. scrip, 92@93; do, 1st mort., 98@100; do. 2d mort., 96@97; do. General mort. coupon, 85@90; do. reg., 90@90⅛; Little Schuylkill R. R., 44@45; Morris Canal, 45@50; do. pref., 112@120; do. 6s, 84@92, Susquehanna Canal, 5@6; do. 6s, 64@65; Schuylkill Nav., 5¾@7; do. pref., 11¾@12½; do. 6s, 1882, 70@71; do. 1872, 75@80; Elmira and Williamsport pref., 80@88; do. 7s, 1873 96@96; 5s, do. 50@60; Lehigh Coal and Navigation 27¼@27⅜; do. 6s, 1884, 87@87; do. R. R. Loan, 92@—; do. Gold Loan, 85¾@90; North Pennsylvania, 45@49, do 6s, 97@98; do., 7s, 96@96½; do. Chattle 10s, 104@105; Philadelphia and Erie, 17¾@18; do. 6s, 75@85; Minehill, 50@50⅜; Catawissa, 16@16½; do. pref., 39½@30; do. 7s, 1900, 96½@—; Lehigh Valley, 55¾@56; do. 6s, new coupon, 94½@—; do. reg., 95@97; do. 7s, 100@101; Fifth and Sixth streets, (horse,) 51@54; Second and Third, 56 @—; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 25@28; Green and Coates 40@—; Chestnut and Walnut, 53¼@54¼; Hestonville, 20@21; Germantown, 30@—.

Boston.—Michigan Central 7s, 1892, 91; Cape Cod R. R. 7s, 1881, 99; Eastern R. R. 7s, 1887, 98; Old Colony 7s, 1877, 100; do. 6s, 1876, 96; South Shore R. R. 6s, 1882, 92; Vermont Central and Vermont and Canada 8s, 1875, 76; Chicago, Burlington and Quincy 7s, 88½; Boston and Lowell 7s, 1892, 100¼; Vermont Central 1st mort., 20½; Rutland pref., 43; do. scrip, No. 1, 83½; do. No. 2, 83½; do. No. 3, 79¾; do., No. 4, 76; Norwich and Worcester R. R., 125; Burlington and Missouri River R. R. in Iowa, 90; do. in Nebraska, 55¼; do. 8s, in Nebraska, new, 87¼; Cincinnati, Sandusky and Cleveland R. R., 93¼; Nashua and Lowell R. R. 125; Portsmouth, Gt. Falls and Conway R. R., 84⅜; Summit Branch, 35¼; Cary Imp., 6⅞; Boston Water Power Co., 14; New Hampshire 6s, 1894, 95¾; Maine 6s, 1889, 96½; Rhode Island 6s, 1882, 97¼; Massachusetts 5s, 99; Hartford 6s, 1876, 93¼; Fall River 6s, 1892, 91⅝; St. Louis 6s, 1888, 85½; Cleveland 7s, 1875, 97; Bath 6s, 1891, 88; Salem 6s, 1891, 92¾; Newburyport 6s, 1891, 90⅞; Boston 6s, 1880, currency, 98; Chicago 7s, 93; Allouez Mining Co., 5⅜; Calumet and Hecla, 130; Duncan, 75c.; Mesnard, 1; Petherick, 1⅜; Pewabic, 7; Rockland, 1½; Star, 75c.

Baltimore.—Virginia consols, coupons, 79¼; Orange, Alex. and Manassas 7s, 73; Northern Central 6s, 1900, gold, 85; Virginia and Tennessee 3d mort. 8s, 82. The latest quotations are: Wilmington, Columbia and Augusta bonds, 68 @70; Pittsburg and Connellsville 7s, 1898, 85 @88; Baltimore and Ohio, 151@155; do. 6s, 1875, 96@98; do., 1880, 94@—; do., 1885, 92½@92¾; Parkersburg Branch, 9@11; Northern Central, 30 @35; do. 6s, 1885, 85@86½; do., 1900, —@—; do., 6s, 1900 gold, 85¼@86½; N. W. Va. 3d mort., 1885, 87@95; Marietta and Cincinnati 1st mort. 7s, 1892, 98@99; do., 2d mort., 7s, 84@85; do., 3d mort., 8s, 71½@74⅞; Central Ohio, 34 @38; do. pref., 34@39; do. 1st mort., 82¼@85; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 92@95½; do. 2d mort. pref., 35@55; do., 2d mort. guar. by Washington Co., 80@83; Richmond and Danville 1st mort., 65@70; Orange and Alexandria 1st mort. 6s, 80@90; do., 2d mort. 6s, 72@80; do., 3d mort. 8s, 75½@87⅛; do., 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 73@75; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 68@70; do. 8s, 3d mort., 81@88; Baltimore 6s, 1875, 95¼@95½; do., 1884, 94@95; do. 1886, 95@97; do. 1890, 95¾@96; do., 1893, 94¾@95; do. 1893, exempt, 98@99½; do., 1900, exempt, 94½@95; do. 1900, new, 93@95; do. 1902, 95@95½; Memphis City 6s, 40@49; Maryland Defense Loan, 1883, 102@105; Virginia 6s, old, 30@35; do. coupon old, 31@35; do. consol. 6s, 50¼@50⅝; do. coupons, 79@ 79½; West Virginia, 9@10; City Passenger R. R., 11@18; George's Creek Coal, 100@130.

☞ The formal opening of the Harlem River and Port Chester Railroad will take place on Monday, 24th inst. It will be operated by the New York, New Haven and Hartford Railroad Company, and be designated as the Harlem River Branch Road. Five trains will be run daily each way over the branch road during the Winter, and it is probable that several additional trains will be put on next Summer.

☞ The Phœnix Iron Company's new mill at Phœnixville, Penn., has received its roof. The building is 628 feet long, 288 feet wide, and 80 feet to the eaves.

☞ The Woonsocket (R. I.) *Patriot* says that the Air Line Railroad will soon be completed as originally planned, by building a line between Woonsocket and Putnam, avoiding the crook and high grades around the northwestern corner of Rhode Island, as now followed by the Boston, Hartford and Erie Railroad from Blackstone to Putnam. A crook in the line in Connecticut is to be treated in like manner. The *Patriot* learns that a railroad company now owning one of the best roads in this country has taken this project in hand, and at a proper time the public will know more of its intentions and enterprise.

☞ The Jersey City and Albany Railroad, running from the New Jersey Midland Railroad to Tappan, N. Y., has been abandoned. The road, which was opened only a few months ago, has been run without telegraph or other facilities, and the receipts were far below the running expenses. The company claims that the road will be reopened in the Spring, but this seems extremely doubtful.

☞ The Grand Rapids and Indiana Railroad is now completed to Little Traverse Bay, which is one hundred and ninety-two miles north of Grand Rapids and sixty miles south of the Straits of Mackinaw. Mixed trains will run over this part of the road for the present. Next summer the gap between the Bay and Straits and the Northern Pacific will be intersected.

☞ Trains have commenced running on the Chicago and Canada Southern Railroad from Grosse Isle, Michigan, southwest to Fayette, Ohio, the present western terminus—about sixty-five miles. The track from Blissfield, Mich., to Fayette, was laid last year, but was not operated until the completion of the section from Blissfield to Grosse Isle, which is about forty miles long.

☞ It is semi-officially announced that all hopes of disposing of the remainder of the new loan at 4½ and 4 per cent as contemplated by the Funding act, has been abandoned, and that the Secretary of the Treasury will recommend Congress to authorize the placing of the entire loan at 5 per cent.

☞ The engineer has made a report of his surveys of the route of the Hanover and York Railroad to the directors. The length of the road is eighteen miles, and the cost of construction, &c., for the rolling stock, is fixed at $271,000.

☞ The earnings of the Chicago and Alton Railroad for ten months from Jan. 1, 1873, to Nov. 1, 1873, were $5,738,740 57; same period previous year, $4,372,407 05. Increase, $366,333 52.

☞ The earnings of the Erie Railway Company for the week ending Nov. 7, 1873, were $411,274, and since Oct. 1, $2,293,695—an increase over the corresponding period of the previous year of $57,851.

☞ General Thomas L. Rosser, chief engineer of the Northern Pacific Railroad, has resigned his situation.

☞ The Stony Creek Railroad, a branch of the North Pennsylvania, from Landsdale to Norristown, has been opened for travel.

☞ The double track on the Baltimore and Ohio Railroad has been completed as far west as Cranberry Summit. The old bridge over the Youghiogheny, which was only wide enough for a single track, has been removed, and is being replaced by a handsome new Bollman bridge, wide enough for the double track. This structure will be completed by the 15th inst., and there will then be an unbroken double track from Baltimore to Cranberry Summit, a distance of two hundred and forty-two miles.

☞ The earnings of the Worcester and Nashua Railroad for the year ending September 30, 1878, were $580,666, and the expenses $372,203, which gives a net income of $208,462. Dividends and interest amounting to $198,595 were paid during the year, which left a surplus of $9,866.

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Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

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The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

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American Railroad Journal.

New York, Saturday, November 29, 1873.

Lake Superior Iron Production.

The total shipments from the Lake Superior iron district, by water, for the season of 1873, in gross tons, are as follows:

	Iron Ore.	Pig Iron.
From Marquette	525,959	24,782
From Escanaba	475,680	8,648
From L'Anse	72,410	----
Total	1,073,979	33,380

The shipping season of 1873 may be said to have virtually closed with the past week, so far as Lake Superior iron products are concerned. In 1872 shipments continued up to the 28th of November. The shipments for the season, as compared with those of last year, including only shipments by water, are as follows:

IRON ORE.

	1872.	1873.
Marquette	408,191	525,959
Escanaba	488,689	475,680
L'Anse	----	72,410
Total	896,880	1,073,979

PIG IRON.

Marquette	28,976	24,782
Escanaba	9,066	8,648
Total	38,042	33,380

This gives an increase of 117,748 tons of ore from Marquette the past season, and a decrease of 13,059 tons from Escanaba. The total increase in ore shipments for this season is 177,099 tons. In pig metal the shipments from Marquette have fallen off 4,117 tons, and the decrease from Escanaba is 518 tons, making the decrease in pig-metal shipments from the district 4,692 tons.

A small amount may yet be sent away from Escanaba, and the Keystone Iron Company expects to send about 1,000 tons of ore to Duluth before the close of the season. The Republic Iron Company is sending considerable ore by rail to Wisconsin, and other companies are shipping to local furnaces.—*Marquette Mining Journal, Nov. 15.*

Baltimore and Ohio Railroad.

The annual report of the president and directors for the year ending September 30, 1873, being the forty-seventh annual report, presents a very satisfactory showing. It gives the whole revenue as follows:

The revenues of the Main Stem (including the Winchester and Potomac, Winchester and Strasburg and Washington County Branches, and the Metropolitan Branch road from May 25, 1873,) have been	$12,252,843 78
Of the Washington Branch	439,141 66
Of the Parkersburg Branch	948,411 27
Of the Central Ohio Division	1,045 447 62
Of the Lake Erie Division	777,006 12
Of the Wheeling, Pittsburg and Baltimore (formerly the Hempfield) railroad	47,364 79
Of the Newark, Somerset & Straitsville railroad	185,326 80
Total	$15,695,541 54

The total amount of revenues, compared with the preceding year, is:

1873	$15,695,541 54
1872	13,626,677 31
Increase	$2,068,864 23

THE MAIN STEM.

The gross earnings of the Main Stem, (including the Winchester and Potomac, Washington county, and Winchester and Strasburg branches, and the Metropolitan branch road, from 25th of May, 1873,) have been $12,252,843 78. The expenses of working and keeping the roads and machinery in repair amounted to $7,318,882 15, being 56.69 per cent upon the earnings, showing an increase of 2.23 per cent compared with the previous year.

The earnings, in comparison with the fiscal year 1872, have increased $1,593,372 16, and the working expenses $1,191,482 22, making a comparative increase in the net profits of $406,889 94. Compared with the fiscal year 1871, the increase of earnings being $2,339,453 29 and of working expenses $1,406,994 47, the increase of net profits amounts to $932,458 82. During the fiscal year the sinking fund for the redemption of the city loan increased to $1,538,863 20, showing a gain of $89,300.

Under the action of the sinking fund for the redemption of the sterling loan of 1895, £52,000 of bonds have been purchased in London and canceled, thus, at $4 84 per pound sterling, reducing the debt $251,680, and showing a gain during the fiscal year of £18,000, equivalent at $4 84 per pound sterling to $87,120. In accordance with the principles on which the sinking fund for the redemption of the sterling loan, which matures in 1902, is established, £37,600 of those bonds have been retired and canceled, thus at $4 84 per pound sterling, reducing that debt $181,984. Twenty-four thousand pounds per annum are appropriated for this sinking fund, which with the interest accruing from its accumulations, will, it is expected, redeem and cancel these bonds prior to their maturity.

Semi-annual dividends of five per cent upon the capital stock were paid on the 1st of November, 1872, and on the 1st of May, 1873, respectively.

The liabilities of the company, compared with the statement of September 30, 1872, show the following reduction, viz: By the payment of the remainder of the second mortgage bonds of the Northwestern Virginia Railroad Company, (now the Parkersburg Branch Railroad Company,) which were guaranteed by the Baltimore and Ohio Railroad Company, and which matured January 1, 1873, the original sum having been $1,000,000—$458,500. The liabilities also show the following increase, viz: Preferred stock, second series, six per cent currency, $16,100; sterling loan, redeemable in 1902, £1,700,000 a $4 84 gold, $8,228,000; total, $8,243,100. The profit and loss account shows an increase for the past year of $2,882,184 85.

It will be seen by this account that the surplus fund, which represents capital derived from earnings invested in the various branch and connecting roads, and the great improvements that have been continuously constructed on the main line, and which is not represented by stock or bonds, now amounts to $29,084,403 71. The expansion of the traffic and revenues of the company have been very rapid, and have required annually heavy expenditures of capital for the increase of permanent structures, plant, tracks and essential facilities for the additional capacity required.

During the four years ended 30th September, 1872, the expenditures for increase of plant, viz: 88 locomotives, 2,913 freight and passenger cars, 22 miles of second track, for hotels at Cumberland, for the European steamship piers, wharves, elevators, and other structures at Locust Point;

for the rolling mill and machinery at Cumberland, and for real estate and requisite structures at Mount Clare, Baltimore, and at various stations upon the line, have been		$4,718,300 73
And for the year ended September 30, 1873, viz: 90 locomotives 2,302 freight and passenger cars, 42 miles of second, third and fourth track; improvement of Locust Point line, new hotels at Deer Park & Washington Junction, and completion of new hotel at Cumberland; new bar mill at Cumberland, additional elevator at Locust Point, new depots and depot grounds, have amounted to		4,749,985 95
For the construction of the Metropolitan Branch road		8,583,497 68
For the construction of the great bridges at the Ohio river, at Benwood and Parkersburg, to connect the Main Stem with the Central Ohio road and the Parkersburg branch with the Marietta and Cincinnati road respectively		2,382,480 04
The Baltimore and Ohio Company has also relieved, by the use of its earnings, the first mortgage on the North-western Virginia railroad	$1,500,000 00	
and paid the second mort. on the North-western Virginia railroad	1,000,000 00	
and anticipated and retired of the $500,000 third mortgage on that road due in 1885	360,000 00	
		2,860,000 00
and leaving of the whole amount of the mortgage made for the construction of that road but $140,000, which will mature in 1885.		
The following reductions by the action of the sinking funds and by payments have been made of the original mortgage indebtedness of the Baltimore and Ohio Company, viz:		
For loan which matured in 1854	$1,000,000 00	
For loans which matured in 1856 to 1860 inclusive	566,666 67	
For loan which matured in 1867	1,000,000 00	
In advance on account of loan which will mature in 1875	265,250 00	
In advance on account of loan which will mature in 1880	120,500 00	
In advance on account of loan which will mature in 1885	789,500 00	
In advance on account of loan which will mature in 1890	1,538,853 20	
		5,280,769 87
Showing a total of		$28,574,984 22

In the autumn of 1872 £700,000, and in August last £1,000,000, being the remainder of the mortgage loan of 1902 for £2,000,000, were negotiated in London on satisfactory terms, and at periods when the railway companies of America generally found it impracticable to effect loans in Europe.

The uniformly conservative and prudent course of the Baltimore and Ohio Company in making moderate dividends and in applying its large additional earnings and resources to the construction of needed and important permanent works and in securing valuable connections, thus investing its undivided net earnings judiciously and steadily until its surplus fund amounts to $29,084,403 71, a sum unprecedented in the history of railway companies in Europe or America, has attracted and commanded the confidence its system and policy merit. At a period when the undertakings of other companies are suspended from their inability to obtain the capital required it has been shown by their recent action that there is every reason to believe that European capitalists will continue to invest in securities of the Baltimore and Ohio Company to the extent that may be desired to enable it to prosecute with vigor to completion the great works in which it is engaged, and which will prove of the highest value to the cities of Baltimore and Washington and to the States of Maryland, Virginia, West Virginia, Ohio, Indiana and Illinois, and practically, in view of the advantages of such powerful competing routes, to the southern, southwestern, western, and northwestern States generally.

It is shown by the report of the transportation department that there has been a continuous large expansion of tonnage of through merchandise East and West, viz: from 557,609 tons in the preceding year to 640,265 tons. For 1871 this traffic was 485 207 tons; 940,627 barrels of flour were brought to Baltimore during the fiscal year, showing an increase of 182,785 barrels. The present increased facilities for the transportation and transfer of grain and those which will be afforded by the additional elevator now being erected at Locust Point will, it is expected, lead to a great enlargement of this important and valuable trade. The traffic in live stock exhibits an increase of 15,029 tons. The coal trade shows an aggregate of 2,505,629 tons, which includes 485,911 tons for the company's supply.

During the year, 985 iron hopper and gondola cars of eleven tons capacity each have been added to the equipment. Facilities have thus been promptly furnished to supply the largely increased demand for coal. The policy of the Baltimore and Ohio Company in maintaining low and uniform rates for its transportation continues to attract a steadily enlarging traffic. The charge for the transportation of coal has continued summer and winter without change for nearly six years. The reliance which can be placed by consumers upon obtaining their supplies throughout the year without alterations of the tariff causes this route to be preferred and the city of Baltimore to be adopted as the port for supplies for the leading ocean steamship companies, and the manufacturers and railway companies of the States of New York and New England. The apparently permanently enhanced prices of coal in Great Britain continue to cause a transfer from its ports to Baltimore of extensive shipments for South America and the East and West Indies.

THE WASHINGTON BRANCH.

The earnings were $439,141 66, showing a decrease of $41,503 38 compared with the previous year, and an increase of $11,562 24 compared with 1871. The expenditures charged amount to $156,761 62, being for improvements and for repairs of railway, depots, water stations and bridges, and for pumping water. During the year 878 tons of steel were substituted for iron rails, and 27,508 cross-ties were also used. As stated in former reports the system was adopted by which the earnings are equitably divided upon a basis requiring all the expenses connected with transportation, the repair and use of machinery, and of the shops and stations of the company in Baltimore to be paid by the main stem, the expenses of the road department alone being charged to this road.

The partial expenditures charged deducted from the revenue stated made the sum of $282,380 04, showing an increase compared with the preceding year of $53,854 97. A dividend of five per cent was paid on the 16th of October, 1872, for the half year terminated September 30, 1872, and on the 17th of April, 1873, a similar dividend for the term ended March 31, 1873.

In order to comply with the wishes of the government of the Territory of Columbia in connection with changes in the grades of the streets in the vicinity of the present station of the Washington Branch of the Baltimore and Ohio Company in Washington, a purchase has recently been made of the square of ground No. 681 on North Capitol street at a cost of $102,028. It is designed to construct upon this land a commodious station, with every facility for the comfort and convenience of passengers.

THE PARKERSBURG BRANCH RAILROAD COMPANY.

The earnings of this road for the fiscal year were $948,411 27, and the working expenses $831,257 64. The earnings were $121,608 88 more than in the previous year, whilst the expenses increased $118,995 90, showing an improved result compared with 1872 of $2,612 48.

GENERAL REMARKS.

The aggregate earnings, working expenses, and net results of the Main Stem, including the Winchester and Potomac, the Washington County and the Winchester and Strasburg branches; of the Metropolitan Branch, the Washington Branch and the Parkersburg Branch Railroads; of the Central Ohio and Lake Erie Divisions, and the Wheeling, Pittsburg and Baltimore, and the Newark, Somerset and Straitsville Railroads were, viz:

Earnings:	
Main Stem, etc.	$12,252,843 78
Washington Branch	439,141 66
Parkersburg Branch	948,411 27
Central Ohio Division	1,045,447 62
Lake Erie Division	777,004 12
Wheeling, Pittsburg and Baltimore Railroad	47,364 79
Newark Somerset and Straitsville Railroad	185,326 80
Total	$15,695,541 54
Expenses:	
Main Stem, etc.	$7,313,852 15
Washington Branch	156,761 62
Parkersburg Branch	831,257 64
Central Ohio Division	976,447 13
Lake Erie Division	686,555 46
Wheeling, Pittsburg and Baltimore Railroad	46,554 61
Newark, Somerset and Straitsville Railroad	126,494 03
Total	$10,137,052 64
Net Earnings:	
Main Stem, etc.	$4,938,961 63
Washington Branch	282,380 04
Parkersburg Branch,	117,153 63
Central Ohio Division	70,000 49
Lake Erie Division	90,450 66
Wheeling, Pittsburg and Baltimore Railroad	710 18
Newark, Somerset and Straitsville Railroad	58,832 27
Total	$5,558,488 90

The net revenue of the main stem and branches, including the Central Ohio and Lake Erie divisions, the Wheeling, Pittsburg and Baltimore and Newark, Somerset and Straitsville Railroads, is thus shown to be $5,558,488 90. The aggregate working expenses were 64 58 100 per cent of the whole gross revenues. During the year 396,132 new cross ties, 8,537 tons of iron and 11,012 tons of steel rails were used for the repair and construction of additional tracks on the main stem.

The increasing business of the company continued to require large additions to its equipment. During the year 90 first class engines, 46 palace and passenger cars, and 2,256 cars for general tonnage were purchased and built at the company's works. The cost of the new and additional equipment, $2,686,428 75, has been charged to rolling power. The report of the master of machinery shows that the equipment upon the main stem and branches consists of 518 locomotives, 807 passenger and baggage cars, and 10,841 house, stock and other cars. It will be seen that 11,012 tons of steel rails have been used during the past year upon the main stem. Three hundred and fifty-one miles of the road are now laid with this

durable and safe material. Contracts have been made for 12,000 tons to be laid during the next year. The greatly increased cost of the large quantity of steel thus used in substitution for iron rails has been charged to the repair account.

The rapid increase in the traffic of the road requires a constant increase of its facilities in all the working departments. During the year seven miles of track have been laid in the yards and stations of the company, and work upon the second, third and fourth tracks has been vigorously prosecuted. Forty-two miles of second, third and fourth track have been laid during the year.

The Marietta and Cincinnati, the Washington City, Virginia Midland and Great Southern, and the Pittsburg, Washington and Baltimore Railroads have continuously made important improvements and extensions. In view of the great importance of these lines to interests with which the Baltimore and Ohio Company is identified it has been deemed judicious to continue to extend to them material financial aid, which their necessities demanded. It is hoped that the ultimate benefits to be derived from these valuable auxiliaries to the trade of Baltimore will vindicate the liberal action of the company.

Subsequent to the adjournment of Congress in March last, a number of leading railways of the country entered into an agreement to discontinue the transportation of postal cars upon their respective lines except upon terms which could not be legally paid by the Post Office Department. The Baltimore and Ohio Company not only refused to join in this combination, but as the use of the postal cars is a most valued accommodation and convenience to the public, it determined to assist the department in maintaining the system. The president of the company accordingly tendered to the Postmaster General for this service the use of all its roads and branches, and with their consent and on their behalf, the use of the Washington City, Virginia Midland and Great Southern, the Pittsburg, Washington and Baltimore, the Marietta and Cincinnati, the Ohio and Mississippi, and its other leading connecting roads, with the proposition that the remuneration should be equitably adjusted at the convenience of the government, thus tendering facilities by which the department could continue this service to the most important Southern, Southwestern, Western and Northwestern cities. The Postmaster General acted promptly and affirmatively upon this proposition, and the government was thus enabled, by the use of the Metropolitan Branch road, and the numerous short and direct lines of the Baltimore and Ohio Company, to meet the chief requirements of the public, and through the independent and effective action of this company, to prevent the annoyances and injuries to the public service that would probably have otherwise resulted from the threatened adverse organization.

METROPOLITAN BRANCH RAILROAD.

The Metropolitan Branch road, from Point of Rocks to Washington, forty-two miles, was opened for traffic on 25th of May last. The expenditures on this costly line have amounted to $3,583,497 63; but, whilst the engineering is very bold, and the fine masonry and bridges have been expensive, it affords an admirable, direct and effective line, which must prove of constantly increasing value. The national capital, by the completion of this work, has, through the Marietta and Cincinnati and Baltimore and Ohio roads, a line from Cincinnati—that great centre of business of the valley of the Ohio—a hundred and twenty miles less in distance than the line of the Pennsylvania Railroad by Harrisburg and the Baltimore and Potomac road, and a line from Pittsburg, by the Pittsburg, Washington and Baltimore and the Metropolitan roads seventy-five miles less in distance than the route by the Pennsylvania, Northern Central and Baltimore and Potomac roads.

On the opening of the Pittsburg, Washington and Baltimore Railroad the passenger fare was reduced by the Baltimore and Ohio Railroad Company from the charge previously made by the Pennsylvania Company, namely, from $11 55 between Pittsburg and Washington to $9, and from $10 between Pittsburg and Baltimore to $8 50. On the opening of the Metropolitan Branch road a reduction in the tariff of freights from Cincinnati and other western points to Washington of about 18 per cent was made by the Baltimore and Ohio Railroad Company. It will thus be seen that travelers between the national capital and the west and the people of Washington have been at once, and to a most important extent, benefitted by the completion of these works and the liberal policy pursued by this company.

The great through mail and passenger trains between Baltimore and the west now pass over the Metropolitan Branch road, and in full view of the Capitol and the city of Washington. Under this system the passengers by the Baltimore and Ohio road avoid the curved portion of its line in the valley of the Patapsco, and enjoy the interesting scenery by this direct and beautiful route. The great facilities of the line from Point of Rocks to Baltimore are now used without interference from these trains for the heavy coal and other tonnage traffic of the company.

BALTIMORE, PITTSBURG AND CHICAGO RAILROAD.

The work upon this line has been vigorously prosecuted, and it is expected before the commencement of winter that the grading from Centreton, on the Lake Erie Division, through Ohio and Indiana to the line of the State of Illinois, within thirty miles of Chicago, will be finished. The work of ballasting and laying the track as far west as Deshler, has so far progressed that it is anticipated that the line will be opened during November, 1873, to that point, at which a connection with the Dayton and Michigan Railroad will be made. A large business from Toledo and the important sections reached by that line is anticipated. The relatively limited capacity of the present routes from Chicago and the increasing pressure for transportation of the immense products of the northwest, cause the completion of this line to be looked for with great interest. The traffic upon the entire route, embracing the road from Chicago to Deshler, from Deshler to and upon the Lake Erie division to Newark and thence upon the Central Ohio Division and the Main Stem of the Baltimore and Ohio road to Baltimore, will undoubtedly be heavy and continuous from the period from which the route will be opened. In order to prepare for the increase of transportation, large expenditures for additional tracks and improvements upon the portions of the Lake Erie and Central Ohio Divisions to be thus used, have been made. Additional plants and facilities have been prepared at all points to assure the prompt and successful management of the increased business expected to be controlled by this route.

The interests of the city of Pittsburg and the intermediate region urgently require the construction of a connecting road from that City to Centreton. It is hoped that the large interests identified with this enterprise will cause it to be constructed at an early period, and thus form a great additional competing line from Pittsburg to Chicago and the Northwest.

No better illustration of the commercial progress of Baltimore in connection with the Baltimore and Ohio Railroad has been shown than by the rapid and marked success of the North German Loyd Line of steamers between Baltimore, Southampton and Bremen, established at the suggestion and under the auspices of the Baltimore and Ohio Company. This line commenced operations in 1868, with two first-class iron steamers, of 2,500 tons burden each, the Baltimore and the Berlin, built upon the Clyde for this route. The business for these steamships was ample and remunerative from the inauguration of the enterprise. The necessity was quickly demonstrated for additional steamers for the accommodation of the trade, and in 1870 the capacity was doubled by adding the splended new steamships the Leipsic and the Ohio. During the past year the expansion of the trade demanded that the original capacity of the line should be more than tripled, and the Braunschweig and the Nürnburg, magnificent Clyde built iron steamers of 3,000 tons, with all modern improvements have been constructed for and added to the line. It is already palpable that the pressure of the trade of Baltimore will far exceed even this enlarged capacity, and the number of steamships for this import and export trade must, at an early period, be materially increased.

The Messrs. Allan, of Liverpool, after testing the extent and value of the business which can be controlled at the port of Baltimore, have placed several large and first-class steamers upon the route between Baltimore and Liverpool. The significent and immense geographical advantages of Baltimore for the import and export trade of a large portion of the United States have thus been made conspicuous, and are being rapidly realized and appreciated.

Through the Baltimore and Ohio road and its connections the economies of distance from the centers of trade named in favor of Baltimore, as compared with New York, are as follows:

COMPARATIVE DISTANCES TO BALTIMORE AND NEW YORK.

From Chicago, Ill.—To Baltimore, via Baltimore and Ohio Railroad, 795 miles. To New York—via New York Central Railroad, 980 miles; via Erie Railroad, 961 miles; via Pennsylvania Railroad, 899 miles. Less to Baltimore than the average distance to New York, 152 miles.

From St. Louis, Mo.—To Baltimore, via Baltimore and Ohio Railroad, 929 miles. To New York—via New York Central Railroad, 1,167 miles; via Erie Railroad, 1,201 miles; via Pennsylvania Railroad, 1,060 miles. Less to Baltimore than the average distance to New York, 210 miles.

From Louisville, Ky.—to Baltimore, via Baltimore and Ohio Railroad, 696 miles. To New York via New York Central Railroad, 989 miles; via Erie Railroad, 987 miles; via Pennsylvania Railroad, 851 miles. Less to Baltimore than the average distance to New York 246 miles.

From Cincinnati, Ohio.—To Baltimore, via Baltimore and Ohio Railroad, 589 miles. To New York—via New York Central Railroad, 882 miles; via Erie Railroad, 861 miles; via Pennsylvania Railroad, 744 miles. Less to Baltimore than the average distance to New York, 240 miles.

From Pittsburg, Pa.—To Baltimore by the Baltimore and Ohio Railroad, 327 miles; To New York by the Pennsylvania Railroad, 431 miles. Difference in favor of Baltimore, 104 miles, and from all points south of Baltimore 200 miles.

It was the recognition of these great facts by Congress which caused the Senate and House of Representatives of the United States with great unanimity to appropriate $300,000 within the past two years for the purpose of deepening the channel, and $65,000 for supplying range lights of the most improved description for the approaches to the harbor of Baltimore. And it was the recognition of the necessity of making provision for the heaviest class of steamships for the vast trade of which Baltimore will be the entrepot, that induced its mayor and city councils to appropriate within the same period, with wisdom and foresight, $400,000 to perfect the channel in the shortest practicable time. This important work has progressed with unprecedented rapidity, and it is expected by December next that the channel, from the piers at Locust Point to the Chesapeake bay, will be completed, of sufficient width and with a minimum depth of twenty-four feet, at mean low water, and with an available depth at high water, with the average rise of the tide, of twenty-five feet and three inches. The eminent officer, Colonel Wm. P. Craighill, of the United States corps of engineers, under whose charge this work is being prosecuted, in describing the improvement, states that, "Besides giving an increased depth, the new channel has the additional advantages of shortening by several miles the dis-

tance between the wharves of Baltimore and the deep water of the bay, and of making the courses so straight as to greatly diminish the difficulties of pilotage, if not to make the work of the pilot one of supererogation."

With the singularly safe navigation of the Chesapeake bay, and a channel perfected for steamships of the largest class, and with the extensions of the Baltimore and Ohio road by its numerous branches and connections into immense and productive territories, with the large discrimination in its tariffs for freight and passengers, and especially with its superior advantages and facilities for immigrants, compared with the charges from New York, it may reasonably be expected that the foreign trade of Baltimore will increase with unexampled rapidity.

The successful management of the greatly and rapidly enlarging business of the company requires the expression by the board of their appreciation of the faithful and efficient services of the officers and employees of the company in all the departments of the service. By order of the board. JOHN W. GARRETT, President.

Wooden Railroads.

To develop the resources of a country, facilities for transportation are indispensable. Iron ore could be mined and lumber manufactured only to a very limited extent if wagon transportation for any considerable distance over common roads were necessary to reach a market. Where the business is sufficiently extensive to warrant it and the capital can be secured, railroads, either narrow or ordinary gauge, will afford the best facilities. But there are many localities in which ordinary railroads are impracticable, not from physical but from financial difficulties in the way of their construction. With a limited capital and a sparse population, railroads cannot be built in localities highly favored in natural resources for operations of quarrying, mining, and heavy manufacturing. In such cases, a substitute for the wagon road, less expensive than the railroad, becomes a desideratum.

This substitute has been proposed in a new style of wooden railroad, costing but little more to construct than an ordinary wagon road, yet affording transportation at less than one fifth the cost by wagon, and less also than the ordinary cost by rail, where interest on capital invested is considered. This road differs essentially from the ordinary tram road, which consisted of sawn rails about three inches wide, laid on cross ties, and used with narrow tread iron-wheeled cars. Such roads, although some improvement on the common wagon road, with its mud holes and deep ruts, have given very unsatisfactory results. The differences extend to the tracks, cars, and motive power.

The track is formed of heavy logs, hewn on the upper side to the width of eight inches, and on the inside at right angles, sufficiently deep to form a straight edge for the flange. These logs are buried so that the top, or rail surface, is almost level with the road surface, resting on stout sills at the end and middle, to which they are secured by wedged treenails. The rails therefore are solidly bedded, and not liable to warp or twist. Twenty feet would be a convenient length on curves, but on straight lines longer pieces could be used, the ties being ten feet apart. The grading, of a sufficient width, on a side hill with gentle slopes, would cost about $200 per mile for a three foot gauge; but of course the cost of graduation will vary greatly with the locality. Ravines and small water courses would in general be crossed with rough trestles or timber cribs. Hewing the timber would cost about $200 per mile. In a wooded country, where timber can be obtained along the line of the road, where no large bridges are required and no rock has to be excavated, the cost of such a wooden railroad should be covered by from $500 to $2,000 per mile, depending upon the amount of earth work.

The cars proposed for such wooden railroads are simple frames placed on wheels, without springs, and covered with a floor of plank. The wheels are of cast iron, built up of pieces cut from two inch plank in the form of sectors, about 8 inches wide at the wide end. Four thicknesses of plank will build a wheel with a tread of eight inches, corresponding with the face of the rail. A cast iron hub is inserted in the center, through which an iron axle passes, and a cast iron flange is bolted on the inside. The timber should be of hard wood, well seasoned, the sectors laid so as to break joint and well bolted. Diameter of wheels, about thirty inches. Such cars, if used with horses, will cost $40 to $50, or about one third the price of a farm wagon. They will carry three tons, and can be made by any rough hand who can use carpenter's tools. If designed for use with locomotives in trains, drawbars and springs must be used, and the cost per car increased.

Horse or mule power can be used; but if the tonnage is considerable, it will be preferable to adopt a light engine of six or seven tons, with wide driving wheels, covered with vulcanized rubber tyres. Such engines can be manufactured at the BALDWIN LOCOMOTIVE WORKS for about $4,000. Passengers could be carried on the proposed roads with such engines at a speed of ten or twelve miles an hour, which would make a great improvement on the stage coach.

Such roads would rot out long before they would wear out, and the answer to the objection that they are not durable is simply that they will last just as long as the cross ties on an ordinary railroad, and it will cost less to renew them. Post oak ties in the South last from ten to fourteen years. The cost of transportation by wagons, for a distance of twenty-five miles, without return load, is fifty cents per 100 lbs., or ten dollars per ton of 2 000 lbs.

Assuming the tractive power on such a wooden road, for the purpose of an approximation, to be double that of an ordinary railroad, or 20 pounds per ton, the angle of friction would be forty-eight feet to the mile. And a horse exerting a power of 150 lbs. at 2½ miles per hour, or 4 horses doing 600 lbs., would haul, on a grade of 144 feet to the mile, one fourth of the gross load on a level, or 7½ tons, giving 6 tons of net load. As a trip of twenty-five miles, returning empty, could be made in two days, assuming a team to be worth $5 a day, the cost of the round trip would be $10, or $1 66 per ton, as against $10 per ton by wagon transportation; and this, too, on grades of 150 to the mile, nearly—tolls for use of road being included in either case.

This illustration will show the great ecomony of such roads over wagon transportation, even when operated by horse power; but where the business will warrant it, the rubber-tyred locomotive should be used. If, after a few years, a business should be developed sufficiently to justify the expense, an iron railroad could be substituted, in which the original grading, as it would form a part, or the expenditure for it would not be lost. It is also to be observed that, the rails of the proposed wooden railroad, being even with the surface of the road bed, or nearly so, would permit the same road bed to be used for the ordinary vehicles.—GENERAL HAUPT *in Journal of the Farm.*

☞ Nearly seven-tenths of a mill have been added to the rate of Illinois State taxation by the State Board of Equalization, to produce the additional revenue for the payment of the interest on the railroad aid bonds. The assessment was increased by $370,000,000, and the revenue thereon from a tax of 2 7-10 mills will be $864,000. The rate of tax but for the railroad aid bonds would have been only 2 1-14 mills.

☞ A dispatch dated Matamoras, Mexico, November 24, says that the concession for the construction of a railway from the Rio Grande frontier to the city of Mexico, and thence to the Pacific, has been granted to a company of Mexicans. This defeats both the Plumb and Rosecrans projects.

Toronto, Grey and Bruce Railway.

This company owns a line from Weston Junction, Ont., west by north to Mount Forest, 78 miles, and its trains run from Weston Junction to Toronto, 9 miles, over the Grand Trunk, using a third rail. The Grey extension, 68 miles long, from Orangeville north to Owen Sound, has been opened since the close of the year, and an extension of the main line from Mount Forest to Harriston, 10 miles, is nearly completed. The road is of 8ft. 6in. gauge. During the first three months of the year only 49 miles of road were in operation, making the average mileage of the year 77⅛ miles. The earnings of the road for the year ending June 30, 1873, were $178,148, the expenses $124,129, and the net earnings $54,019; from which deduct interest on bonds from Weston to Mount Forest $53,328—leaving a balance of $691. No comparison can be made with the previous year, as only a part of the line was open, and that only for a part of the year. During the year the road carried 67,977 passengers and 75,445 tons of freight, exclusive of stock. The total mileage of engines was 219,271 miles. The average cost of running trains per train mile was 27.54 cents, of which 7.70 cents was for repairs. At the close of the year the equipment comprised fourteen locomotives, eight passenger and two mail and baggage cars, nine conductors' vans, ninety-seven box, fifteen stock, 185 flat and two lime cars. During the year $858,199 13 was expended on new construction, making the whole amount of the construction account $2,720,537 85. The actual receipts on construction account have been from calls on stock, $248,212 09; Government bonus, $189,646; municipal bonuses, $827,679 65; sale of bonds, $1,200,533 67; contractors drawbacks, $18,874 91; total, $2,484,946 82. The balance of construction account is represented by bills payable. The company hopes to obtain a further bonus from Government and also additional municipal bonuses.

☞ The Sixth Annual Report of the Wilmington (Del.) Board of Trade estimates the present population of the city proper at 89,230, and with the suburbs at 42,000, being an increase of 2,230 in a year. The real estate of the city is valued at $23,000 000, and the personal property at $18,500,000. During the year 446 new buildings have begun, valued at $1,115,000. The capital employed in manufactures is $12,725,000, and the value of the articles manufactured in a year was $21,150,000. There are 42 churches, 17 public and 16 private schools.

☞ At a meeting of the Chamber of Commerce of Charleston, S. C., on the 19th inst., favorable action was taken regarding the proposed direct railway from Chicago to Charleston, and a committee was appointed to arrange for reception of delegates from the Northwest on the eleventh of December, when it is expected to give fresh impetus to the movement.

☞ The survey of a route from the Cumberland Valley Railroad to the Shenandoah Valley Railroad has resulted in the location of a line from Martinsburg to Charlestown, leaving Leetown to the east about one and a-half miles. The stem will be about fourteen and a-half miles.

Iron and Steel Interests.

The report of the Secretary of the American Iron and Steel Association, which was in session in Philadelphia last week, among other things states that the total number of net tons of iron and steel rails made in the United States in 1872 was 941,992, or 861,064 gross tons. This aggregate was produced in sixteen States. There were produced in the United States in 1872 about 32,000 net tons of cast steel, and in 1873 there will be produced about 28,000 tons. In 1871 there were converted 45,000 net tons of Bessemer steel; in 1872, 110,500 tons; and in 1873 it is estimated that there will be converted 140,000 tons. About 85 per cent of the Bessemer steel that is now converted in American works passes into rails. It is estimated that the mileage of new track for the year 1873 is only 3,000 miles, a decrease since last year of more than 59 per cent. The year 1871 witnessed the culmination of railroad construction in this country. The number of miles built in that year was 7,779. The re-action commenced in 1872, when 6,427 miles were built. The total railroad construction of 1874 is estimated at 3,000 miles, the same mileage as the estimate for 1873.

☞ At a meeting of the stockholders of the Philadelphia and Erie Railroad, held in Philadelphia on the 22d inst., it was reported by the special committee appointed, that in a conference with Mr. J. Edgar Thomson, president of the Pennsylvania Railroad Company, he had expressed himself as willing to surrender the lease of the Philadelphia and Erie Railroad for a full equivalent. Mr. Howard read a lengthy paper to show that the road would pay well if rightly managed, and that the Pennsylvania Railroad Company own 80,000 shares of its stock, but if the other stockholders were paid their dues the Pennsylvania Railroad Company would be entitled to but 13,000 shares.

☞ Col. T. A. Scott, one of the endorsers of the paper of the Construction Company of the Texas and California Railroad Company, proposes to settle with the holders in payments extending from two to twenty-four months. He is quite sanguine, if his creditors will extend to him the credit he asks, all will get their money; if they should decline this, and press for immediate payment, they must be satisfied with what they can get. He expresses great confidence in the belief that Congress will extend aid to his enterprise, not by indorsing the company's bonds, but by lending to the company government bonds, under such guarantees of payment by the company as he can show is sufficient.

☞ It is proposed by the friends of the Hopkinton (Mass.) Railroad to extend their road from Hopkinton Centre westerly through Woodville, Westboro', or Upton and Grafton Centre, to a connection with the Providence and Worcester Railroad, in the southwest part of Grafton, near Saundersville. The extension will be about fourteen miles in length, through Westboro', or fifteen miles through Upton. It will increase the facilities of travel to and from Boston and Providence, by shortening the route. Most of the required stock has been taken, and the road will be constructed next year.

Baltimore and Catonsville Railway.

At the annual meeting of this company, held in Baltimore on the 18th inst., the following directors were elected for the ensuing year: Benjamin Whiteley, Herman H. Graue, James W. Flack, Frank Frick, Jeremiah Storm, Asa H. Smith, and John C. Holland. The board then organized by the election of John C. Holland, president, Herman Graue, treasurer, William W. Orndorff, secretary, and F. Megenhart, ticket agent. The annual report of the president showed that the number of passengers carried over the road during the past year was 264,105, an increase of 4,286 over the previous year. The report also represented the road as doing a fair business and in good condition, a dividend of eight per cent having been declared. The report was accepted, and a resolution adopted directing the president to have prepared an amendment to the charter of the company, to be presented to the Legislature of Maryland at its ensuing session, asking for the privilege of using some of the improved methods of steam power now in practice in other cities for propelling passenger cars.

☞ The Little Rock, Pine Bluff and New Orleans and Mississippi, Ouachita and Red River Companies are consolidated under the title of the Texas, Mississippi River and Northwestern. The Little Rock, Pine Bluff and New Orleans road is completed from Chicot to Pine Bluff, 75 miles. It is to be extended north by west, 40 miles further to Little Rock, and the grading for this extension is partly finished. The authorized capital stock is $1,200,000, with an issue of bonds for $10,000 per mile. The Mississippi, Ouachita and Red River road is to run from Chicot west to Fulton on Red River, 180 miles, and is completed from Chicot to Monticello, 36 miles. The company is authorized to issue $2,000,000 in stock, and $12,000 per mile in bonds.

☞ At a meeting of the directors of the Norfolk and Bristol Railroad held in Boston on the 20th inst., Samuel Warner of Wrentham was elected clerk, and F. W. Bird treasurer. The various committees necessary to the immediate prosecution of the enterprise were appointed. Mr. S. L. Minot, the engineer, made a statement of the survey, the field work of which he had just completed, but had not finished the profile. He had no doubt, however, that the road could be constructed, ready for the cars, land damages and station houses included, for an average of $25,000 per mile.

☞ Pratt & Co.'s Rolling Mill and Iron Works, at Buffalo, N. Y., which have been idle for the past four weeks, resumed business on Monday last at a reduction in time and wages of about ten per cent.

☞ The earnings of the Erie Railway Company for the week ending Nov. 15, 1873, were $424,369, and since Oct. 1, $2,718,064—a decrease compared with the corresponding period of the previous year of $7,084.

☞ The Shreveport *Times* says that the Texas and Pacific Railroad Company has relieved the California and Texas Construction company from further labor on building the road, and has assumed the work itself.

St. Louis, Alton and Terre Haute Railroad.

The St. Louis, Alton and Terre Haute Railroad Company presents the following report, together with the statement that the company owes no floating debt, and that its financial affairs are in good condition. The November interest on the bonds was promptly paid, and the earnings promise a dividend.

First nine months' earnings main line, for 1873	$1,056,386
First nine months' earnings, main line, for 1872	1,027,206
Increase	$29,180
Belville branch, first nine months' earnings, for 1873	$239,781
Belville branch, first nine months' earnings, for 1872	186,781
Increase	$53,000

Southern Maryland Railroad.

From sources of information which entitle them to the fullest credit we are pleased to inform our readers that the grading of the Southern Maryland Railroad from Brandywine, in Prince George's, to Point Lookout, in St. Mary's county, is now rapidly progressing, and that in a few brief months, unless some unforseen drawback intervenes, the whole road will be graded and ready for the ties. As it is, over two thirds has already been completed, not more than twenty miles of the road now remaining to be graded, and this remainder is through a section where the labor will be light and easy and the cost comparatively slight. We are assured by competent and disinterested observers that the work thus far has been well done, and is being pushed forward notwithstanding the present monetary embarrassments of the country, with a celerity and determination which leave no room for doubt of its speedy completion.—*St. Mary's Beacon.*

☞ The Milwaukee *Wisconsin* says that arrangements are now being made by which the Illinois Central Railroad Company will purchase and consolidate the Dakota Southern Railway. This latter road is sixty two miles in length, extending from Sioux City, in Iowa, to Yankton in Dakota Territory. The cost of the road has been $1,116,000, or $18,000 per mile. The road was completed on February 1st, 1873, and runs through a fertile wheat growing country, Southern Dakota and Northern Nebraska being tributary to it. The estimated earnings of the road for the month of October were $300,000.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending November 15, at 400,330 tons, and for the coal year 17,859,686 tons, against 17,232,951 tons to corresponding time last year, being an increase of 626,735 tons. The bituminous tonnage for the week is 82,224 tons, and for the year 2,957,691 tons, giving a total of all kinds for the week of 482,554 tons, and for the year of 20,816,377 tons, against 19,754,406 to same time last year, being an increase of 1,061,971 tons.

☞ The Senate committee on transportation has paid its visit to Charleston, West Virginia, to inquire into the importance of the James River and Kanawha canal as a national work. Professor Anstead, of London, who is making examination of the coal and iron belts in that section, appeared before them to testify as to the mineral resources of the region he has been exploring. The professor gave a favorable opinion of the practicability of the route, and the importance of the mineral interests.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	282,770	296,422	286,582	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,386	467,659	5,670,882
1870	413,104	394.176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,692	7,995,116
1871	536,499	485,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,886	875,763	949,568	1,380,928	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	.....	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,562	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353.235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488.352	559,882	497,261	540,756	431,315	352,004	5,156.326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747.942	702.691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107.084	1,001,987	13,381,471
1869	892.093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305.673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,409
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,953	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1868	242,206	236,160	242,509	236,435	193,959	203 696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,061	241,456	259,408	253,367	341,783	320,025	293,815	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	248,046	260,180	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	358,612	408,849	465,517	432,928	394,485	340,675	351,576	426,283	432,139	406,922	.....	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,584,554	1,794,397	1,694.651	1,483,454	1,417.211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,483,951	1.550,023	1,525,243	1,643,484	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,968	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,907	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624.744	529,617	583,598	620,228	713,162	718.722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,383	609.846	783,255	744,782	881,893	696,475	698,063	8,026,754
1873	680,492	562,949	651,962	544,035	687,630	724,983	672,917	748,634	876,413	763,673	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303.915	366,944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 380	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,286	1,735,736	1,694,543	1,680 968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	125,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,240	110,213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,487	190,562	185,683	185,953	181,863	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353.569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384.431	412,030	406,283	363,187	326.891	378,880	457,990	511.447	453,873	387.827	4,755,958
1871	418,755	442,665	486,980	470,703	480.547	427,096	422,015	529,890	628,660	582,802	5*7,434	507,050	5,940,102
1872	411,113	384,068	449,453	485,550	487,282	398,300	402,084	460,101	536,003	641,807	457,603	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522.682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454.590	330.400	420,951	460,288	630.844	678,923	586,531	525,547	724,782	1,040,102	801 195	498,563	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	863,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	433,884	662,368	658,017	491,113	606,557	815,343	841,150	644,625	473,295	6,990,695
1872	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,945	702 838	513,787	6,967,771
1873	334,715	423,716	455,005	569,236	805,799	925,210	834,341	767,803	1,193,209	1,012,669	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,085	219,504	319,765	285,416	284,732	275,551	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,828	303,594	305,755	289,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 000	267,734	325,093	382,098	353,168	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534.561	703,618	636,608	965,358	903,974	864,637	693,104	873.153	956,653	837.351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,118,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,468	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,232	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423.278	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,190,695	1,322,847	1,127,03)	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168.696	1,935,753
1869	132,023	127,817	175,950	171,868	157,398	154,133	144,164	186,869	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,235	152,999	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	102,996	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,508	123,994	169,459	179,457	216,177	177, 27	158,700	1,927,471
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,645,768
1872	173,707	156,292	181,055	178,086	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	454,209	450,203	429,808	323,270	399,439	4,013,208
1869	284,198	249,395	242,705	311,838	312,530	348,891	310,800	450,246	470,720	432,389	333,377	434,284	4,242,343
1870	257,864	293,645	295,270	318,099	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,511	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642,209	593,504	538,251	.....	.....	.....
Union Pacific:													
1866	.....	.....	.....	.....	797,943	706,602	25,560	617,585	758,467	999,665	837,388	716,829	5,709,133
1870	626,520	500,139	539,238	706,603	802,586	746,450	643,058	664,061	728,521	719,698	570.168	506,053	7,654,094
1871	479,573	373,925	499,509	484,540	724,466	728,174	673,698	681,866	800,402	777,362	708,142	469,932	7,521,682
1872	673,936	534,115	565,861	741,302	890,442	855,459	763,332	769,567	863,754	980,706	915,737	767,861	8,892,606
1873	538,975	491,788	708,259	681,266	1,007,981	959,988	876,933	837,277	1,068,937	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'72	8.00	114	40	Albany .....N.Y.	163,000	111,400	40,000	—	92,241	29,165	11	100	100	....
Sept 30, '72	1.04	....	—	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	—	3,407	1,050	—	100	100	....
Oct. 31, '72	3.64	13	5	Allentown .....Pa.	33,425	36,600	5,000	5,000	—	—	6	100	100	....
Sept. 30,'72	23.00	440	78	Atlantic Avenue (Bklyn)..N.Y.	1,010,000	650,000	460,000	—	133,634	24,250	—	100	100	....
Sept. 30,'72	11.53	344	46	Avenue C (N. Y. City....N. Y.	534,264	500,000	900 000	133,634	289,133	89,887	—	100	100	....
Sept. 30,'72	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,777,048	900,000	694,000	4,000	308,671	60,728	—	100	100	....
Sept. 30,'72	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,853	6.8	50	50	....
Sept. 30,'72	1.39	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,500	—	100	100	....
Sept. 30,'72	10.76	239	47	Broadway (Brooklyn).....N.Y.	327,600	200,000	100,000	12,362	163,711	45,226	12	100	100	....
Sept. 30,'72	10.33	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,806,668	2,100,000	1,600,000	200,000	906,812	357,230	6	100	100	....
Sept. 30,'72	7.00	8	22	Brooklyn, Bath & Coney I.N.Y.	219,133	—	80,000	—	47,591	18,140	—	—	100	....
Sept. 30,'72	31.50	1864	373	Brooklyn City.....N.Y.	2,313,003	1,991,032	300,000	—	1,448,461	241,567	12	100	100	....
Sept. 30,'72	22.00	235	68	Brooklyn City & Newtown.N.Y.	650,603	200,000	400,000	11,856	165,939	45,081	—	100	100	....
Sept. 30,'72	19.83	180	43	Brooklyn, Cross-Town.....N.Y.	637,003	300,000	300,000	15,470	169,799	42,412	—	100	100	....
Sept. 30,'72	15.81	262	83	Buffalo street.....N.Y.	493,174	73,000	352,214	66,745	240,627	44,042	—	100	100	....
Sept. 30,'72	11.00	131	21	Bushwick (Brooklyn) .....N.Y.	336,005	302,600	52,000	4,178	88,897	8,255	—	100	100	....
Sept. 30,'72	28.31	—	—	Cambridge (Boston) .....Mass	740,000	740,000	150,000	—	69,681	69,641	9	100	100	....
Sept. 30,'72	1.93	28	4	Central City (Syracuse).....N.Y.	29,092	21,130	6,000	—	19,961	6,441	12	100	100	....
Oct. 31, '72	72.00	960	128	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,846,175	1,175,700	838,000	116,303	639,304	39,487	—	100	100	....
Oct. 31, '72	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	—	—	284,291	88,046	7	50	50	....
Oct. 31, '72	5.50	206	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000	50,000	4,000	184,299	78,695	16	50	50	....
Oct. 31, '72	2 87	12	3	Coalville.....P..	45,436	53,500	—	1,000	10,993	3,348	—	100	100	....
Sept. 30,'72	14.83	....	—	Coney Island (Brooklyn)..N.Y.	698,806	500,000	307,000	33,065	267,449	118,139	—	100	100	....
Sept. 30,'72	10.73	861	122	Dry Dock,E.B.&B.(N.Y.C)N.Y.	1,016,798	1,200,000	700,000	—	777,995	221,219	8	100	100	....
Oct. 31, '72	1.63	14	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	10,946	3,321	5	25	25	....
Sept. 30,'72	18.00	950	110	Eighth Avenue (N.Y.City)N.Y.	1,586,034	1,000,000	203,000	65,300	804,283	150,720	12	100	100	....
Oct. 31, '72	7.75	—	—	Empire. .....Pa.	102,000	600,000	150,000	3,200	102,704	13,120	—	50	50	....
Oct. 31, '72	2.04	24	6	Erie City. .....Pa.	36,957	19,807	20,242	2,100	13,188	2,185	—	50	20	....
Oct. 31, '72	5.50	60	23	Federal St. & Pl. Val.(Pbg.).Pa.	132,842	66,250	75,000	15,000	45,737	2,603	—	25	25	....
Sept. 30,'72	10.26	434	57	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	209,000	—	377,675	99,165	10	100	100	....
Oct. 31, '72	17.04	389	56	Frankford & Southwark(Ph.)Pa	844,171	492,200	255,500	35,000	368,135	91,137	7	50	50	52
Sept. 30,'72	9.00	133	30	Gr'd st. & Newtown (Bk'n)N.Y.	320,467	170,000	90,000	24,571	97,135	13,539	—	100	100	....
Sept. 30,'72	8.00	123	24	Gr'd St. Prosp. Pk.& Flatb..N.Y.	419,185	200,000	200,000	32,407	74,057	—	7	100	100	....
Oct. 31, '72	33.75	360	64	Germantown (Phila.).....Pa.	582,270	307,545	350,000	—	370,775	124,179	6	50	50	28
Oct. 31, '72	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	150,000	150,000	—	180,268	43,700	26½	50	15	46
Oct. 31, '72	2.01	10	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	7,185	Loss.	—	25	25	....
Sept. 30,'72	11.75	126	17	Harlm.Br.,Morr. & F'dham.N.Y.	275,729	299,100	138,500	—	95,737	21,637	—	100	100	....
Oct. 31, '72	11.00	378	60	Hest., Mant. & F'mount (Ph.)Pa.	388,457	299,423	127,100	—	272,610	71,442	2.2	50	50	19½
Oct. 31, '72	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500	—	99,164	35,904	11½	25	10½	....
Sept. 30,'72	4.03	55	22	Lowell Horse.....Mass.	81,704	56,000	—	3,500	34,979	3,138	—	100	100	....
Sept. 30,'72	11.62	235	35	Lynn and Boston .....Mass.	277,581	200,000	50,000	43,697	182,774	2,562	—	100	100	....
Sept. 30,'72	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	165,000	75,000	—	—	—	—	100	100	....
Sept. 30,'72	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,240	1,886	—	50	50	....
Sept. 30,'72	5.41	50	7	Merrimac Valley.....Mass.	63,000	50,000	—	589,390	37,446	9,521	—	100	50	....
Sept. 30,'72	46.29	1220	358	Metropolitan (Boston) ....Mass.	2,219,747	1,500,000	—	—	986,041	174,384	10	50	50	53½
Sept. 30,'72	26.06	300	53	Middlesex (Boston).....Mass.	603,702	400,000	184,500	158,822	234,306	43,497	6	100	100	....
Sept. 30,'72	3.31	20	8	New Bed'd & Fairhaven. Mass.	54,849	38,000	—	16,353	5,475	1,815	—	100	100	....
Sept. 30,'72	3.75	2	5	New York Elevated .....N.Y.	.....	350,000	—	25,000	13,744	501	—	100	100	....
Sept. 30,'72	12.20	201	20	Ninth Avenue (N. Y. City)N.Y.	994,842	797,320	187,000	19,202	108,030	Loss.	—	100	100	....
Sept. 30,'72	8.37	99	24	North 2d St. & Middle Vil. N.Y.	173,075	134,600	25,000	13,368	70,579	14,167	—	100	100	....
Sept. 30,'72	3.20	11	2	Northampton & Wmburg. Mass.	300,000	300,000	—	6,499	7,421	—	—	100	100	....
Dec. 31, '72	11.71	172	33	Orange and Newark .....N.J.	1,073,555	290,000	700,000	109,852	208,734	30,273	—	100	100	....
Sept. 30,'72	14.40	90	31	Park Avenue (Brooklyn)..N.Y.	337,343	200,000	200,000	20,000	55,555	6,044	—	100	100	....
Dec. 31, '72	4.91	101	16	Passenger (Cin.) .....O.	200,000	150,000	50,000	67,209	71,812	33,111	—	100	100	....
Oct. 31, '72	9.56	40	17	Peoples' street (Scranton) ...Pa.	140,387	125,500	—	—	36,447	18,556	2	100	100	....
Oct. 31, '72	9.04	40	10	Peoples' (Lucerne Co.).....Pa.	140,387	125,500	—	—	36,448	13,972	5	100	100	....
Oct. 31, '72	3.00	396	73	Philadelphia City (C. & W.)Pa.	454,397	225,000	200,000	29,397	347,283	107,633	37½	50	15	54
Oct. 31, '72	1.09	—	116	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	—	—	4	20	20	....
Oct. 31, '72	13.17	144	23	Phi'adelphia & Gray's Ferry.Pa.	299,126	290,175	6,500	—	124,473	38,750	11	30	25	28
Oct. 31, '72	8.75	116	27	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	23,000	25,336	149,066	54,721	33½	50	50	....
Oct. 31, '72	6.50	100	17	Pittsburg and Birmingham..Pa	136,239	120,000	13,800	47,949	71,132	720	—	50	50	....
Oct. 31, '72	7.25	72	14	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	67,000	5,636	42,596	6,359	—	50	50	....
Oct. 31, '72	4.43	91	18	Pittsburg and Ormsby.....Pa.	83,487	100,000	28,500	13,116	37,238	Loss.	—	25	25	....
Sept. 30,'72	2.50	35	11	Poughkeepsie City.....N.Y.	59,387	31,500	15,500	14,088	18,920	1,402	—	100	100	....
Oct. 31, '72	13.70	254	40	Ridge Avenue.....Pa.	414,572	336,000	59,000	20,772	244,658	65,484	15½	50	28	....
Sept. 30,'72	10.00	108	26	Rochester and Brighton ...N.Y.	135,989	70,000	20,000	17,560	72,545	7,074	5	100	100	....
Sept. 30,'72	6.03	54	20	Salem street.....Mass.	203,734	150,000	35,900	1,800	51,253	Loss.	—	100	100	....
Oct. 31, '72	3.31	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	(Leas. by Phila. & Gray's Fer.)				10	50	50	....
Sept. 30,'72	20.00	295	120	Second Avenue (N.Y. City)N.Y.	2,376,131	1,099,500	1,163,500	88,181	626,732	163,300	8	100	100	58
Oct. 31, '72	39.50	580	86	2d and 3d street (Phila.)....Pa.	736,255	621,576	109,300	—	506,545	143,274	10	100	100	....
Oct. 31, '72	6.75	246	40	17th and 19th street (Phila.)..Pa.	186,694	160,000	75,000	35,307	152,406	36,467	—	50	16	....
Oct. 31, '72	6.50	198	31	13th and 15th streets (Phila.).Pa.	227,326	334,529	—	—	155,697	42,601	12	50	16½	20
Sept. 30,'72	8.37	797	87	Sixth Avenue (N.Y. City)..N.Y.	1,904,754	750,000	250,000	90,000	744,758	196,928	5½	100	100	145
Sept. 30,'72	4.03	—	—	Somerville horse (Boston). Mass	98,000	98,000	—	—	—	5,650	5½	100	100	....
Sept. 30,'72	7.68	300	52	South Boston .....Mass.	440,323	450,000	—	—	296,572	46,701	10	100	100	....
Sept. 30,'72	6.50	80	21	South Brooklyn & Park....N.Y.	253,414	150,000	100,000	11,741	45,051	985	—	100	100	....
Sept. 30,'72	3.02	22	8	Springfield street.....Mass.	66,356	50,000	—	2,400	24,262	1,605	—	100	100	....
Sept. 30,'72	8.00	35	13	Staten Island Shore.....N.Y.	31,000	(Sold $31,000 '72.)			18,666	Loss.				
Sept. 30,'72	2.53	20	5	Stoneham street (Boston)..Mass.	41,969	33,000	—	750	15,399	1,494	—	100	100	....
Sept. 30,'72	2.76	19	7	Syracuse and Geddes.....N.Y.	26,478	25,000	25,000	—	17,784	7,521	7	100	100	....
Sept. 30,'72	2.89	16	3	Syracuse and Onondaga ...N.Y.	38,620	37,000	—	—	14,019	5,476	8	100	100	....
Sept. 30,'72	4.32	35	8	Taunton street.....Mass.	53,414	40,000	—	7,500	20,346	5,797	—	100	100	....
Sept. 30,'72	18.00	1939	253	Third Avenue (N. Y. City).N.Y	3,450,939	1,170,000	2,900,000	161,856	1,621,992	439,774	12	100	100	....
Sept. 30,'72	6.50	35	8	Troy and Albia.....N.Y.	71,532	44,700	35,410	—	20,728	6,873	—	100	100	....
Sept. 30,'72	4.79	—	—	Troy and Cohoes.....N.Y.	50,000	50,000	(Leas. by Troy and Lansingburg.)				—	100	100	....
Sept. 30,'72	11.63	226	51	Troy and Lansingburg.....N.Y.	280,287	250,000	75,000	75,805	176,482	39,372	—	100	100	....
Oct. 31, '72	30.00	687	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000	—	622,509	125,207	25	50	20	....
Sept. 30,'72	—	693	97	Union street (Boston).....Mass.	445,494	355,500	17,500	132,108	484,663	40,571	7½	100	100	....
Oct. 31, '72	—	4	2	Union street (Phila.).....Pa.	16,187	16,187	(Under construction.)				—	100	100	....
Sept. 30,'72	—	—	—	Union (Freight) street....Mass.	.....	150,000	(Under construction.)				—	100	100	....
Sept. 30,'72	15.50	81	15	Utica, Clinton & Bingham..N.Y.	320,393	121,400	200,000	1,200	69,203	14,163	—	100	100	....
Sept. 30,'72	2.76	5	14	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	20,455	4,690	3½	100	100	....
Sept. 30,'72	3.11	12	3	Waltham and Newtown..Mass.	32 155	23,500	—	13,316	7,791	989	—	100	100	....
Sept. 30,'72	7.25	150	25	Watervliet (Albany) .....N.Y.	331,425	240,000	130,000	—	118,837	39,180	7	100	100	....
Oct. 31, '72	15.50	507	74	West Philadelphia.....Pa	591,596	400,000	100,000	—	443,477	102,289	15	50	50	....
Sept. 30,'72	3.00	—	—	Winnisimmet (Boston)....Mass.	62,152	50,100	—	—	3,600	3,077	4	50	50	....
Oct. 31 '72	4.37	16	6	Wilkesbarre and Kingston..Pa.	94,833	100,000	—	—	23,551	8,934	4	50	50	....
Sept. 30,'72	8.02	76	16	Williamburg & Flatbush..N.Y.	474,100	300,000	175,000	5,600	28,164	Loss.	—	100	100	....
Sept. 30,'72	4.38	45	17	Worcester street .....Mass.	99,968	400,000	33,000	27,967	26,171	Loss.	—	100	100	....
Oct. 31, '72	2.24	51	14	Williamsport .....Pa.	41,452	40,000	—	4,705	13,824	6,035	....	25	25	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Payable.		Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	900,000	7	A.&O.	1896	....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	460,000	7	M.&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.&D.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	5	J.&D.	1882	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.& J.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1883	....
Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J.&D.	1870	....
Brooklyn Cross-Town: 1st Mortgage.....	352,000	7	.....	1883	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	338,000	7	M&N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J.& J.	1879	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	1875	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1881	....
Empire: 1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	209,000	7	A.&O	1873	....
Federal St. & Pleasant Val.: 1st Mortgage.....	75,000	7	A&O.	1877	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark: 1st Mortgage.....	185,500	7	J.& J.	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J.&D.	.....	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7	A.&O	1887	....
Germantown: 1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage.....	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage.....	103,000	7	J.& J.	1878	....
Harl. Br.,Morris'a & Fordh.: 1st Mortgage.....	138,500	7	.....	.....	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1874	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.&D.	1883	....
Malden and Melrose: 1st Mortgage.....	75,000	6	A&O.	1885	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	.....	1864	....
2d Mortgage.....	60,000	6	.....	1880	....
3d Mortgage.....	25,000	7	.....	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	187,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	500,000	7	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	200,000	7	M&N	1887	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	563,500	7	M&N	1868	....
Second and Third st. (Ph.): 1st Mortgage.....	88,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.): 1st Mortgage.....2,	900,000	7	J.& J.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	J.& J.	1888	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	200,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	175,000	7	M&S.	1890	....
Worcester: 1st Mortgage.....	28,000	7	J.& J.	1879	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,2 6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref..100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Mar. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon,Geneseo & Mt. M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680 686	— & —	.....
Berkshire* 100	600,000	J.A J&O	Oct. '73 0
Boosburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '72 3
Bost.,Conc.& Mont.*pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M & N.	May '73 4
Boston and Providence..100	3,950,000	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " pref.100	1,485,900	M & S.	Sept.'73 5
Camden and Amboy* ...100	5,847,800	J.A J.O.	Oct. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov.'73 3½
Cape Cod 50	1,020,330	J. & J.	Jan.'72 $2½
Cape May and Millvil e* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	Nov. '73 1½
" " pref.100	789,600	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J & J	July '73 5
Central of New Jersey.100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	June'73 3
" pref..... 50	400,000	J. & D.	June '73 3
Central Pacific	54,275,500	.....	Sept.'73 3
Chemung*..... 100	380.000	J.A.J&O	Oct. '72 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '73 5
" " pref..100	2,425,400	M. & S.	Sept.'73 5
Chicago,Burl. & Quincy.100	18,652,910	M. & S.	Sept.'73 5
Chicago, Iowa & Nebras*100	3,916 3 0	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3½
" pref.100	21,259,569	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*.. 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11.236,150	F.M.AN	Nov. '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*— 50	1,786,800	M.J.S.D.	Sept.'73 2
Colum. & Hocking Val..100	2,500 000	F. & A	Aug '73 5
Concord 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passun p Riv..1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 100	31,850,000	J. & J.	July'73 5
Cumberland Valley. 50	1,494,250	A & O.	Apl. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec. '71 4
Delaware*..... 50	1,230,941	J. & J.	July '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,509,200	J. & J.	July '73 3
East Mahanoy * 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,282,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	800,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref.....100	8,636,910	.....	Oct. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Sept.'73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 4
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana*.100	300,000	J. & J.	July '73 4
Lake Shore & Mich. So...100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	538,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	Oct. '73 1½
Little Miami.*..... 50	5,871,450	J.A. J.O.	Oct. '73 2
Little Schuylkill*..... 50	2,646,104	J. & J .	July '73 5½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island..... 50	3,000,000	M. & S.	May'73 10s
Louisv., Cin. and Lex... 50	1,628,488	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '73 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep.'66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep.'66 3s
Massawippi*..... 100	400,000	F. & A.	Aug.'73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehi l*. 50	323.375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. 73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'73 5
Newark and N. York*..100	977,400	J. & J.	July '73 3½
N. Bedford & Taunton..100	500,000	M. & N	May '73 4
N.Castle & Beaver Val.* 50	1,800,000	J.A. J.O.	Oct. '73 2½
N Haven & Northamp...100	695,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '73 3½
New London Northern*100	1,418,800	J. & J	July '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	July '73 4
" " pref.100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '73 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*..... 100	4,000,000	irregular.	Jan. '73 5
N. Eastern (N C.) pref...100	111,000	M. & N	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N	Nov.'72 3
N rthern N. Hampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J	July '73 4
Norwich & Worcester* 100	2 823,400	J. & J	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J. A. J.O.	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J.O	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 2½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	Oct. '73 3
Paterson and Hudson*..100	630,000	J. & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J	July '73 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Sept.'73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref.. 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,250,100	J.A. J.O	Oct. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Oct. '73 2½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '73 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,030,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val*..110	557,500	— & —	.....
Rome, Water., and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	— & —	.....
St. Croix and Penobscot.100	100,000	F. & A.	Aug. '73 3½
St. L., Alt. & T. Haute.100	2,300,000	J. & J.	July '71 2
" " pref.100	2,040,000	— & —	.....
St. Louis and Iron Mt...100	10,000,000	May.	May '68 7
St. L., Kan. C. & North.100	12 000,000	F. & A.	Feb. '73 3
" pref. 100	12,000,000	.....	.....
Saratoga and Schenec.*..100	300,000	.....	Nov. '72 3
Schuylkill Valley* 50	576,050	A. & O.	Oct. '73 3½
Seaboard and Roanoke..100	1,151,400	J. & J.	July '73 2½
Shamokin V. & Pottsv.* 50	869,450	M. & N.	Nov. '70
Shore Line*..... 100	995,800	F. & A.	Aug. '73 3
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 5½
South Carolina 100	5,819,275	J. & J.	Jan. '72 3
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb '72 1
Staten Island.....100	660,000	F. & A.	Feb. '73 4
Stockbridge and Pitts.*.100	448,700	J. & J.	July '67 4
Stony Brook*..... 100	267,300	J. & J.	Jan. '72 3½
Summit Branch*..... 50	2,502,250	M. & N.	May '72 3
Sussex (N. J.)..... 100	317,850	F. & A.	Feb. '73 3
Syr., Bingham. & N.Y.*100	1,670,139	J. & J.	Jan. '72 2½
Taunton Branch 100	500,000	— & —	July '73 3
Terre Haute & Indiana.100	1,988,150	J. & J	July '73 4
Tol., Pco. & War. 1st pref.100	1,799,000	J. & J	Jan. '73 6
Tol., Wab. & West. pref.100	1,000,000	— & —	Jn.'70 11-4s
Troy and Greenbush*....100	274,400	M. & N.	Nov. '73 5½
Utica and Black River....100	1,666,000	J. & D.	Dec. '71 3½
Vermont and Canada*....100	2,500,000	J. & J.	Jan. '73 3
Vermont and Mass 100	$2,800,000	J. & D.	Dec. '72 3
Warren (N. J.).....100	1,800,000	M. & N	May '73 2
Warwick Valley.....100	225,000	J. & D.	Dec.'71 3½
West Jersey.....100	1,200,000	A. & O.	Apl. '72 2½
Winchester & Potomac*100	180,000	F. & A.	Aug. '73 4
Winchester & Strasburg*100	500,00	J. & J.	Jan. '73 2
Worcester and Nashua. 75	1,400,555	J. & J.	July '73 3½
HORSE-POWER R. R.			
Albany City..... 100	110,300	J. & J.	July '73 3½
Baltimore City 100	80 000	— & —	.....
Bleecker st.& F Fy.(NY)100	900,000	F. & A.	Aug.'72 2
Boston and Chelsea..... 100	110,000	— & —	.....
Broadway (Brooklyn)....100	200,000	A. & O.	Apl. '73 4
Broadw. & 7th Av. (NY)100	2,100,000	J.A. J.O.	Apl. '73 3
Brooklyn City 100	1,500,000	J. & D.	Jan.'70
Brooklyn City & Newt..100	600,000	F.M.A.N	May '73 3
Brooklyn and Jamaica...100	488 100	J. & J.	July '70
Bushwick (Brooklyn)....100	302,000	— & —	.....
Cambridge..... 100	727,800	J. & J.	July '71 3½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '73 4½
Citizens' (Phil.)..... 50	500,000	A. & O.	Oct. '67 2½
Citizens' (Pbg.)..... 50	200,000	J. & J.	July '73 7
Coney Island & Brooklyn 50	500,000	M. & N.	Nov. '71 7
D. Dock, E. B'dw. & Bat..00	1,200,000	— & —	.....
Eighth Avenue (N.Y.)...100	1,000 000	F.M.A.N	Aug '73 2
Elizabeth and Newark ..100	200,000	J.A. J.O.	Oct. '71 3
42nd St. & G. St. Ferry ..10	748,000	— & —	.....
Frankf. & Southw.(Ph.) 50	491 750	M. & N.	Nov.'71 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 5
Girard College (Ph.)..... 50	500,000	J. & J.	July '73 3
Grand St. and Newton....100	170,000	J. & J.	July '73 3
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '71 2
Heston, Mantan & Fairm. 50	2,050 000	J. & J.	Jan. '73 4
Lomb. & South Sts.(Ph.) 25	105.000	J. & J.	July '73 1
Lynn and Boston..... 100	200 000	A. & O	Oct. '71 6
Malden and Melrose..... 100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	— & —	.....
Middlesex (Boston)..... 100	400,000	M. & N.	Nov.'73 5
Ninth Avenue (N. Y.)...100	797,820	A. & O.	Apl. '73 4
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	— & —	.....
Philadelphia and Darby 20	200.000	J. & J.	July '73 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '71 2
Pbg, Alleg. & Manchester 50	200,000	J & J.	July '73 2½
Second Avenue (N.Y.)....100	888,100	M. & N.	Nov. '69 8
Second & Third St.(Ph.) 50	962,100	J.A. J.O.	Oct. '73 2
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 5
Sixth Avenue (N. Y.)....100	750,000	J. & J.	July '73 2
Third Avenue (N. Y.)....100	1,170,000	M. & N.	May '71 5
13th & 15th street (Ph.)- 50	1,000,000	F.M.A.N	May '73 3
Somerville (Boston) 100	75,000	J. & J.	July'73 1
South Boston 50	400,000	M. & N.	Nov.'73 3
Union (Boston) 100	200,000	J.A. J.O.	Oct. '73 2½
Union (Phila.) 50	400,000	.....	July '72 7½
West Philadelphia..... 50	400,000	J. & J.	July '72 6
		J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'73 4
Delaware and Hudson....100	15 000 000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Oct. '73 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.). 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M.J. S.D.	Dec. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	800,000	J. & D.	Dec'69 85c
Canton..... 100	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref.....100	3,698,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Nov.'73 3
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal.. 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Prices.
National Securities Nov. 1, 1873.					
Loan of June 14, 1858 .....registered	46,255,000	5	Jan. & July.	1874	112¼
.. ..coupon	13,745,000	5	" "	1874	....
Loan of February 8, 1861 .....registered	13,762,000	6	Jan. & July.	1880	114¼
.. ..coupon	4,658,000	6	" "	1880	115¼
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,661.400	6	Jan. & July	1881	114½
.. ..coupon	63,658,950	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s).....registered	17,6 9,800	6	May & Nov.	1882	108¼
.. .. .. (5-20s).....coupon	170,227,150	6	" "	1882	109
Loan of March 3, 1863.....registered	53,588,600	6	Jan. & July.	1881	114½
.. ..coupon	21,411,400	6	" "	1881	115½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	109½
Loan of June 30, 1864 (5-20s).....registered	24,798,950	6	May & Nov.	1884	109½
.. .. .. (5-20s).....coupon	33,286,050	6	" "	1884	110
Loan of March 3, 1865 (5-20s).....registered	33,907,700	6	May & Nov.	1885	109½
.. .. .. (5-20s).....coupon	118,917,150	6	" "	1885	110½
.. .. 2d series (5-20s).....registered	55,691,000	6	Jan. & July.	1885	113½
.. .. .. (5-20s).....coupon	146,942,100	6	" "	1885	113½
.. .. 3d series (5-20s).....registered	87,120,950	6	Jan. & July.	1887	114½
.. .. .. (5-20s).....coupon	223,533,250	6	" "	1887	114½
.. .. 4th series (5-20s).....registered	13,715,500	6	Jan. & July.	1888	114
.. .. .. (5-20s).....coupon	23,758,500	6	" "	1888	114½
Loan of March 3, 1864, (10-40s)....registered	140,545,200	5	Mar. & Sept.	1904	108
.. .. .. (10-40s).....coupon	54,022.100	5	" "	1904	108
Consols of July 14, '70 & Jan. 20, '71.registered	162,657,700	5	F. M. A. & N.	1881	108
.. .. coupon	112,047,300	5	" "	1881	109½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	110
U. S. Notes and Fractional Currency.....	408,908,098	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,400,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	73
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,930,' 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,680,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1834 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'95	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	96
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	101½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Prices.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,549,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	451,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1-58.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	87½
.. Railroad Loans Bonds, 1854-'66	1,559,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	74- 90	93½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($860,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'88	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'88-'90	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'00	....
New York—($38,121,600):					
.. General Fund Stock	800,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,104,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	850,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	103½
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	72-'92	18
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,889,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860-Bonds, sks fd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, sks fd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, sks fd.....	1,495,369	6	" "	1881	102
.. Loan of 1856 Bonds, sks fd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90.527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	107½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	...
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602 000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct	1888	....
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	8½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	72
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,600	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	72½
Texas—($3,397,825):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'76	100
.. .. .. registered	201,000	6	" "	'71-'76	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,106,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,662,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	468,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	91
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	87
Special Mortgage to Penn.	3,500,000	6	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(265 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310 000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R. R.)	484,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855-'75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1860-'80	579,500	6	" "	"	1880	94
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	93½
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	492,500	6	March & Sept.	Princeton.	1885	77
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb., & Aug.	Boston.	1892	100½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200 000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. L. (sec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	100½

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec'	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	92
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	58
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	20½
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	101½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	91½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100½
State Aid B'ds (1st. by State) gold	1,500,000	7*	" "	" "	1885	97
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr, Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con guar. by A. & S. Co.	330,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	95
Chester Creek:						
1st Mortgage guar by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ")	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	106
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	88½
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.)	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	85
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	64½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $406,000;	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	99
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	88
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	82
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	589,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	91½
1st Mort. (Bel.& Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	...
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	103
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	96
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	86
Consol. sinking fund guar.	628,000	7	May & Nov	" "	1900	89
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct.	New York.	1908	81
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	56
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	94
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley						
1st Mortgage	1,000,000	7*	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A.B.C.D.& E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv..Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Dep ot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500.000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn.)	1,633,000	7	March & Sept.	" "	1881	98
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	96½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1890	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (").....	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m.by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	94
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	98
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	94
3d Mortgage	4,582,000	7	" "	" "	1883	93
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	90
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,059,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 59, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L.I.):						
1st Mortgage	1,025,000	7	May & Nov	N Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	N,000	8	April & Oct	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct	Boston.	1899	....
2d Mortgage	800,000	8	Jan & July	"	1899	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	84½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	85
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5'',000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	75
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.R R55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage gear., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,620,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	99
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	85½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	600,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	85
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw (MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	297,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1894	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortg ge not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1876	....
1st Mort.(St Jo.& C B.73 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ") gld	1,000,000	7*	" "	" "	1896	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068.000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,0 0,000m)	6,456,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mortgage on do. gold	1 500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $300,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW.& W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1890	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW.& W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW.& W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. sky fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. Ba.& Ph.	1909	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	91½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	92
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1890	87½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1856 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	92
2d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	360,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1856 M. S. & N.I.	6,250,000	7	May & Nov.	" "	1886	100
2d Mort. Oct 31, 1857 "	2,698,000	7	" "	" "	1877	91
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1893	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	94
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. All.& Gr.R.)	840,000	8	" "	" "	1868	95
1st Mort. July 1, 1863 (J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	356,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. sky fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1900	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,646,000	6	June & Dec.	"	1898	95
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000 600	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	6,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	90½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1876	98
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'73-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	68,000	7	" "	" "	'80-'86	....
Consol. M. for $8,000,00 (392 m.)	6,647,000	7	April & Oct.	" "	1898	87
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1888	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1890	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,380	7*	Jan. & July.	"	1899	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	85
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	73
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1940	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1880	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	556,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000..	7,000,000	7	Jan. & July.	" "	1902	93
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	98
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar..	70,000	8	" "	" "	1869	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)..	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,800,000	7	Jan. & July.	" "	1897	68½
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	78
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	101½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	85½
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	284,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,384,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,080,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856..	600,000	7	April & Oct.	New York.	1876	...
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20.000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,600,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,500	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)..	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. M.d.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	'886	...
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Mont ello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free.	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	109½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	96½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1873	2,999,000	7	Feb. & Aug.	" "	1889	83
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1867	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willimant.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1890	....
Convertible	400,000	6	April & Oct.	" " " "	1880	....
Holyoke and Westfie d bonds..	2,000,000	7	" "	" " " "	1891	....
New Jersey See United Compan'a						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	40½
1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	" "	1868	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La...	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1880	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)....	5,936,626	6	May & Nov.	New York.	1883	88½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for R.& N. S't.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1886	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	89
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F....	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1876	....
Bonds of '71, tax free(N Y C&H)	1,960,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1863	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863..	1,764,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,350	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1876	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,069,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible ...	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1903	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1864	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869....	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869....	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1896	97½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	96½
Chattel Mortgage	380,000	10	April & Oct.	"	1877	104
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	86
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	85
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1905	86½
Income Mortgage conv.	1,200,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	8	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	94½
Equipment Mortgage	200,000	8	" "	" "	1879	94½
Sinking Fund Bonds.....	600,000	8	March & Sept.	" "	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	87½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage.....	8,529,000	7	April & Oct.	New York.	1911	....
3d Mortgage, (W. Div.).....	433,000	7	Jan. & July.	" "	1874	70
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1883	....
Sinking Fund Bond.....	50,000	7	May & Nov.	" "	1883	89
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mortgage (War. & Erie)....	890,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	50½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	98
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	90
2d Mort. (Charlotte to Lynchb.)	1,156,500	6	Jan. & July.	" "	1876	80
3d Mort. " "	596,000	8	May & Nov.	Richmond.	1873	87½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	73
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R. W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.	1,200,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville..						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	400,000	7	April & Oct.	" "	1880	....
Paducah and Memphis:						
1st Mortgage gold for $2,505,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	96,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,230	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1890	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Phg).....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	97
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,804,500	6	J. & J. & O.	Philadelphia.	1910	86½
State lien for $17,500,000, skg Fd	5,758,200	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	100
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,900,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m.)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	87
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1907	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'86	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 86½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	78
Loan of 1870, convertible.....	28,000	7	" "	"	1900	....
Mortgage Loan of 1857, conv....	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	56
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	101
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1860	....
Mortgage Loan of 1848 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'76-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	100
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	100
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg..	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,306,680	7	Jan. & July.	"	1893	93½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,000	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1905	65½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1894	70
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	98
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	84
Bridge (O. & P. R. R.) bonds...	168,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	98
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdenab.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,200,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,800,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1868	250,000	6	Jan. & July.	Portland.	1885	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1899	....
Poughkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1580	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1862	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	800,000	7	May & Nov.	New York.	1890	88
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1883	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall.)	400,000	7	March & Sept.	New York	1866	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,900	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	10
Rich., Fredericksb'g & Potomac						
Sterling Loan	97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	180,500	7	June & Dec	Richmond.	1876	....
1st Mortgage.....	175,000	8	April & Oct		....	....

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$0,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,000	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	827,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1870	....
2d Mort. (" ")	17,500	6	" "	"	1870	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1890	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	97
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	71
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	91
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 1d, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	75
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.):						
1st Mortgage guaranteed	2,425,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds	605,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.):						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	600,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,607,770	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	907,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1873	....
Domestic (G) Bonds	842,500	6	Jan. & July.	"	'72-'74	....
Domestic (I) Bonds	1,470,400	7	April & Oct.	"	'88-'91	....
Domestic Bonds	78,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,360	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1899	....
South Mountain Iron(Cum'b. Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mortgage gold, assumed	7,130,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	92
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	443,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	2,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000	6,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	891,060	7	various.	Macon.	'72-'88	....
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	196,270	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	2,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	250,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1888	....
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	....
Suspens. Brid. & Erie June.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C. & T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	343,000	7	May & Nov.	New York.	1878	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,000,000	7	June & Dec.	New York.	1894	71½
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	67
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1866	77
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $5,500,000.	1,408,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	74
Tom's River & Waterf.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, gar.	100,000	7	Jan. & July.	Troy.	1876	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1897	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	350,000	7	May & Nov.	" "	1876	....
Convertible Bonds	343,000	7	"	" "	1883	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,600,000	7	Feb. & Aug.	" "	1893	90
1st Mort. (Quincy & Tol. 34 m.)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	84
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	77½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	70
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	73
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	61½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7½	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	76
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	70
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	55
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1880	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	94
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	458,000	6	" "	" "	1883	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	89
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	92
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJ Co)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage		7			....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	76
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,489	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1900	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	73
4th Mortgage	846,000	8	March & Sept.	" "	1900	88
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1900	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1852	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000		7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1868	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....			....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97
2d Mort. " "	300,000	6	" "	"	1890	95½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	83
2d Mortgage preferred	600,000	6	" "	"	1895	55
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1890	92
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1890	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	64½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	76
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	93½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1893	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1910	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm		7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	100
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	102
1st Mortgage registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	100½
Delaware & Raritan Sec U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	98
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	88
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	88
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	72
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	98
Boat Loan, sinking fund	236,945	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1897	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	99
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1860	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71½
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	269,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1880	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	66½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1876	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
3d Mortgage	298,000	6	May & Nov.	"	1904	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. M. in Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2				160,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	57.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,841,228	423,821	7	100	66
Sept. 30, 1872	68.0	—	2.0	—	3	4	2	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,158	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	.....	.....	.....	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8				.....	.....	—	50	....
Dec. 31, 1872	29.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(Phila. & R	eading R.	R.)		—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	28.6	—	1.9	—	.....	.....	.....	.....	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—						—	100	151
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	8,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	.....	347.5	635,350	98,234	.....	983,966	339,539	—	100	....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	15	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,814	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,576	530,583	1,969,053	784,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)		—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* ¶.Missouri & Ind. Ter.	.....	*	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.8	1.5	16.2	—	.....	.....	.....	.....	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	.....	.....	.....	3,994,900	3,483,848	201,089	.....	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	.....	.....	.....	.....	Augusta and Savannah.....Georgia.	1,032,200	—	—	—	733,700	129,000	—	—	—	.....	.....	.....	.....	.....	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris ..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,269	4,901	33,299	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	.....	.....	.....	.....	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2		(Leased to	Pennsylv	ania.)		—	100	....
Sept. 30, 1872	379.6	—	502.7	—	388	205	52	7,904	Baltimore and Ohio ¶.....Md. & W. Va.	31,170,756	7,995,856	13,423,852	3,424,536	16,704,762	12,466,689	700,873	26,182,269	454.6	9,172,097	.....	.....	10,654,472	4,532,072	8	100	155
Sept. 30, 1872	30.0	—	39.9	—	.....	.....	.....	.....	Washington Branch ¶.....Maryland.	1,650,000	.....	.....	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,785	10	100	145
Sept. 30, 1872	103.5	—	21.8	—	.....	.....	.....	.....	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,680,685	893,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	.....	.....	.....	.....	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	—	—	—	(Operat	ed by. Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	907	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22 0	—	2.0	—	.....	.....	.....	.....	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,295	126,291	42,045	7	100	794
Sept. 30, 1872	15.6	—	5.7	—	.....	.....	.....	.....	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,488	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,862,615	10	100	136
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	168,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	546,052	110,250	95,736	872,000	1,250,000	62,556	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.5	—	22	24	10	478	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	874,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	100
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,241,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	112
Sept. 30, 1872	44.0	14.5	66.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	258,320	3,950,000	—	356,478	427,922	66.5	239,132	702,246	766,733	1,716,399	465,847	10	100	144
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,867,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany ¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany is ba	nkruptcy.	)	.....	—	100	....
Sept. 30, 1872	25.0	—	2.0	—	.....	.....	.....	.....	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	1	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	.....	.....	.....	.....	Buffalo, New York & Erie...N.Y. & Penn.	3,330,000	—	—	—	950,000	2,380,000	—	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	480,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	70.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	—	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	(In progr	ess.)		.....	.....	—	100	....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	.....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	.....	.....	.....	.....	Camden and Amboy.....New Jersey.	9,458,328	—	—	—	5,847,800	—	—	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	876,195	188,354	32,868	1,216,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,824	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	.....	.....	.....	.....	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	....
Dec. 31, 1872	28.5	—	4.8	88.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	—	688,467	3,776	3,800	28 8	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	279.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	.....	(Recently	completed	.)	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,891	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown.....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	30.0	2	—	—	3	Carthage, Water'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	.....	24.0	.....	.....	.....	.....	.....	6	25	....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	672,104	183,169	7 p.	50	32
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	....
Dec. 31, 1872	75.6	—	3.8	—	.....	.....	.....	.....	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)		128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	.....	.....	.....	.....	*Cedar Rapids and Missouri River*...Iowa.	11,223,000	—	—	—	7,619,000	3,614,000	.....	—	—	(Chic &	North We	stern R. R.	)	.....	—	100	....
Dec. 31, 1872	190.0	—	16.0	250.0	6	6	3	131	Central Br., Union Pacific R.R...Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)		.....	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,092	5,900,000	1,389,000	841,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	93
Dec. 31, 1872	187.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,493,929	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific* ¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	64,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,612,000	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	.....	.....	.....	.....	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	39.140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26 542,490	*	789,785	2,836,883	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,573	115,478	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	283.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.2	5.3	16.2	5	19	5	8	Flushing and North Side.....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind. & Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3 3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	162,062	.....	58,170	499,896	650,000	112,698	20	—	(Boston	Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,060	2,051,468	652,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson. Texas.	2,522,063	398.639	234.423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,464	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. Co.)	.....	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,686	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,248 929	18,977,803	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	.....	.....	—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific. ¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	.....	—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)	.....	—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,464,670	670,529	—	100	24½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	18	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123.550	.....	40,000	68,161	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension.....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,249	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)	.....	7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶. R.I., Ct. & N.Y.	4,201 486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & St.	Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,838	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe.....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept. 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic.....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274.960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	731,494	559,503	2,400,000	1,925.915	45,956	260,487	123.0	123,257	24,819	36,583	280,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	28	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	31
Dec. 31, 1872	705.5	—	130.4	—	197	117	46	4,588	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,388,226	1,352,156	2,039,321	8,028,754	2,103,107	10	100	99
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(Not	t operated	by Compa	ny.)	.....	—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	66	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	... .	1,359,601	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette. Indiana.	12,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,869	592,066	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	257	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,402	600,000	3,338,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	780,289	—	100	...
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	284,390	90,205	—	100	...
Dec 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R.R. Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)	.....	—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,150	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron.....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,350	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,041	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*...Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)	.....	—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)	.....	140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,863	224.0	1,061,102	653,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago.....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)	.....	7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. Co.)	.....	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	305,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & In.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.5	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,926,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln.....Maine.	2,725,798	*	.....	138,306	861,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	13.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,208	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)	.....	.....	—	100	...
Dec. 31, 1872	541.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,991,629	5,118,598	8	100	71½
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley. Ohio.	2,589,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—		(Opened t	hrough in	July, 187	3.)			100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Years ending.	Railroad. Main Line.	Branch Lines.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Tons Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$		$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	100,666	.....	.....	2,662,921	583,000	92,602	.....	74.0	101,685	163,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	244,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,466,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	592,579	4,483,554	1,769,809	10	100	124
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,564	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	.....	.....	4,000,000	558,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainable.)	.....	.....	.....	.....	72.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	(No accou	nts.)	.....	.....	—	100	....
Dec. 31, 1872	96.0	40.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	.....	5,219,963	261,561	3,533	140.3	748,836	889,571	880,119	1,336,938	592,322	5s	50	92
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,6 6 830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	58
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,40e	411,888	706,355	217,103	8	100	100
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	18,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	559.0	.....	(No sta	tement pu	blished.)	.....	—	100	....
Sept. 30, 1872	69.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester ¶..Conn. & Mass.	2,463,983	*	84,706	109,188	2,264,400	759,000	35,528	731,947	66.4	410,089	372,841	346,367	771,662	293,328	10	100	127
Jun. 30 1872	113.0	22.0	14.6	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,743,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	55
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,472	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	63.0	24.0	—	122	67	24	2,422	Ohio and Mississippi .....Ohio, Ind. & Ill.	24,470,752	*	.....	.....	24,030,000	10,111,850	323,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	22½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	60
Sept. 30, 1872	131.8	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441 552	586,443	5,108,500	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	110½
Dec. 31, 1872	9.2	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,585	*	.....	.....	290,300	786,000	73,852	.....	11.9	.....	2,984 817	.....	203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	26	21	12	382	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,394	161,434	983,871	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome,	Watertow	n & Osd.	RR.Co.)	—	100	....
Sept. 30, 1872	38.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,279	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,880	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of con	struction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri ¶.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. Co.)	—	5	100	35
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	2,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	63.5	469.259	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.8	63.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234.608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	on: no ret	urns.)	.....	—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,900,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718.630	1,232,602	10½	100	84
Dec. 31, 1872	76.0	33.0	6.2	—	7	8	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,690,000	1,200,000	.....	.....	109.0	.....	(No	statement	furnished	.)	—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	396,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	.....	35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wa	b. & Wtn.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,892	.....	.....	.....	342,150	160,000	36,542	.....	—	(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	364.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania	31,283,395	11,154,553	53,606,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787 7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	90½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,997,500	.....	4,000,000	586,500	575,000	.....	47.0	.....	3,486	1,376.772	23,033	.....	—	20	240
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	.....	.....	.....	485.297	700,000	.....	.....	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	623,814	.....	.....	3,061,700	3,000,000	.....	.....	146.6	.....	190.309	1,268.527	1,608,237	437,135	—	50	....
Dec. 31, 1872	44.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	88.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,683	.....	82.0	228,000	44,292	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,000	2,600,000	53,413	.....	58.1	176,312	316.515	134.307	295.594	106.205	—	50	35
Dec. 31, 1872	287.6	—	114.3	—	130	88	20	2,955	Philadelphia and Erie ¶.....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839.793	2,028.568	3,980,753	846.319	—	50	168
Dec. 31, 1872	17.1	3.1	18.7	21.0	24	45	13	192	Phila., Germantown and Norristown...Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	&Read'g.)	287,816	271,179	12	50	107
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14139	Philadelphia and Reading...Pennsylvania.	45,922,674	*	24,988,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	50	113½
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton...Pennsylvania.	1,534,479	.....	329,626	.....	1,269,100	.....	275,408	.....	37.5	.....	1,561,080	1,124,640	1,759.758	.....	10	100	106
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,788	*	2,318 306	175,395	11,485,750	1,990.500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,186,614	8	50	....
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225.000	100,000	17,132	.....	7.0	.....	9.800	12.854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433.550	10,011,740	5,461,173	.....	201.0	3,160.500	606.902	1,429,115	3,856,649	799,501	—	50	....
Dec. 31, 1872	468 3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,466	10	100	68½
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	(In operat	ion only t	hree mon	ths.)	—	50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific. Ind. & Ill.	.....	.....	.....	.....	719,290	450,000	.....	.....	—	(Leased	by Penney	lvania Co.)	.....	.....	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3 5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945 560	161,149	97,155	29,230	1,089,095	906,000	259,132	28,559	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings	used in co	nstruction	n.)	.....	—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,376	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,9 0,854	*	45,000	10,296	636.097	1,120,000	200,033	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth .....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased by Eastern					—	100	....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	.....	(Operated	for benefi	t of contra	ctors.)	10	100	122
May 31, 1873	71.	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway. N. H.	2,270,000	*	.....	.....	770 000	2,000,000	.....	.....	—	(Leased by Eastern					—	25	....
Sept.30, 1872	4 1	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	624,464	508,200	506,079	.....	41.8	53,514	70,01e	10,40	53,079	14,033	—	100	84½

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,000,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,806	895,907	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,020	.....	.....	437,917	50,006	63,611	.....	13.6	44,096	415,776	16,367	105,585	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	260,000	2,600	.....	21.0	38,850	12,560	38,251	27,437	9,989	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.5	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,228	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,786	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,087	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,499,625	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,490	664,000	556,934	1,748,915	604,224	7	100	97
Sept. 30, 1872	140.5	55.2	16.1	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11 4	0.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	5	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.5	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	38.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)		.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	567,560	.....	.....	.....	.....	(Leased	by Erie Railway Co.)		.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.4	—	3	1	1	26	Rome.....Georgia.	236,235	*	.....	.....	260,844	.....	.....	.....	20.0	.....	(No information.)		.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.5	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	836,440	1,156,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,256,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central Verm't.)		434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	...	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute..Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	58.0	360,130	149,499	416,215	507,019	220,002	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,555,951	1,951,989	1,088,796	153,783	10,000,000	5,461,000	.....	.....	210.5	933,393	567,578	633,574	2,146,689	687,639	3	100	54
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	160,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	.....	(Leased	by Chicago & Alton	R.R. Co.)	240,000	.....	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,809,763	439,708	24,000,000	6,000,000	943,928	.....	681.7	2,893,281	428,967	517,528	2,780,820	743,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	203,201	2,877,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	176.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	288.0	462,489	235,279	152,356	682,560	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,793	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,661	153,505	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	525,789	1,171,804	4,479,677	3,242,200	1,671,999	.....	347.0	635,300	98,234	.....	983,966	339,639	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,900	.....	.....	104.0	(No	statement	furnished	very small.)		—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	—	.....	106,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,780,000	9,200,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	9	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,080,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	750,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	8,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec. 31, 1872	122.4	—	5.6	26.1	9	6	3	282	Sioux City and St. Paul....Iowa & Minn.	4,422,182	—	668,862	.....	2,800,000	1,740,000	450,494	.....	.....	.....	(Run by c	ontractors	no returns.)		—	100	....
Sept. 30, 1872	188.0	—	9.2	—	...	...	...	...	South and North Alabama.....Ala.	7,481,761	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,694,328	*	2,019,176	306,086	5,819,275	4,780,846	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545,105	—	100	....
Dec. 31, 1872	416.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	8,450,058	287,805	.....	.....	1,783,021	2,286,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.9	—	19	35	7	114	South Side (L. I.).....New York.	3,166,551	648,926	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	601,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	8	248	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.9	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,480,000	140,000	.....	.....	.....	(Not in o	peration a	t date.)		—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	873	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,855	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	lo-s.	—	100	....
Nov. 30, 1872	79.7	28.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,583,434	191,840	1,988,150	800,000	616,344	1,178,143	99.3	.....	190,997	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.8	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	8,450,000	204,794	.....	287.5	1,192,831	.....	.....	1,316,106	368,092	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	444
Sept. 30, 1872	34.9	—	9.0	—	11	12	(	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,592,000	1,899,000	65,369	.....	55.3	190,548	262,764	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,033	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	—	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	.....	.....	8,862,605	4,092,032	—	100	224
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,782	United Companies of New Jersey..N. Jer.	22,450,328	—	13,216,919	427,338	13,990,627	17,615,608	797,681	472,456	455.9	3,905,741	7,580,795	2,536,304	8,248,226	2,261,060	10	100	114
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.5	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,764,020	775,500	.....	.....	92.2	201,888	184,553	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	96.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	438,181	.....	.....	2,903,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	.....	(Leased	by Vermo	nt Central	R. R. Co.	at 8 p.c.)	8	100	576
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts...Mass. & Vt.	2,703,986	*	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	24 ,299	275,181	131,458	557,190	169,523	2	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	166	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,929,236	88,869	.....	140.0	181 288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	—	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co.)		—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,001,400	—	.....	.....	1,800,000	1,261,400	.....	.....	.....	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,436,176	128,577	128,773	.....	900,700	180,400	321,248	340,176	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,584	—	100	....
Dec. 31, 1872	138.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State		of Georgia & lease		d to a company for $300,000 a year.)				138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.0	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,693	1,800,000	109,089	.....	60.0	217,760	134,655	73,841	197,707	7,088	—	100	....
Dec. 31, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsylvania R.	R. Co.)	.....	.....	—	50	....
Dec. 31, 1872	90.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,358,700	2,398,000	162,683	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	104
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,080,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	.....	.....	500,000	.....	79,642	.....	32.0	39,825	53,175	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	881,117	51,244	.....	300,000	3,800,000	304,142	.....	172.6	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.8	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,063	2,332,300	108,610	.....	63.6	230,554	132,368	264,578	228,778	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,398	1,456,200	1,619,100	77,042	209,531	161.0	519,184	124,995	.....	635,871	230,833	—	100	....
Dec. 31, 1872	130.6	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,891,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	46.7	—	11.8	—	17	11	6	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	—	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	339,641	381,954	368,042	587,389	195,453	12	100	128
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,987	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,718	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	.....	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	166.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,936,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,857	86,970	loss.	10	100	108
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	.....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	.....	.....	8,784,550	15,767,666	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	86
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,089,934	196,149	159,121	9	50	.....
Feb. 28, 1873	108.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	90
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,467,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	56
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,573	271,467	.....	4,385,796	8,576,332	267,198	.....	108.3	(Leas. to	Ph. & R'g.)	1,200,181	649,352	634,169	1	50	10
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,002,706	2,757,310	165,811	.....	45.0	(Leas. to	Ph. & R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200	—	50	.....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	.....	.....	1,100,000	748,000	295,219	.....	.....	(Leased	to Pennsylvania.)	.....	.....	.....	—	50	.....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
RAILROAD STOCKS:				
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	896,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	15
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	8,552,800	6	5	103
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	80
Camden and Amboy,* guaranteed..	6,847,800	10	10	115
Camden and Atlantic, preferred.....	763,549	7	3½	80
Cayuga and Susquehanna,* guar.....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,000	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	93½
Central Ohio,* preferred	411,550	6	6	68
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	96
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	82½
Chicago and North-Western, pref...	21,289,563	7	7	68½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	80
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	57
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	67½
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref	2,167,700	7	7	34½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	....
Huntington & Broad Top Mtn, pref.	190,750	7	...	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref...	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	...	....
" " 2d pref.....	4,436,250	6	...	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	59½
Mine Hill,* guaranteed.....	3,856,450	8	8	102
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	90½
Nesquehoning Valley,* guar.....	2,000,000	10	10	100
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	115
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	114
" " *com.& guar.	8,500,000	8	8	110
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	127
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55
" " pf.& *guar.	2,000,000	8	8	95
Ohio and Mississippi, preferred.....	4,030,000	7	7	56½
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	87
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	108
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	115
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	88½
Pittsfield and North Adams,* guar.	460 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,800,000	10	10	122
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	46
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	20
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	...	29
Schuylkill Valley,* guaranteed.....	578,000	5	5	....
Shamokin V. & Potteville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	56
Warren,* guaranteed.....	1,800,000	7	7	....
CANAL STOCKS:				
Delaware Division,* guar.....	1,633,350	8	8	—
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	116
" com. and * guar.....	1,690,000	4	4	45
Schuylkill Navigation, preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	38	@	40 —
Gartsherrie.....	—	@	48 —
Glengarnock.....	38	@	40 —
Eglinton.....	38	@	40 —
Pig, American, No. 1.....	30	@	32 —
Pig, American, No. 2.....	28	@	29 —
Pig, American, Forge.....	25	@	27 —
Bar, Refined, English and American.....	—	@	— —
Bar, Swedes, assorted sizes.....(gold).	—	@	137 50

—STORE PRICES.—

Bar, Swedes, 1½ x ⅜ & 1 ¼ x ⅜ to ⅝ sq. 1½ to 5/8 to ⅞ & 7/8 to 2 sq. 6 to 12 x ⅞ & ¼.....	—	@	175 —
Bar, Refined, ⅞ to 2 in. rd. & sq. 1 to 6 inch x ⅞ to 1 in.....	—	@	80 —
Bar Refined, 1½ to 6 by ⅜ & 5-16 in.....	—	@	85 —
Bar Refined, 1 & 1½ by ⅜ & 5-16.....	—	@	87 50
Large Rounds, 2½@2¾ to 3¾ @4 in.....	90	@	105 —
Scroll.....	100	@	132 50
Ovals and Half-round.....	107 50	@	127 50
Band, 1 to 6 in. by 3-16 to No. 12.....	100	@	102 50
Horse Shoe.....	115	@	— —
Rods, ½@1-16 inch.....	90	@	132 50
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14...	117 50	@	157 50
Nail Rod..... per lb.	—	8½@	— 9
Sheet Russia, as to assortment.....(gold)	—	17 @	— 17½
Sheet, Single, D. and T. Common.....	—	4½@	— 5½
Sheet, Doubles and Trebles, Charcoal....	—	6½@	— 8
Sheet Galvanized.....List 10 per ct. disc,			
Rails, English.....(gold).....per ton.	60	— @	62 —
Rails, American, at Works in Penna..c'y.	63	— @	70 —
Anvils (Eagle).....per lb. currency.	—	9 @	— —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	—	17½@	— 22
English Spring (2d and 1st quality).....	—	9½@	— 10½
English Blister (2d and 1st quality).....	—	14 @	— 18½
English Machinery	—	- @	— 14½
English German (2d and 1st quality).....	—	12½@	— 14½
American Blister.....	—	— @	— 11½
American, Cast, Tool.....	—	— @	— 17
American, Cast Spring.....	—	— @	— 11
American Machinery.....	—	11½@	— 12
American German Spring.....	—	9 @	— —

NAILS—DUTY: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	4	50 @	— —
8d. and 9d. "	4	75 @	— —
6d. and 7d. "	5	— @	— —
4d. and 5d. "	5	25 @	— —
3d. "	6	— @	— —
2d. and 3d. Fine.....	8	50 @	— —
Cut Spikes, all sizes.....	4	75 @	— —

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold).per lb.	—	32 @	— 32½
Straits.....(gold).	—	27½@	— 28
English.....(gold).	—	26½@	— —

Plates—Fair to good brands.—Gold.—	—Currency.—		
I. C. Charcoal...per box.	9 50 @10 —	10 75	@ 11 25
I. C. Coke.....	7 50 @ 7 75	8 50	@ 9 —
Coke Terne.....	6 75 @ 7 50	7 75	@ 8 50
Charcoal Terne.....	9 25 @ 9 75	10 50	@ 11 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	5 @	— —
Crude 40@47 gravity (in shipping order)..	—	9½@	— 10
Refined, Standard White (in ship'g order).	—	13½@	— —
Refined, S. W. (in jobbing lots).....	—	13½@	— —
Refined, S. W. (in tin).....	—	18½@	— 22
Naptha, Refined (65@73 gravity).....	—	8½@	— 9
Residuum.....(in shipping order). per gall.	—	8 @	— 9

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.—	35	@—	38
Copper, Bolts.....	—	37 @	— 40
Copper, Braziers' (over 16 oz.)	—	37 @	— 40
Copper, Nails	—	42 @	— 45
Copper, Old Sheathing, &c., mixed lots.....	—	20 @	— —
Copper, American Ingot.....	—	22 @	— 23
Copper, English Pig.....	—	— @	— 23
Yellow Metal, New Sheathing & Bronze...	—	23 @	— 25
Yellow Metal, Bolts.....	—	— @	— 30
Yellow Metal, Nails, Sheathing & Slating ..	—	24 @	— 26

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6	87½@	— —
German Ordinary.....(gold)	6	87½@	— —
English.....(gold)	6	87½@	7 —
Bar.....	—	— @	9 25
Pipe.....	—	— @	10 50
Sheet.....	—	— @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. per lb.
Tatham's Improved Tin-Lined Lead Pipe.....16½c.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	—	— @	14 —
Liverpool House Cannel.....	—	— @	20 —
Anthracite (by cargo) ....per ton of 2000 lb.	5	50 @	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

	Th. 20.	F. 21.	Sat. 22.	M. 24.	Tu. 25.	W. 26
Boston, Hart. & Erie.....	....	....	....	1½	....	....
Canton Co.....	....	....	....	....	....	....
Central Pacific 6s.....	....	....	....	91½	91½	91½
Central of N. Jersey....	92½	91½	92	92½	93½	93½
Chicago & Alton.....	92	93	93	95	93	93
" pref.....	....	....	....	96	....	....
" 1 M.....	....	....	....	....	....	103
" S. F.....	....	....	....	....	....	....
" Ins. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	....	....	....	....	91½
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern . 42	42	43½	43½	47	45	
" pref..... 64½	63½	63½	65½	67½	68½	
" 1st M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol. 88	....	....	....	....	....	....
Chic., Rock Isl. & Pac.. 88½	88½	88	89½	90½	93	
Chi., R. I. & Pa. 7s, 1896.....	....	....	....	102	0 2	
Clev., Col., C. and Ind.. 67	....	....	66	69	69½	
Clev. & Pittsburg guar.. 79½	80	79	80	80½	80	
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	85	85	
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	100	....	....	....
Col., Chi., & Ind. C..... 20½	21½	21½	22	22½	22½	
" 1 M..... 78½	....	80½	81	81½	81	
" 2 M.....	....	....	....	....	....	....
Del. & Hudson Canal ..106	107	....	107½	....	108½	
Del. Lack. & Western.. 91½	90½	91½	92	92½	93	
" 1 M. 7s..... 100	....	....	....	....	....	
" 2 M 7s..... 98	....	98	....	98	....	
Erie Railway..... 44	43½	42	43½	44	44	
" pref.....	....	....	67½	....	....	
" 1 M. 7s, 1897. 99	....	....	....	98	....	
" 2 M. 7s, 1879....	....	....	....	....	....	
" 3 M. 7s, 1883....	....	....	....	....	....	
" 4 M. 7s, 1880....	....	....	....	....	....	
" 5 M. 7s, 1888....	....	....	....	....	....	
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort. 76	....	....	76	78	77½	
Hannibal & St. Joseph. 23½	22½	22½	22½	24½	24½	
" pref..... 30	....	29½	30½	32½	34½	
" 8s, conv.....	....	75	75	75	75½	
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875....	....	....	....	....	....	....
Illinois Central	95	97½	97½	99	....	
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th. 69	68½	70½	71½	71½	72½	
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central..... 78	75	78½	....	78	....	
" S. F. 8s, 1882. 107	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F. 99	99½	....	100	....	....	
" 2 M.....	....	....	....	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Milw. and St. Paul..... 30½	30½	31	31½	32½	36	
" pref..... 54½	54	53½	54½	57½	59½	
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s..... 101½	101½	....	....	....	....	
" 7 3-10s con.....	....	85½	....	....	90	
" 7s, gold.....	....	....	75	....	....	....
Missouri 6s..... 87	87	87½	87½	87½	88	
" H. & St. J. 8s. 84	84	....	....	85	....	
Morris and Essex..... 90	89½	89½	90	....	90	
" 1st mort.....	101½	....	....	101½	101½	
" 2d mort.... 96½	....	....	....	96½	....	
N. Y. Cen. & Hud. Riv. 88½	88	88½	89½	89½	91½	
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s. S.F. 1883 87	87	86	....	88½	....	
" 6s, S.F. 1887.....	....	86½	....	....	89	
N. York and Harlem....111	113½	112	112½	113½	114	
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York N. Hav. & Hart. 124½	124½	....	124	....	124	
N. Carolina 6s, old.....	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 25	24½	24½	24½	25½	26½	
" pref..... 60	58	57	58	56½	....	
" 2d M..... 70½	....	....	70	70	70	
Pacific Mail S. S. Co.... 28½	27½	28½	30½	30½	31½	
Panama 85	79½	78	84½	84	87	
Pitts., Ft. W. & Chi. gtd. 87½	88	....	88	....	89	
" 1 M.....	....	100½	102	....	102	
" 2 M.....	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	....	....	....	....	....
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	97
" 2 M. pref.....	83	....	....	....	....	....
" Income bds. 68	....	....	....	....	....	71
Tennessee 6s, old..... 71½	....	72½	....	....	....	72
" new..... 71½	....	....	....	72	72½	
Tol., Wab. & Western.. 41	41	41½	43½	43½	47½	
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	97	....	
" 2 M.....	....	....	....	....	84	
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div. 82	82	81½	81½	....	....	
Union Pacific..... 20½	20½	21½	21½	21½	22½	
" 1st mort... 76½	77	....	79½	79½	79½	
" L. Gt. 7s.....	69½	....	....	70½	....	
" Ins. 10s.... 55½	57	57½	58	58½	58½	
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol..... 50½	....	....	....	....	....	
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 26.

	Th 20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 10-40s, reg	108¼	....	108	....	....	....
U. S. 5s, 10-40s, coup	107⅝	....	....	108	108¼	108
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	109¼	....	109¼	109¼	110	109¼
U. S. 6s, 1881, reg	114	114	114	114¼	114¼	114¼
U. S. 6s, 1881, coup	114¼	114¼	114¼	....	115	115¼
U. S. 6s, 5-20s, reg. '62	108¼	....	....	108¼	....	....
U. S. 6s, 5-20s, c. 1862	108¼	108¼	....	....	109	....
U. S. 6s, 5-20s, reg. '64	108¼	....	....	....	109¼	....
U. S. 6s, 5-20s, c. 1864	....	110	....	110	110	....
U. S. 6s, 5-20s, reg. '65	109	....	....	....	109¼	....
U. S. 6s, 5-20s, c. 1865	109¼	109	....	110¼	....	....
U. S. 6s, 5-20s, r. n. '65	111¼	112¼	112¼	....	113¼	....
U. S. 6s, 5-20s, c. n '65	112¼	112¼	113¼	113¼	113¾	113¾
U. S. 6s, 5-20s, reg. '67	113¼	113¼	113	113¾	113¾	114¼
U. S. 6s, 5-20s, c. 1867	114	114¼	114¼	114¼	114¼	....
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113¼	114¼	114¼	113¾	114¼	....
U. S. 6s, Pac. RR Issue	110	109¾	110¼	....	110	110

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24	Tu.25
Catawissa preferred	40	40	.....	39¼	40	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	91	91¼	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	28	27⅝	28¼	28¼	28⅝	28⅛
" 6s, 1884	87¼	....	....	....	88	....
" Gold L	87	87	....	87¼	87¼	88
" R. R. L	88	....	....	....	88	....
" Conv. L. '77	72	....	....	....	....	....
Lehigh Valley R. R	56¼	57	58	57⅝	58	58
" 6s new coup	96	....	....	....	....	....
" 6s new reg	....	....	....	....	94	93¼
Little Schuylkill R.R	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	....	51	51	....	....	51
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	115
North Pennsylvania	....	....	....	....	....	....
" 6s, 1885	97¼	....	....	....	....	....
" 7s	96¼	....	....	....	96¼	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	17	17	18	....	15	15
" 7s	....	....	....	....	....	50¼
Pennsylvania R. R	44¼	45¼	44¼	45¼	45¼	45¼
" 1st M	....	....	....	....	99	....
" 2d M	....	....	....	....	....	....
" Gen. mort	....	....	....	86¼	....	....
" reg	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	105	....	....	....	....	....
" 6s, 3d series	107¼	....	....	....	107¾	....
Philadelphia City, 6s	97¼	....	....	....	97¼	97¼
" new	102	102	101¼	101¼	101¼	102
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	52¾	53¼	52¾	53	53	53¼
Philadelphia and Erie	18	....	....	....	18	18
" 6s	....	....	....	....	....	....
" 7s	....	....	....	87	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	12¼	....	....	....
" 6s, 1882	....	....	....	....	71¼	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	115	115	114	114	114	114
Hestonville, (Horse)	19¼	....	....	....	....	19¼
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	20¼	20

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 25.

	W.19.	Th.20	F.21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875	95¼	....	....	....	....	....
" 1886	....	....	....	....	97	....
" 1890	96	95¼	96	....	....	96
" 1884	....	....	....	....	....	....
" 1900	....	....	95	....	....	....
Balt and Ohio	155	155	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	93¼	....	....	....	....
Marietta & Cin. 1st M	99	....	99¼	101	....	....
" 2d M	....	....	85	85	85	....
" 3d M. 8s	73¼	....	....	73	73	....
Northern Central	29	....	....	....	....	....
" bonds, 1885	....	....	....	86	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	86	....	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	50¼	50	49¾	....	49¾	....
" Defer. Certif	....	....	9¼	....	....	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 26.

	Th.20.	F 21.	Sat.22.	M.24.	Tu.25.	W.26
Boston and Albany	135¼	135⅞	135¼	....	135¼	136
Boston and Lowell	100	100	100	100	....	....
Boston and Maine	112¼	....	....	112	....	111¼
Boston and Providence	....	144¼	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	25¼	....	24¼	24¼	25¼	25¼
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	93	92¼	92	....	91¼	....
Concord	....	....	....	....	....	....
Connecticut River	125	....	....	....	....	....
Eastern	89¼	90	....	90	90¼	90¼
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	79¼	79	78¼	78	79¼	78¾
Northern, N. H	....	....	....	100	....	....
Ogdens. & Lake Champ	55	....	....	....	....	....
" pref.	....	....	....	....	....	95
Old Colony	110¼	....	111	111	110¾	110¾
Ph., Wil. & Baltimore	53	53¼	....	....	53¼	....
Portl'd, Saco & Ports	122	....	....	....	....	....
Union Pacific	....	....	....	....	....	23
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	52¼	....	....	....	....	....
Vermont & Canada	....	....	....	....	....	50¼
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	54	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	30	....
Copper Falls	23¼	21¼	....	....	24¼	....
Franklin	....	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	33¼	34	....	34	39	36¼

London Stock Exchange.

	—Closing Prices.— Nov. 7.	Oct. 31.
Atlantic & Gt. W. 1st mort., $1,000	67 — 69	71 — 73
Do. 2d mort., $1,000	51 — 53	59 — 61
Do. Con. mort. B'nds Bisch's Cert.	27 — 29	33 — 35
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	84 — 88	86 — 88
Detroit & Milwaukee 1st mort. Bonds	68 — 72	68 — 72
Do. 2d do.	60 — 65	65 — 70
Erie shares 100 dol. all paid	33 — 33¼	38¾ — 39
Do. 6 per cent Convertible Bonds	93 — 95	— — —
Cons. Mort. amount autho. to be issued for conv. of existing bonds	88 — 90	91 — 93
Illinois Central $100 shares all paid	79 — 81	81 — 83
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	97 — 99	98 —100
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	80 — 90	80 — 90
Panama 2d mort	68¼— 69¼	71¼— 72¼
Panama General mort	96 — 98	96 — 98
Pennsylvania, 2d mort	97 — 99	97 — 99
Do. General mort	96 — 97	97 — 98
Do. $50 shares	36¼— 37¼	39 — 40
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, November 29, 1873.

Stock Exchange and Money Market.

An active demand has been noted for Money during the week, especially for use at the Stock and Gold Exchanges, and the market has been, as a whole, comparatively firm for call loans on the basis of the legal rate of 7 per cent to the best class of borrowers. Some speculative wants of an urgent nature have been provided for at higher figures, in several instances as high as 7 per cent in gold, with in a number of cases, a fractional commission added. Toward the close the tendency was toward renewed ease, and the governing rates to responsible parties were 6@7 per cent. Mercantile requirements were reported as less pressing, and for the better grades of business paper a readier sale was noted, chiefly at from 12@15 per cent per annum. The advices from London were of a much more comfortable working of Money, with a lower range of rates on accommodation, particularly so outside of the Bank of England, which, it was confidently anticipated, would presently reduce its discount rate 1, if not 2 per cent, to harmonize with the marked improvement in the financial situation abroad. Our own banks have been augmenting their resources very encouragingly, and on Monday their reserve of legal tender notes was up to $34,270,000. On Saturday last the Bank Clearing House, quite unexpectedly, made an informal exhibit of the aggregate of the City Bank averages. While the total figures show a return to the 25 per cent basis of greenbacks and gold notes to deposits and circulation, the particulars of the condition of each bank in the association are not given to the public, as a considerable number of them are still borrowers at the Clearing House on relief certificates, amounting to about $19,000,000, or $7,000,000 less than the extreme relief granted to save certain prominent banks from going down. The figures, as given out, are as follows: Loans, $248,067,000; gold, $17,568,000; greenbacks, $30,899,000; deposits, $167,967,000; circulation, $27,299,000. On Saturday, September 13th, that immediately preceding the outbreak of the financial panic, the averages were as follows: Loans, $284,536,000; gold, $20,442,000; greenbacks, $36,717,000; deposits, $207,317,000; circulation, $27,383,000. The changes during the ten weeks of the panic are more notable, if we accept the informal reports of the minimums of deposits, $143,000,000, and of greenbanks, $5,700,000. The maximum of relief certificates was $26,000,000, of which four banks received more than one-half. The loans since Sept. 13 have fallen $36,000,000; and the deposits $40,000,000. The difference against the greenback average is still $5,800,000, and against the gold notes average, $2,900,000. The returns of Sept. 13 showed $1,516,000 deficiency in the required reserves, and the present returns a deficiency of $301,000. No very notable headway has been made in the discussion of the proposed banking reforms. Rather has the breach been widened as between the advocates and opponets of the reform propositions.

The U. S. Sub-Treasury, last week, enlarged its currency balance $2,033,973, and reduced its coin reserve $1,102,959. Its currency balance at the close of the week was $10,882,148; and its coin reserve $48,717,959.

Gold has been quite active, but less buoyant as to price. The speculative movement has derived less aid from the various and less warlike reports relative to the Cuban question. The improvement in the general financial situation has also been against the upward movement. The customs demand has been moderate, and the export drain limited. The extremes of the price have been 109⅛@110⅛, closing on Wednesday at 109⅛ as against 109¼ on Wednesday of the preceding week. The specie outflow, last week, was only $530,140. The imports of specie at this port last week, were $308,584, and since Jan. 1, have been $17,025,770 as against $5,877,282 same time last year.

The customs demand for Gold last week, averaged $283,500 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $111,852,885, against $135,652,435 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $61,660,503, against $71,711,319 during the same time in 1872. The export drain of specie since January 1, 1873, has been $45,977,998 against $07,926,070 during the same portion of 1872.

Foreign Exchange has been moderately active, and quoted firmer. Bankers' sixty day bills on London closed on Wednesday at 106¾@107¼; sight bills on London, at 108@108½. The week's exports of Domestic Produce have been to the currency value of over 6½ millions.

Government securities have been in fair request, chiefly on investment account, and the prices have been quoted stronger, closing buoyantly.

U. S. sixes of 1881 closed on Wednesday of this week at 114¾@115; U. S. Five-Twenties of 1862, 108¾@109¼; U. S. Five-Twenties of 1864 at 110@110¼; U. S. Five-Twenties of 1865 110@110½; U.S. Five-Twenties of 1865 consolidated 113¼@113⅝; U. S. Five-Twenties of 1867, 114¼@114¼; U. S. Five-Twenties of 1868, 114@114⅜; U. S. Ten-forties at 108@108½; U. S. Fives of 1881 (Funding Loan) 108⅝@109½; Six per cent. currency Sixes from 110@110¼.

Business in Railway and Miscellaneous securities has been quite active, at a further advance, though the later dealings indicated a tamer and less buoyant movement.

State and Railway bonds have been in moderate request, and held with more firmness. Central Pacific first mortgage six per cents closed at from 91½@92.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $6,226,063, as compared with $6,625,579 same week last year. The exports of domestic produce are $6,582,249, as against $5,799,772 last year. The exports of Gold and Silver, $530,410, as against $232,624 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,701,000, comparing with $2,114,000 same week last November.

The movements in domestic produce have been on a more extensive scale, having been quite brisk in Breadstuffs, Cotton and Provisions, prices, of which have shown more firmness. The Cotton movement of the week were large. The improvement of the fortnight in the market is reckoned at two cents the pound, or nearly $10 the bale, which on a crop of 4,000,000 bales would make a difference of 40 million dollars. The receipts of the week were 133,300 bales; the exports, 83,500 bales. The receipts are now gaining on last season. The difference against the present crop is now 150,800 bales, which will probably be overcome by the close of December. The supplies of Exchange for the week were, from the Cotton ports of the South, about $4,500,000, and from New York on domestic produce cleared, (including2 4,000 bales Cotton,) $7,600,000. Wool, Tobacco, Naval Stores, Petroleum, Hay and Seed have been moderately sought after at about former rates. Hides have been more active and quoted a trifle dearer. Leather, Oils, Hemp, and building Materials, quiet and more or less nominal in price. Groceries have been in better demand and held more confidently. Dry Goods have been much more freely dealt in, but at lower and unsettled prices. Live Stock have been depressed and quoted a fraction cheaper. In the Metal line trade has been comparatively dull at about previous figures, apart from the dealings in Ingot Copper, which have been extensive, carrying the price up to 22½@23 cts. for prompt delivery. Ocean freights have shown more animation, particularly toward the close, with, rates again favoring shipments.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Northwestern consol. gold bonds, 82; Ohio and Miss. 7s, consol., S. F., 89; Canada Southern 1st mort., 58; Delaware and Hudson Canal reg. 7s, 1891, 100½; Central of New Jersey 1st mort. new, 101½; Lake Shore and Michigan Southern 7s, consol. reg., 91¾; do. coupon, 92; Michigan Central 7s, 93; New Jersey Southern 1st mort., 40½; Cleveland and Pittsburg 7s, consol., 89; Milwaukee and St. Paul 1st mort. LaC. div., 85; Toledo, Peoria and Warsaw 1st mort., W. D., 67; do. E. D., 71⅞; Long Dock bonds, 90¾; Boston, Hartford and Erie 1st mort., 24½; Gt. Western 1st mort., 1888, 90; Illinois and Southern Iowa 1st mort., 90¼; Clev., Col., Cin. and Ind. 1st mort., 96; Delaware, Lackawanna and Western 7s, conv., 96⅞; Central Pacific State-aid bonds, 97; Atlantic and Pacific pref., 15½; Pacific R. R. of Mo., 35; St. Louis, Kansas City and Northern pref., 29; St. Louis, and Iron Mt, 54; do. 1st mort., 91; do. 2d mort., 70½; Rensselaer and Saratoga R. R., 97; Albany and Susq. R. R., 86; Sixth Avenue R. R., 145; Joliet and Chicago R. R., 85; Western Union Telegraph, 65⅓; do. 7s, 88; Quicksilver pref., 27; Consol. Coal of Md., 45¼; Wells Fargo Exp., 63½; Am. Exp., 58½; Adams Exp., 83; Ohio 6s, 1881, 102; N. Y. State 7s, B. L. reg. 103¾; do. coupon, 104½; South Carolina 6s, new, Jan. and July, 8½; Brooklyn 6s, W. L., 90½.

Philadelphia.—Lehigh Valley 7s, 100½; Philadelphia and Reading deben. bonds, 78; do. 7s, 1893, 101; do. 7s, new conv., 98½; do. Gen'l mort., 7s, coupon, 100; Belvidere Delaware 2d mort., 77; Susquehanna Canal 6s, 66¼; Allegheny Valley 7 30s, 87; Pittsburg, Cincinnati and St. Louis 7s, 65¾; Pennsylvania and New York 7s, 100; Pennsylvania R. R. dividend scrip, 92½; Nesquehoning R. R., 50; Catawissa R. R., 16; do. new pref., 32; Camden and Atlantic pref., 40; Allegheny Co. scrip, 74. The latest quotations are; City 6s, 97½@97¾; do. free of tax, 101⅞@102; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 105@105½; do. 3d series, 107⅝@108¼; Philadelphia and Reading 53⅜@53½; do. Gen'l mort. 7s, coup., 99½@100½; do. reg., 100@—; do. mort. 6s, 1880, 90@96; do. 7s, new, conv., 98½@99; United New Jersey R. R. and Canal Co., 113¾@114; Camden and Amboy mort. 6s, 1889, 92@93; do. 1883, 88@90; do. 1889, 85@87; Pennsylvania R. R., 45¼@45½; do. div. scrip, 92@93; do. 1st mort., 98⅜@99; do. 2d mort., 96½@96½; do. General mort. coupon, 86@86½; do. reg., 91@92; Little Schuylkill R. R., 44@44¾; Morris Canal, 45@50; do. pref., 112@118; do. 6s, 83@—; Susquehanna Canal, 5@6; do. 6s, 66@75; Schuylkill Nav., 5¾@7; do. pref., 12@12½; do. 6s, 1882, 71@72½; do. 1872, 75@80; Elmira and Williamsport pref., —@41; do. 7s, 1873, 95@98; do. 5s, 50@60; Lehigh Coal and Navigation, 28¾@28⅞; do. 6s, 1884, 88@90; do. R. R. Loan, 88@88; do. Gold Loan, 88@90; North Pennsylvania, 45@48, do 6s, 97@88; do., 7s, 96½@96½; do. Chattle 10s, 103@105; Philadelphia and Erie, 17½@18½; do. 6s, 75@85; Minehill, 51@51; Catawissa, 15½@16¼; do. pref., 40@41; do. 7s, 1900, 96½@—; Lehigh Valley, 57⅞@58; do. 6s, new coupon, 46@—; do. reg., 93@94; do. 7s, 100@101; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 58@—; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 28@30; Green and Coates 41½@—; Chestnut and Walnut, 54½@—; Hestonville, 19@20; Germantown, 30@40.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 9½; Norwich and Worcester R. R., 127; Rutland pref., 46; do. scrip, 77; Worcester and Nashua R.R., 128; Burlington and Missouri River R. R. in Iowa, 90; do. in Nebraska, 48¼; do. 8s, in Nebraska, 92; Summit Branch, 85¾; Nashua and Lowell R. R. 125; Framingham and Lowell 7s, 1890, 84¾; Eastern R. R. 7s, 1887, 98; Vermont Central and Vermont and Canada 8s, 75; Old Colony R. R. 7s, 100½; Chicago, Burlington and Quincy 7s, 88½; Boston Water Power Co., 13¼; Cary Imp., 7¼; Brookline Land, 4½; Waverly Land, 3; New Hampshire 6s, 1894, 95¾; Massachusetts 5s, 1894, gold, 98; Cambridge 6s, 92; Hartford 6s, 1876, 97¾; Newburyport 6s, 1891, 90; Boston 6s, 1876, currency, 98½; Allouez Mining Co., 4⅜; Calumet and Hecla, 130; Duncan, 75c.; Dana, 50c.; International, 20c.; Phœnix, 15; Pewabic, 7¾; Pontiac, 50c.

Baltimore.—Chesapeake and Ohio Canal 6s, 98@100; Orange, Alex. and Manassas 7s, 73; Virginia consols, coupons, 78¼. The latest quotations are: Wilmington, Columbia and Augusta bonds, 73@77; Pittsburg and Connellsville 7s, 1898, 86@90; Baltimore and Ohio, 155@160; do. 6s, 1875, 96@98; do., 1880, 94½@96; do., 1885, 93@—; Parkersburg Branch, 9@11; Northern Central, 25@30; do. 6s, 1885, 86@87; do., 1900, 82@85; do., 6s, 1900 gold, 87@89½; N. W. Va. 3d mort., 1885, 86@96; Marietta and Cincinnati 1st mort. 7s, 1892, 98¼@100; do., 2d mort., 7s, 84⅞@85¾; do., 3d mort., 8s, 73@73¼; Central Ohio, 35@40; do. pref., 34@39; do. 1st mort., 83@84; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., —@96; do. 2d mort. pref., 55@55; do., 2d mort. guar. by Washington Co., 70@—; Richmond and Danville 1st mort., 65@70; Orange and Alexandria 1st mort. 6s, 80@90; do., 2d mort. 6s, 77½@80; do., 3d mort. 8s, 76@90; do., 4th mort. 8s, 70@80; Orange, Alex. and Manassas 7s, 74@76; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 68½@72½; do. 8s, 3d mort., 81@88; Baltimore 6s, 1875, 95½@96; do., 1884, 94@95; do. 1886, 95@98; do. 1890, 96@96¼; do., 1893, 94¾@95; do. 1893, exempt, 99@99½; do., 1900, exempt, 96½@—; do. 1900, new, 94½@95½; do. 1902, 96@97¾; Memphis City 6s, 40@49; Maryland Defense Loan, 1883, 102¾@106; Virginia 6s, old, 30@35; do. coupon old, 32@33; do. consol. 6s, 49⅜@49⅞; do. coupons, 76@78¼; West Virginia, 9@10; City Passenger R. R., 13@17½; George's Creek Coal, 100@130.

☞ Work on the Baltimore, Pittsburg and Chicago branch of the Baltimore and Ohio railway is going on vigorously, and the road will be opened as far as Deshler during the present month, thereby effecting a junction with the Dayton and Michigan road.

☞ The seven per cent gold coupons of the bonds of the Southern Maryland Railroad Company, due December 1, 1873, will be paid on that day at the office of the company in Washington.

Monadnock Railroad.

At the annual meeting of the stockholders of this company, held at Peterborough on the 18th inst., the following gentlemen were elected directors for the ensuing year: Jonas Livingston, J. H. Fairbanks, P. Upton, J. H. Bradley, H. K. French, Willis Phelps and H. A. Blood. Hon. Jonas Livingston was chosen President and C. A. Parks Clerk and Treasurer. The directors submitted their annual report, which was accepted, from which it appears that the income for the year ending September 30, 1873, from all sources has been $32,843 90, the expenditures $21,117 36, leaving a surplus above operating expenses of $11,726 54. Interest paid during the year $8,689 66. The debt of the road at this date is $124,575, which is $26,000 less than last year. The directors, in closing their report, express their confidence in the ultimate dividend paying ability of the road, and also their assurance that the extension at no distant day to Hillsborough Bridge will make this a trunk north and south line.

☞ The Philadelphia *Ledger* of the 19th inst., says that at the Baldwin Locomotive Works, Broad and Hamilton streets, there are 1360 men employed at full wages. This is about half the number usually employed by this firm. During the past month 29 locomotives have been ordered of this firm from Canada and other foreign places. There is sufficient work ordered to keep the present number of men employed for two months, but there is not so much doing for American Railroads as is customary at this time of year. The firm are encouraged, and hope that before many weeks they will be able to employ their complement of hands.

☞ In the account of the organization of the Norfolk and Bristol Railroad, published in our last issue, the names of three of the directors were omitted. The following is the full list: Joseph W. Clark and Edward Stimson of Dedham; George H. Morrill of Norwood; F. W. Bird, J. G. Hartshorn and H. W. Tilton of Walpole; James Pollard of Norfolk; Thomas Proctor, A. W. Harris and James Bacon of Wrentham; H. N. Daggett, H. F. Barrows and Felix G. Whitney of Attleboro'.

☞ The Berea Street Railroad Company, of Berea, Cuyahoga county, Ohio, has been incorporated with a capital stock of $15,000, in shares of $50 each. The corporators are Samuel Hittel, George Nokes, M. McDermott, Joseph Nichols, E. J. Kennedy, T. C. Mattison, E. F. Benedict and A. J. Campbell.

☞ The European and North American Railway Company has a surveying party at work on the line of the proposed extension of the Piscataquis branch from Guilford to Monson, and it is said to be the intention of the corporation to build the extension as soon as possible.

☞ The construction of the Kansas City, Burlington and Santa Fe Railroad is to be immediately commenced.

☞ The first passenger train over the southern extension of the Wellington, Grey and Bruce Railway arrived at Kincardine on the 12th inst.

☞ The grading of the Lewiston and Auburn (Me.) Railroad is nearly done.

☞ The gross earnings of the Cheshire Railroad for the year ending September 30, 1873, were $845,807 43, a gain of $21,044 09 over last year. The expenses were $661,511 63 and $41,751 44 was paid for interest, leaving a balance of $142,544 36. The number of miles run by passenger trains was 139,408 and by freight trains 507,430. The number of passengers carried one mile was 6,325,541, a decrease of 265,345 from last year. The number of tons of freight carried one mile was 25,256,105, an increase over last year of 2,346,516.

☞ The Toronto, Grey and Bruce Railway was opened to Harriston on the 15th inst., the first train having arrived at the village that day. This branch makes a connection with the Wellington, Grey and Bruce Railway.

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50 and 56 lbs. in store at New Orleans.
50 and 56 lbs. in store at New York.

All Weights of Light Rail for Narrow Gauge Roads.

BESSEMER STEEL RAILS.

30, 56 and 60 lbs. in store in New York.

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ENGLISH and AMERICAN RAILROAD IRON for delivery in New York and other markets in the United States. For sale by

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RAILROAD IRON.

THE undersigned agents for the manufacturers, are prepared to contract to deliver best quality **American or Welsh Rails**, and of any required weight and pattern

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Bronzing and Coppering
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LATEST IMPROVED STANDARD.



Our Patented Double Beam Wrought Iron Lever Rail-Road Track Scale acknowledged the BEST.
MAKERS of the NEW TESTING MACHINE.

The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

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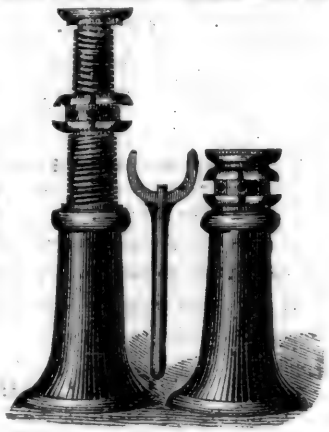
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AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

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American Railroad Journal.

New York, Saturday, December 6, 1873.

Old Colony Railroad.

The annual meeting of this corporation was held in Boston on the 25th ult., Hon. Onslow Stearns, the President, in the chair. The action of the directors in purchasing the Middleborough and Taunton road was endorsed by a vote, and they were authorized to take such steps as they deemed proper to secure a consolidation of the two corporations.

Attention was called to the debt of the company, which is about three and a half million dollars, and the directors feel that it is cheaper for the corporation to pay interest than to pay off the debt, and they propose, as the bonds become due, to refund. It was therefore

Voted, That the directors issue registered or coupon bonds to an amount not exceeding the existing debt of the company, payable not more than twenty years from date, with interest not exceeding seven per cent per annum for the purpose of funding the bonded and floating debt.

The directors were also authorized to purchase a controlling interest in the stock of the Fall River, Warren and Providence Railroad Company, or to purchase the railroad of said company, and in connection with the Boston and Providence Railroad Company, to establish a thorough line of railroad between Fall River and Providence.

The following were elected directors for the ensuing year:—Onslow Stearns, Uriel Crocker, Benjamin Finch, Oliver Ames, Charles F. Choate, Samuel L. Crocker, Jacob H. Loud, Richard Borden, Royal W. Turner, Francis B. Hayes, Ephraim N. Winslow, John S. Brayton, Prince S. Crowell.

Wilmington, Columbia and Augusta R. R.

The third annual meeting of the stockholders of the Wilmington, Columbia and Augusta Railroad Company was held in Wilmington, N. C., on the 19th ult. The meeting was organized by calling Hon. R. R. Bridgers to the Chair, and appointing Mr. John W. Thompson Secretary. A large majority of the stock being present, the meeting was declared to be duly organized. The President made an extended report of the condition and operations of the road, and of the Wilmington and Weldon Railroad, of which this company is the lessee, covering the reports of the Superintendent, and Secretary and Treasurer of both roads. We collate the following interesting facts:

Gross earnings....		$1,461,701 85
Operating expenses		896,245 28
Showing net earnings		$565,456 57
Out of which has been paid the coupons on bonded debts of both companies and interest on floating debt, amounting to...	$396,889 86	
On rental of 5 per cent on $1,452,300, Capital stock of the W. & W. R. R. Co....	72,615 00	
On rental of same at 3 per cent....	43,569 00	
		513,073 86
Balance of net earnings applied to construction and equipment....		$52,382 71

On motion, the meeting proceeded to elect a President and seven Directors, which resulted in the election of R. R. Bridgers as President, and the following Directors: W. T. Walters, W. H. Graham, S. M. Shoemaker, J. D. Cameron, L. D. Childs, B. F. Newcomer and George S. Brown. The meeting then adjourned.

☞ Six miles of the Levis and Kennebec Railway track have been laid, leaving four miles unfinished. It is expected the first section—from Levis to St. Mary's—will be opened for traffic during next season.

Poughkeepsie Bridge Company.

At a special meeting of the directors of this company, held at 57 Broadway, this city, on the 25th ult., Mr. J. H. Linville, President of the Keystone Bridge Company of Pennsylvania, was appointed Chief Engineer, and Mr. J. Edgar Thomson Consulting Engineer. The line of the land approaches, as set forth in the maps and plans made by Messrs. J. H. Linville and P. P. Dickinson, and others, were accepted and ordered to be filed in the office of the State Engineer and Surveyor at Albany, and in the office of the County Clerks of Dutchess and Ulster Counties. According to these plans, the bridge itself will extend from a point on the west side of the river 350 feet from the ferry landing, and extend across at right angles to the channel, to a point on the Poughkeepsie side, between the ferry-house and Shatemuc Boat Club-house. Four piers will be built in the river, each to be 500 feet apart, according to the provisions of the charter, and one on the shore on each side, just at the bottom of the bluff. These piers will be of granite founded on the bed-rock, and will be carried up to the height of 130 feet above the surface of the river at high-water mark. On these will rest the heavy iron and steel trusses, each 500 feet long and between 60 and 70 feet in height, the railroad track being on the top chord, or nearly 200 feet above the water-line. The line of approach on the Poughkeepsie side will leave the river at the point as above mentioned and cross the top of Reynolds Hill, where a smaller pier will be placed; thence it will run in nearly a straight line, crossing Dutchess avenue and Albany street at the south corner of the same. Delafield street at a point midway between Luther Etling's house and Parker street. Tallmadge street half way between Hoffman and Duane streets, passing over the barn of the south line of the old Gager place, now owned by Messrs. Buckingham, and crossing Washington street from the north-west corner of Gifford avenue to the south-east corner of Parker avenue, or North street. All these streets will go under the track, which will be about twenty feet above the grade of Washington street at the point of the crossing. In fact, the line west of Washington street will be a continuation of the bridge itself on shorter spans. East of Washington street an embankment will take its place. From Washington street the line continues across the Fullhill at the crossing

of Baldwin avenue, or where Baldwin avenue would cross if it were put through. It passes under the grade of Garden street just south of Zimmer avenue, and thence crossing the creek again, leads to the junction of the Poughkeepsie and Eastern Railroad at Hamilton street. It is under contemplation to make a depot at either Washington or Garden street for the convenience of Poughkeepsie passengers.

The directors directed the engineer to commence the work of construction at once. The company will undertake the construction of the shore piers under the supervision of Mr. P. P. Dickinson. Work on these piers is ordered to be pushed forward with vigor, so that the cornerstone may be laid with appropriate ceremonies on or about the 20th of December next, on which occasion the Governor has been invited to attend.

The capital of the company as authorized by the charter, is $2,000,000. Of this sum $1,250,000 has already been subscribed. The balance will, it is said, be made up among the friends of the Pennsylvania Railroad Company, the Philadelphia and Reading Railroad Company, the Poughkeepsie and Eastern Railroad Company, and, possibly, the Erie Railroad. All these companies, with the exception of Erie, are now stockholders in this new undertaking, and it is confidently expected that the Erie Road will come in. The cost of the bridge will be from $4,000,000 to $5,000,000. The directors are A.L. Dennis, President; George Innis, G. P. Pelton, H. G. Eastman, P. P. Dickinson, Thomas A. Scott, J. Edgar Thomson, J. P. McCandless, Mr. Kneass, Charles G. Francklyn, and D. Salomons.

The Creosoting Process for Preserving Wood, Timber, &c.

At the rate we have been denuding our forests of timber for the past 50 years, another 50 years will find us with a scarcity something like it is in England at the present time. Already the inroads among the pine forests have been so serious as to cause a remarkable appreciation of pine lands as well as pine lumber, and the end is not yet. It is high time some mothod was adopted to lengthen the life of our timber which we use so lavishly for fencing, paving, piling, railroad ties, &c. We hail, therefore, with satisfaction, the advent of a wood preserving process, under the guarantee of scientific testimony and the prestige of a strong corporation who control the patent therefor in this country. When we consider the first cost alone of the timber required yearly for our fences and posts, which require to be renewed in from five to fifteen years, of railroad ties, telegraph poles and the like, which require renewal on an average of five years; of piles, cribs, and bridge timbers, some of which have to be renewed every three years, the ever increasing wooden pavements, we must appreciate the value and importance of a process whereby the durability of these forms of wood is multiplied five or ten times. Scarcely a railroad in the country but is seeking to reduce the cost of its working expense, of which wooden ties and structure form a large part. The cost of transportation, laying down, taking up and relaying, form a large item of expense which might be largely avoided by use of more permanent material at the outset. The English roads, it appears from the reports of competent and trustworthy engineers, have long made use of the creosoted timber, and with results so satisfactory as to engage the attention of the most eminent railroad officers in this country.

From the advertisement, published elsewhere in this issue, of the American Wood Carbolizing Company, it will be seen that they are ready for practical operations and for the sale of the right to use their process. The names of the officers of the company, as well as those of their references, are of the highest respectability. Parties interested in this subject will do well to look at their announcement, and examine the documents to which they refer, which may be had at the company's office, 59 Liberty street.

Old Colony Railroad.

The earnings of this road for the years ending September 30, 1872 and 1873 were as follows:

	1872.	1873.
From passengers	$1,141,832 43	$1,431,707 76
" freight	644,167 90	774,752 85
" expresses	62 960 41	74,781 67
" rents	26,385 86	24,941 06
" mails	15 327 01	28,459 38
" miscellaneous	4,895 69	39,933 54
" extra baggage	1,868 79	2,675 61
	$1,897,438 09	$2,377,251 82
Expenses, viz:		
Passenger department	$186,907 23	$239,712 58
Merchandise "	200,431 57	240,398 37
Locomotive "	310,418 47	451,675 80
Maintenance of way	302,965 08	387,166 73
General expenses	144,755 69	170,917 98
Miscellaneous	57,265 28	86,144 13
	$1,202,743 82	$1,576,015 59
Earnings less exp	$694,694 77	$801,236 23
State, city and town taxes	$64,445 23	$89,197 44
Interest on bonds and debt	205,287 44	233,433 16
	$269,732 67	$322,630 60
Net income	$424,962 10	$478,605 63
Add balance of income per last report		581,155 58
Total		$1,059,761 21
Deduct dividend Jan. 1, 1873, $3.50 per share	$219,656 50	
Dividend 18 on Cape Cod stock	1,256 50	
Deduct dividend July 1, 1873, $3.50 per share.	227,346 00	
		448,259 00
Balance of income account September 30, 1873		$611,502 21

The dividend of Jan. 1, 1874, is to be taken in part from this balance.

The gross receipts of the road were, for the year ending Sept. 30, 1873	$1,877,251 82	
For the year ending Sept. 30, 1872, including the income from the Cape Cod R. R.	2,219,236 47	
Increase in receipts		$158,015 35
The working-expenses for the year ending Sept. 30, 1873	$1,576,015 59	
For the year ending Sept. 30, 1872, including the expenses of the Cape Cod R. R.	1,437,904 15	
Increase in working expenses		$138,111 44
The amount paid for interest was, for the year ending Sept. 30, 1873	$233,433 16	
For the year ending Sept. 30, 1872, including interest paid on Cape Cod R. R.	223,906 55	
Increase		$9,526 61
Amount paid for taxes was, for the year ending Sept. 30, 1873	$89,197 44	
For the year ending Sept. 30, 1872, including taxes on Cape Cod R.R.	78,936 46	
Increase		$10,260 98
The net earnings, after paying interest and taxes, were, for the year ending Sept. 30, 1873	$478,605 63	
For the year ending Sept. 30, 1872, including the earnings on Cape Cod R. R.	492,984 54	
Decrease		$14,378 91

The increase from passengers was $69,129 49; the increase in number of passengers carried was 259,078.

The increase of receipts from freight was $51,340 34. The increase of tons carried was 39,670.

The increase from local passengers of the Old Colony division has been $85,997 26, and from local freight receipts $47,005 59. We have no means of comparing the local business of the Cape division with former years. There has been some falling off in the receipts from connecting lines.

Two new locomotives, five passenger cars, thirty-eight freight-cars, and two coal-cars, have been added to the rolling-stock.

Two locomotives, eight passenger-cars, one baggage-car, thirty-five freight-cars, and fifty-two gravel and coal cars have been rebuilt.

About 1,000 tons of new iron rails, and 40,634 new sleepers, have been used in repairing the track; and 2,625 tons of rail have been taken up, repaired, and relaid.

All the above additions, renewals, and repairs have been charged to expense account, and paid for out of our earnings the past year.

The road, equipment, and property have been kept up, and are in good working condition.

In addition to the above new rolling-stock, there have been added to the equipment 2 new locomotives, 4 passenger-cars, 51 freight-cars, and 200 coal-cars, at an expenditure of $148,000 00, which has been carried to construction account; making in all 4 new locomotives, 291 freight cars, and 9 passenger-cars, added to the equipment the past year, exclusive of the equipment of the Cape Cod Railroad, consisting of 10 locomotives, 25 passenger cars, 8 baggage cars, 54 long box cars, 11 short box-cars, 29 long platform-cars, 8 cattle-cars, and 73 coal and gravel cars.

The Westinghouse brake is now used on 16 locomotives and 70 cars.

The Union with the Cape Cod Railroad was finally completed Sept. 30, 1872; and the foregoing accounts of our business for the past year include the earnings and expenses of that portion of the road. To compare the business of this year with that of 1872, a statement is here given, showing the gross earnings, working expenses, and income of the two companies for 1872:

Earnings (including Cape Cod Railroad) for the year ending Sept. 30, 1873		$2,377,251 82
Expenses (including Cape Cod Railroad) for the year ending Sept. 30, 1873		1,576,015 59
		$801,236 23
Earnings of the Old Colony Railroad for the year ending Sept. 30, 1872	$1,897,438 09	
Earnings of the Cape Railroad for the year ending Sept. 30, 1872.	321,798 38	
	$2,219,236 47	
Expenses of the Old Colony Railroad for the year ending Sept. 30, 1872	$1,202,743 32	
Expenses of the Cape Cod Railroad for the year ending Sept. 30, 1872	235,160 83	
	$1,437,904 15	781,332 32
Increase in earnings		$19,903 91

This shows an increase in earnings of $158,015 35; of working expenses, $138,111 44; and in net earnings, of $19,903 91; thus showing that the slight apparent decrease in our net earnings for the year is caused by an increase in our interest account, and the heavy addition made to our taxes.

Our business was, like that of other companies, materially reduced during the fall and winter months by the Boston fire; and subsequently

the passenger business was affected by the continued presence of small pox in Boston.

It will also be seen that the amount charged for expense of removing snow and ice is large, $5,610 04. This is but a small part of the actual expense to the company, arising from extra wear and tear of tracks and equipment, caused by the severity of the last winter.

The increase in expenses is accounted for, in part, as follows:

The mileage of our trains has increased 33,115 miles. This increase, and the addition of 62 cents per ton paid on our coal, has added to our expenditures, for coal alone, $35,000 for the year. We have also made and charged to expense account large additions to and improvements of the property of the company.

Among other items so charged is for increase of equipment	$80 802 97
For additional new stations	23,514 62
On account of new stations at Campello, North Bridgewater, and South Dennis, to replace others	9,493 28
For 29,539 feet of new side-track, costing, with the necessary grading, not less than	40,000 00

The amount expended upon repairs of passenger cars and locomotives has also been large, exceeding the expense of last year (including the sums so expended by the Cape Cod Railroad Company) about $46,000. The computed expense per train mile run is $1.22 against $1.14 last year.

The results of the purchase of the Cape Cod Railroad have been as satisfactory as was expected. Its cost, including the completion of the Woods Hole Railroad and the extension to Provincetown, has somewhat exceeded the estimates; being, in all, about $2,100,000. The business shows a fair increase during the past year, and indicates a growing tendency in the community to occupy the lands of the Cape for summer resorts, for which they are so excellently adapted.

The road has been extended to Provincetown, about sixteen miles, in conformity with the contracts made by the Cape Cod Railroad Company before the union, at a cost of $304,423 80—estimated cost of completion, $27,513. This portion of the railroad was opened to public travel in July; and while it has not yet affected, to any great extent, the earnings of the company, it is hoped that it will ultimately form a valuable addition to our property. The cost has been met by the issue of new stock, of which the town of Provincetown has taken 726 shares at $135 per share; and 2,000 shares were sold at auction, from which the sum of $221,731 25 was realized.

The Woods Hole and Shawmut Branches have been completed, and are now in good and efficient condition.

The Granite Branch, which is ultimately to be extended to a connection with the main line at Braintree, has been extended to the gravel-pits owned by the company in West Quincy; and we are now able to meet the demand for sand and gravel, from the transportation and sale of which we have derived some profit during the past year.

Some work has been done in the construction of a third track between Boston and Quincy, which, when completed, will enable us to do more promptly and efficiently the growing business of this part of our road. An act of the legislature was obtained at the last session, authorizing the widening of the bridge over Fort Point Channel for a third track; and it is intended to proceed with the work.

The increase in our coal-traffic has made it necessary to increase our wharf accommodations at Somerset. Additional wharves, with coal-pockets, and machinery for discharging, have been constructed, at an expense of $34,020 14; which will give reasonable accommodations to this branch of business for some years to come.

About 5½ miles of additional side-track have been laid at various points where it seemed most needed.

Additional tracks and connections have been laid at Weir Junction in Taunton, to facilitate the exchange of business with the New Bedford Railroad. This, being our most available connection with the West, is a point of increasing importance.

New depots have been built, or are now in process of construction, at Newport, South Dennis, South Middleborough, Campello, North Bridgewater, and North Plymouth.

It will be seen from the foregoing account, that the past year has been a reasonably successful one in the affairs of the company. A dividend of 7 per cent on the capital stock has been fairly earned, and $30,846 63 added to our reserve; and, in addition to this, improvements have been made to the property of the company, which will enable us to do an increased business without greatly increasing our future expenses.

The directors have considered that the interests of the company would be served by acquiring the Middleborough and Taunton Railroad, and have accordingly entered into contracts for its purchase. This railroad, forming a connecting link between the different branches of our line, and a direct line between the Cape division and the West, is valuable to us, and would be at all times a source of discomfort in the hands of any rival line. As it was necessary to avail themselves of the opportunity offered, without delay, they deemed it wise to make the purchase, and now ask the approval of stockholders.

During the past year, surveys have been made for the construction of the new bridge at Fall River, as authorized by the legislature and by vote of the stockholders. The Fall River, Warren, and Providence Railroad, which by law has the right to acquire a part ownership and control of this bridge, having passed under the control of the Boston and Providence Railroad Company, the directors have decided not to proceed further in this enterprise without obtaining some avenue between Fall River and Providence; and for this they ask the approval of the stockholders.

The bonds of the company, falling due in 1874, 1875, 1876, and 1877, to the amount of nearly $3,000,000, should be funded in a new twenty-years' loan; and it may be expedient to pass the requisite votes at the next meeting of the stockholders, giving the directors power to issue bonds, coupon or registered, to take advantage of any favorable opportunity for this purpose.

Our connection with the boat-lines has been reasonably satisfactory during the past year; still some further provision is needed, by which a more intimate and close connection with the boat-lines in Vineyard Sound may be established. This business is important and should be encouraged.

Our connection with New York by steamboats is very important, although the business has diminished during the past few years. Our contract with the Narragansett Steamship Company will expire in about three years, when the line may be discontinued, unless some new arrangement is made. It is for the stockholders to consider whether it would not be for the interest of the company to control a steamboat line to New York.

A claim for considerable amount for damage by fire in the woods in Wareham, Carver, and Plymouth, has been presented.

While we are running more trains than the immediate business demands, the directors believe this to be the best policy in developing the territory upon which our prosperity must depend. If, however, the present depression in business decreases our earnings, as now is threatened, we shall be compelled to reduce our expenses by temporarily diminishing our train service.

As required by vote of the stockholders last year, a map is annexed, showing the various lines owned and operated by the company indicated by the heavy black line. The South Shore, Middleborough and Taunton, and Dorchester and Milton Branch Railroads, are owned by independent corporations, in which this company is the chief owner of stock.

The equipment of the road is as follows: 38 passenger, 15 freight, and 6 switching locomotives; 129 passenger, 24 baggage, 281 long box, 11 short box, 829 long platform, 19 cattle, 72 stone, 12 short platform and 144 coal and gravel cars. Number of miles run by passenger trains, 880,528; by freight trains, 396,972; by gravel trains, etc., 76,974—total miles run one year to September 30, 1873, 1,354,474, an increase over the year ending Sept. 30, 1872, of 33,115. Number of passengers carried the past year, 4,256,840; do. carried one mile, 61,090,330. Tons of merchandise carried the past year, 625,251; do., carried one mile, 16,205,933.

TRIAL BALANCE, September 30, 1873.

Cash	$103,267 22	
Bills receivable	401,464 82	
Construction	10,215,426 49	
Dorchester and Milton R. R. Co.	36,937 88	
South Shore R.R. Co. stock account	134,375 84	
Middleboro' and Taunton R. R. Co. stock account	150,424 00	
Real estate	294,425 98	
Materials on hand	170,733 57	
Agents' department	1,102 51	
	$11,508,158 31	
Capital stock		$6,561,300 00
Premium on stock		21,971 34
Bonds due Sept. 1, 1874		1,000 00
" " " 1, 1875		458 000 00
" " " 1, 1876		1,000,000 00
" " " 1, 1877		1,450,000 00
" " " 1, 1884		32,000 00
Bonds due Aug. and Dec. 1873, C. C.		8,000 00
" " " " " 1875, "		40,500 00
" " " " " 1881, "		265,500 00
Bills payable		911,886 15
Provincetown Extension, subscription		112,925 00
Income		611,502 21
Dividends unpaid		13,506 97
Connecting lines		15 201 01
Government tax		4,865 68
		$11,508,158 31

President.—ONSLOW STEARNS.

Directors.—Onslow Stearns, Uriel Crocker, Benjamin Finch, Oliver Ames, Charles F. Choate, Samuel L. Crocker, Jacob H. Loud, Richard Borden, Royal W. Turner, Francis B. Hayes, Ephraim N. Winslow, John S. Brayton, Prince S. Crowell.

Treasurer.—JOHN M. WASHBURN.

Superintendent.—J. R. KENDRICK.

☞ A plan for a new line of railroad from Montreal to Portland and Boston has been perfected. The Eastern Railroad Company will control the line, and will guarantee a proportion of the business to the Portland and Ogdensburg Road. The Portland and Ogdensburg Company will push the work of completing their road in New Hampshire and Vermont so as to be ready or business in a few months. The section connecting thence with Montreal will also be constructed as soon as possible.

☞ The financial agents of the Logansport, Crawfordsville and Southwestern Railroad Company of Indiana, have issued a circular to the holders of the mortgage bonds of that road, announcing that the interest coupons, which matured on the 1st November, ult., for payment of which the company is in default, will be paid on the 1st of February next, together with other coupons which will mature at that time.

☞ The work on the railroad from Fredericton (N. B.) to Riviere du Loup is making good progress. It is stated that connection will be made with Woodstock by Christmas.

American Iron and Steel Association.

The annual meeting of the American Iron and Steel Association was held in Philadelphia on the 20th ult., Mr. Samuel J. Reeves in the chair. The Secretary, Mr. James M. Swank, presented the annual statistical report, from which the following facts and figures are taken:

The high prices for iron of all descriptions which had prevailed in the United States in 1872 gradually declined during the latter part of that year, and this decline, with some effort at a rally in January, continued during 1873. It was not sufficient, however, to restrict production, jeopardize the interests of producers, or compel a reduction of wages. The causes of the decline may be found, first, in the natural tendency of high prices to restrict consumption, and thus bring about sharper competition; and, second, in the forced subsidence at the close of 1872 of the fever for building Western railroads. Owing to these combined causes the demand for rails and other railway material fell off greatly at the close of 1872, while in some other branches of business, usually requiring large supplies of iron, consumption was considerably curtailed at the same period. This condition of business—restricted consumption and gradually declining prices, with foreign competition still existing and a tendency in some iron districts to accumulate stocks of pig iron—prevailed on the 18th of September, when the present financial crisis commenced by the suspension of a leading banking house largely interested in railroad securities. This crisis has deranged the whole business of the country. The prices of iron have still further declined, reaching in some lines of the trade to a point far below the cost of production. The blow has been severely felt. At the beginning of November the quoted prices of raw and manufactured iron were almost as low as at the beginning of 1871, before the rise commenced; the price of rails was fully as low; while the demand for iron for railroad construction, cars, car wheels, locomotives, iron railroad bridges, and every branch of manufactures dependent upon railroad patronage, had almost ceased. At the date mentioned, the prices asked for four leading articles of American iron manufacture were as follows: Bessemer rails at mill, $110; iron rails at mill, $68; No. 1 anthracite pig iron, at Philadelphia $36; merchant bars, at Pittsburg, three cents. From cash buyers even lower rates than these would readily have been accepted. English iron rails were sold at New York at $60, gold. On the 17th of September, the day before the occurrence of the crisis, the above mentioned articles were quoted as follows: American Bessemer rails, $120; iron rails, $75; No. 1 pig iron, at Philadelphia, $42; merchant bars, at Pittsburg, 3½ cents; English iron rails at New York, $65, gold. The average decline since September has been fully 15 per cent., with few sales transpiring, and they mostly in small lots for immediate use.

At the beginning of November many blast furnaces, bar mills, and rail mills were idle. After a careful survey of the whole field we are satisfied that fully one-third of our furnaces were then out of blast, and that by the close of the month one-half of all the furnaces will be blown out. Stocks of pig iron are accumulating in many districts, for which there is no sale at any price. Most of the bar and rail mills that are now running are working on short time. Rail mills especially are bare of orders, with no immediate prospect of a change for the better. The plate mills are more favored. Thousands of iron-workers at the beginning of winter are out of employment, while a large proportion of those who are yet employed have accepted a reduction of wages averaging 15 per cent. The mining of iron ore has sympathized with the prostration of the iron trade.

The aggregate value of our importations of iron and steel, and manufactures thereof, during the twelve months which ended on the 30th of June last was fifty-nine millions of dollars. These importations have done immense harm to the home trade and an increase of the duty on pig iron from $6 30 to $9 a ton is advocated.

In relation to the present condition of the British iron trade, it is stated that our financial difficulties add another to the many advantages possessed by British iron masters for manufacturing cheap iron. The reduction of wages, and the stoppage of many of our iron works, will operate as a check to the emigration of miners and iron-workers from England, Scotland and Wales, and will to this extent enable British iron masters and colliery owners to reduce the wages of their workmen. The British iron trade continues as bold and energetic and will probably be as aggressive in the future as it has been in the past.

PRODUCTION OF PIG IRON.

The production of pig iron in the United States in the year 1872 was 2,830,070 net tons, or 2,526,848 gross tons. This quantity was produced in twenty-one States. The ascertained production during the first six months of 1873 was 1,393,075 net tons, and the estimated production for the whole of the year 1873 is 2,695,434 net tons, or 2,406,637 gross tons. The number of States which made pig iron this year was twenty-two—Maine having re-entered the list after a long rest. The excess of production in 1872 over the estimated production of 1873 is 134,636 net tons. If the financial crisis had not occurred the production of 1873 would have exceeded 3,000,000 net tons. The estimated annual capacity of all the furnaces in the United States is 4,371,277 net tons.

The total number of furnaces in the United States, exclusive of abandoned and projected furnaces, is 636. The total number of new furnaces finished and put in blast in 1872 was forty-one; finished and put in blast in 1873, forty-two; total number of new furnaces put in blast in the last two years, eighty-three. Many of these are among the largest in the country. By the erection of these eighty-three furnaces, the furnace capacity of the country has been increased fully one-fourth.

A number of new furnaces built since the last report are described with some minuteness; among them that of the Lackawanna Iron and Coal Company, at Scranton; the Lucy Furnace of Kiloman & Carnegie, the Soho Furnace near Pittsburg, and others.

PRODUCTION OF RAILS IN THE UNITED STATES.

The total number of net tons of iron and steel rails made in the United States in 1872, as reported to this office by the makers, is 941,992, or 841,064 gross tons. This aggregate was produced in sixteen States. Pennsylvania made 419,529 tons, or 44½ per cent of the whole. Ohio comes second in the list, taking the place which Illinois held in 1871. Illinois is the third State in the list, and New York the fourth. In the production of steel rails, the relative position of these four great iron producing States is almost the same—Pennsylvania producing 38,463 tons; Ohio, 22,000 tons; Illinois, 15 930 tons. No other States made Bessemer rails in 1872.

This aggregate of production includes only such rails as are made for the use of freight and passenger railways, and excludes an ascertained production of 15,000 tons of street rails, and all mining rails made during the year. Adding these to the above aggregate, the total production of rails of all sorts in the United States in 1872 was undoubted y one million net tons.

The production of rails in the United States in 1871 was 775,733 net tons; in 1872 it was 941,992 tons. Increase, 166,259 tons, or 21½ per cent. The importation of foreign rails in 1871 was 566,202 net tons; in 1872 it was 530,850 tons. Decrease, 35,352 tons, or 6¼ per cent. The net gain of the American railmaker in 1872 over his foreign rival was therefore 201,611 net tons.

Of the total production of 941,992 net tons of rails in 1872, 94,070 tons were Bessemer steel rails. In 1871 there were produced 60,042 net tons of steel and steel-headed rails. Increase, 34,028 tons, or 56⅔ per cent. Of the 530,850 net tons of rails imported in 1872, 149,786 tons were steel rails.

The total consumption of iron and steel rails in 1871 was 1,341,985 net tons; in 1872 it was 1,472,842 tons. Increase, 130,907 tons. This increased consumption was more than equalled by the increased production of American mills, which was 166,259 tons, as above stated.

During the year 1871 the export from the United States of American railroad bars and rails was 306 net tons; during 1872 the export was 1,296 tons. Increase, 3.23 per cent.

England will send us this year about 150,000 tons of rails, but it is exceedingly probable that there will be just this quantity of rails on hand and unsold in the country on the 31st day of December next, with many American mills standing idle the whole or part of the year. The American make during the year will be about 850,000 net tons (less than last year), of which about 120,000 tons will be Bessemer rails.

PRODUCTION OF ROLLED AND FORGED IRON.

An estimate of the production in 1872 and 1873 of the merchant bar mills, plate mills, and other rolling mills, exclusive of rail mills, can be made with some approach to accuracy. Observing the classification heretofore in use, the following figures are submitted for 1872 and 1873, in tons of 2,000 pounds:

	1872.	1873.
Merchant bar and rod	500,000	400,000
Sheet and plate	200,000	250,000
Hoop	80,000	80,000
Nails and spikes	175,000	200,000
Axles, etc	95,000	100,000
Total net tons	1,000,000	980,000
Add iron and steel rails	941,992	850,000
Total rolled iron, net tons	1,941,992	1,880,000

The estimated production in 1871 of rolled iron other than rails was given by this office at 710,000 net tons.

The product of the forges and bloomaries of the country, strictly so-called, is estimated at 58,000 net tons in 1872, and 50,000 tons in 1873.

PRODUCTION OF STEEL.

There were produced in the United States in 1872 about 32,000 net tons of cast steel, and in 1873 there will be produced about 28,000 tons. In 1871 there were converted 45,000 net tons of Bessemer steel; in 1872, 110,500 tons, and 1873 it is estimated that there will be converted 140,000 tons. About 85 per cent of the Bessemer steel that is now converted in American works passes into rails.

The total quantity of pig metal converted in this country by the pneumatic process in the year 1872 was 125,361 gross tons. During the first nine months of 1873 the total quantity converted was 127,384 tons.

The total annual capacity of the eight Bessemer works now in operation is about 170,000 net tons of rails, to which add Edgar Thomson and new plant of Pennsylvania Steel Works, and the total capacity of the Bessemer works of the United States at the close of 1874 may be placed at 222,000 net tons of rails.

SUMMARY OF IRON AND STEEL PRODUCTION.

Below is a summary in net tons, of the ascertained and estimated production of iron and steel in the United States in 1872 and 1873:

	1872.	1873.
Iron and steel rails	941,992	850,000
Other rolled and hammered iron	1,000,000	98,000
Forges and bloomaries	58.000	50,000
Cast steel	32,000	28,000
Bessemer steel	110,500	140,000
Siemens-Martin steel	3,000	3,500
Pig iron	2,830,070	2,695,434

RAILROAD CONSTRUCTION.

We estimate the mileage of new track for the year 1873 at only 3,000 miles, a decrease since last year of more than fifty per cent. The year 1871 witnessed the culmination of railroad construction in this country. The number of miles built in that year was 7,779. The reaction com-

menced in 1872, when 6,427 miles were built. The total railroad construction of 1874 is estimated at 8,000 miles, the same mileage as the estimate for 1873.

Appended to the report is a lengthy summary of the iron and coal statistics of Great Britain, Spain and Algeria.

The following table shows, in tons of 2,000 pounds, the production of the various kinds of pig iron in the United States, from 1854 to 1873, inclusive:

Year.	Anth'cite.	Charcoal.	Bitu'nous Coal & Coke	Total.
1854.	339,435	342,298	54,485	736,218
1855.	381,866	339,922	62,390	784,178
1856.	443,113	370,470	69,554	883,137
1857.	390,385	330,321	77,451	798,157
1858.	361,480	285,313	58,351	705,094
1859.	471,745	284,041	84,841	840,627
1860.	519,211	278,231	122,228	919,770
1861.	409,229	195,278	127,037	731,544
1862.	470,315	186,660	130,687	787,662
1863.	577,638	212,005	157,961	947,604
1864.	684,018	241,853	210,125	1,135,996
1865.	479,558	262,342	189,682	931,582
1866.	749,367	332,580	268,396	1,350,343
1867.	798,638	344,341	348,647	1,461,626
1868.	893,000	370,000	340,000	1,603,000
1869.	971,150	392,150	553,841	1,916,641
1870.	930,000	365,000	570,000	1,865,000
1871.	956,603	385,000	570,000	1,912,608
1872.	1,369,812	*500,587	†959,671	2,830,070
1873.	1,249,673	§524,127	¶921,634	2,695,434

* Includes 224 tons of peat pig iron.

† Includes 27,246 tons of mixed anthracite and coke pig iron.

§ Includes 1,600 tons of mixed peat and charcoal pig iron, and 1,778 tons of mixed charcoal and bituminous coal pig iron.

¶ Includes 48,000 tons of mixed anthracite and coke pig iron.

The report of the Treasurer, Mr. Charles Wheeler, was read. It shows a very satisfactory financial condition, the association having a balance of $11,256 13 to its credit.

The following officers were elected for the ensuing year; President, S. J. Reeves; Vice Presidents, A. S. Hewitt, E. B. Ward, S. M. Felton, James I. Bennett and James Park, Jr.; Treasurer, Charles Wheeler; Secretary, James M. Swank.

On motion of Mr. Park, the clause relating to membership assessments in Art. IV of the Constitution was amended as follows: "Upon Bessemer steel, 2 cents per ton of 2 000 pounds; upon other steel, 2½ cents per ton."

Mr. James I. Bennett, from the committee on resolutions, made the following report, which was unanimously adopted:

Resolved, That this association attributes the general prosperity of the iron trade of the country, which has characterized the past year and previous years, to the tariff policy of the Government, which has fostered home industry, and enabled many branches of manufactures to obtain a position rendering them independent of foreign rivalry.

Resolved, That the manufacturers of iron and steel in the United States do not regard themselves as in any way responsible for the present embarrassment of their industry, which they have conducted with care and economy, and they are assured that the adoption by Congress of a financial system adequate to the largely increased and increasing business needs of the country will enable them not only to supply all demands for home consumption, but also to rival older nations in the markets of the world.

Resolved, That the horizontal reduction of ten per cent of duties made by the second section of the Act of Congress of June 6th, 1872, was unwise and uncalled for, and that it has been detrimental to the revenues of the Government, and should be repealed.

Resolved, That Congress should revise the national banking system, removing the monopoly enjoyed by existing national banks, prohibiting them from paying interest on demand deposits, and making other wholesome regulations for their government, and should devise other means for affording an adequate supply of currency, and for giving it requisite flexibility.

Resolved, That the laws regulating customs duties should have equal and uniform construction and application at all the ports of the United States, and the contrary practice which now prevails should be corrected by the Secretary of the Treasury or by Congress.

Resolved, That the rapid and healthful growth of iron shipbuilding in this country has demonstrated the beneficial influences of the registry laws of the United States, and that under their protection American shipbuilders will be enabled, through the improvement and development of our manufactures of iron, to take possession of the carrying trade of the country, foreign as well as inland, thus adding greatly to the prosperity of the nation in peace, and to its strength and resources in time of war. We believe that free trade in ships would check this wholesome progress, would be detrimental to American labor, and injurious to the best interests of the country.

Resolved, That we regard the power given to a single creditor, under the present bankrupt law, to force a debtor into bankruptcy, against the will and to the injury of all others having claims upon the estate, as unjust in principle and disastrous in practice, and in the opinion of this association the law should be so amended as to give to three-fourths of the creditors in interest the right to control the settlement of the affairs of an insolvent, and to prevent them from being subjected to proceedings in bankruptcy.

Resolved, That this association has learned with great satisfaction that the members of the Iron and Steel Institute of Great Britain propose to visit this country next year, for the purpose of ascertaining the extent and progress of the iron and steel industries of the United States, and that the members of this association will extend to them a hearty welcome, and will take pleasure in showing them their several works, and in otherwise aiding them to accomplish the object of their visit.

Resolved, That the acceptance by the executive committee of the trust delegated to this association, by the executive committee of the United States Centennial Commission, of making an adequate representative collection of the iron ores of the United States for display at the International exhibition of 1876 is hereby approved; and recognizing the importance and difficulty of the work, the association asks the active co-operation of all manufacturers of iron and steel and producers of iron ores, and it further invites assistance in the collection of samples of all the fuels, fluxes and refactory materials used in the iron trade or likely to be of use to it.

Mr. Bennett moved that when this association adjourns, it shall adjourn to meet in Philadelphia on the first Wednesday in February, 1874, and that the other iron associations be requested through their secretaries to meet with us in joint convention on the following day. The motion was adopted, and the association adjourned.

☞ The directors of the Connecticut Western Railroad Company, in their annual report say that the business of the road shows a gradual and regular increase of receipts, and promises well for the future. The receipts for fifteen months to September 30, 1873, were $442,724 44, and the expenses $287,905 94. The construction and equipment of the road has cost $4,548,636 15. The capital stock is $1,890,124 64. The first mortgage bonds are $2,674,000. In the schedule of rolling stock there are 8 engines, 14 passenger and baggage cars, and 187 freight cars.

Wilmington and Weldon Railroad.

The thirty-eighth annual meeting of the stockholders of the Wilmington and Weldon Railroad Company was held in Wilmington, N. C., on the 19th ult. On motion of Hon. R. R. Bridgers, Hon. S. N. Martin was appointed chairman. Mr. J. W. Thompson was appointed secretary. Messrs. W. A. Wright and J. W. Thompson were appointed to verify proxies. The committee reported 2,820 shares represented in person, and 6,840 by proxy—being a total of 9,660 shares. The president read the following report which was received and ordered to be spread on the minutes:

WILMINGTON AND WELDON RAILROAD,
PRESIDENT'S OFFICE,
Wilmington, Nov. 19th, 1873.

To the Stockholders of the Wilmington and Weldon Railroad Company:

The president and directors submit their thirty-eighth annual report for the year ending 30th September, 1873.

We make no specific details of the operations of the company as the business is conducted by the lessees.

The estate, property and effects of the company in the last twelve months have been much improved and increased in value.

The dividends secured by the lease have been promptly paid and we have every assurance that the same will be done in future,

Respectfully submitted

R. R. BRIDGERS, President.

On motion of Mr. B. F. Newcomer the meeting proceeded to ballot for president. R. R. Bridgers was unanimously elected. The following gentlemen were unanimously elected directors: W. A. Wright, A. J. DeRosset, George Harris, W. H. Willard, C. H. Brogden, George Howard, B. F. Newcomer, W. T. Walters, S. M. Shoemaker and J. D. Cameron. The next annual meeting was fixed to be held on the first Wednesday after the third Monday in November, 1874. After discussing the subject of cheap transportation and passenger rates, introduced by Mr. H. Nutt, the meeting adjourned.

Transcontinental Railroad.

The St. Louis *Railway Register* says that the force has been doubled on the Transcontinental Railroad of Texas, and that there is a prospect of having the road completed to Paris in December. Colonel H. C. Young, Attorney, and Dr. A. S. Johnson, Vice President of the St. Louis and Gulf Railroad, are now in attendance on the Choctaw Council at Armstrong Academy, for the purpose of obtaining the right of way across the Nation for their road. Work will commence at an early day on this road at Sabine Pass, and be sufficiently prosecuted to save the charter, until money matters get easier. The Houston and Great Northern road will be rapidly constructed from Minneola, the present terminus, to Sulphur Springs. It is said that the International road is to be rapidly constructed from Longview to Jefferson, and from Hearne to Austin. The connection will soon be made between the Texas and Pacific and the Cairo and Fulton Railroads at Texarkana.

☞ The Boston and Maine Railroad Company will pay on the 15th of December the dividend of four per cent deferred from November 15th. The treasurer of the Old Colony Railroad Company will redeem a small sum of the Cape Cod Railroad bonds maturing December 15th.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,881	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	123,166	75,871	1,479,653
1868	64,463	86,937	81,396	96,481	106,825	164,729	259,590	251,832	262,770	29 ,422	286,562	342,743	2,309,767
1869	212,604	218,982	291,306	485,043	568,270	556 080	532,657	511,854	609,788	579,642	535,3 4	467,659	5,670,883
1870	418,104	394,176	488,332	633,758	768,720	729,274	788,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,4 9	485,490	614,447	720 929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	5 2 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,356,378	1,318,7 0	1,211,765	1,258,500	1,392,125	1,423,875	.....	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359.102	330,169	3,892,861
1868	276,117	275,140	267,094	279.121	303,342	384,504	404,012	558,101	486,196	503,746	409.569	361 701	4,508,643
1869	343.182	315,099	388,727	3 8,390	345,838	402,864	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	242,897	348,039	408,686	408,659	418,709	506,681	497,519	475,008	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	358,964	461,290	466,097	533,656	554,163	507,617	472,227	455,007	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,004	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,205	451,589	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ....	.....	.....	366,100	281,334	296,169	478,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	585,145	480,710	519,306	569,605	729,759	716,378	563,400	6,114,566
1865	541,006	482,164	499,296	468,358	585.628	747,942	702,091	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,520	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,149.145	845,708	13,356.467
1870	706.025	753,782	858,359	929,077	1,177,897	1,139,284	1,094,393	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,048	1,067,337	859,780	12,272,645
1873	752,468	766,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,627	.....	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203 696	218,847	271,425	287,451	295,290	262,798	230,061	2,918,342
1869	204,112	180,340	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,821	3,095,935
1870	203,069	226,897	244,182	240,045	2 0,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	316,149	295,400	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320,022	372,974	351,113	373,619	341,104	326,268	401,252	417 328	439,581	389,830	358,743	4,492,625
1873	358,012	408,849	465,517	432,928	394,485	340,675	351,576	426,283	432,139	406,922	.....	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332 994	1,294,076	1,460,174	1,548,813	1 775,324	1,468,951	1,550,023	1,525,243	1,648,4 4	1,743 752	1,704,374	1,392,615	18,604,096
1873	1,316,631	1 329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,665,384	1,774,570	1,918,247	1,882,421	.....	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	816,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,139	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,418	696,677	8,823,48
1870	623,383	661,789	601,826	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624 744	5 9,617	563,595	620,228	713,182	718,721	767,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872	637,436	581,627	575,393	559,871	648,951	659,363	609,846	783,255	744,782	831,093	696,475	698,063	8,026,754
1873	580,493	552,949	651,962	544,035	687,630	724,983	672,917	748,634	876,413	763,678	.....	.....	.....
Kansas Pacific:													
1871	133,673	152,264	267,411	303.915	306.944	296,086	282,723	332,555	365,446	387,999	3 3 305	210,197	3,321 518
1872	189.606	191,738	300,783	322,875	341,848	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,943	1,402,697	1,343.316	1,235,285	14,797,975
1872	1,389,389	1,294,710	1,498,408	1,528,250	1,479.945	1,323,476	1,225,708	1,469,350	1,634,691	1,764,788	1,568,424	1,483,480	17,501,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,655,369	1,461,762	1,582,531	1,776,420	1,742,516	.....	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,590	99,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,669
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158.717	154,587	149,550	162,521	191,941	208,977	207,911	204,199	2,029,927
1873	170,023	162,5 5	189,487	190,562	185,683	185,953	161,863	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	358 569	473,540	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	437,990	511,447	453,873	387,827	4,755,958
1871	418.755	442 668	486,980	470.708	480 547	427,096	422.015	529,890	628,660	582,802	5 7,434	507,050	5,940.102
1872	411,113	384,058	449,453	485,550	487,282	596,300	402,084	460,101	536,608	641,807	487,608	464,163	5,608,117
1873	379,886	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436.412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,046
1869	454.590	330.460	420,951	466,288	630 844	678,923	586,631	525,547	724,732	1,040,102	801 195	496,583	7,250 069
1870	396,171	382,823	377,571	443,132	730,790	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396.760	327,431	400,149	433,884	662,368	658,017	431,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,184	580,432	594,709	488,348	565,729	811,961	950,945	702 858	613,787	6,957,771
1873	334,715	423,716	555,905	569,230	805,799	925,210	884,341	767,803	1,193,209	1,012,669	... ...	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.502	278,247	264,273	249,349	184,411	262,515	360,613	329,243	298,708	271,207	3,184,252
1870	202,447	250,617	294,874	289,550	288.221	263,328	260,449	343,195	353,677	341,373	321,659	236.108	3,438,930
1871	212,065	219,504	319,765	285,416	284,732	275,351	287,440	329,270	364,128	369,887	345,103	299,552	3,690,696
1872	254,319	238,823	303,591	305,755	289,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 00	267,734	325,093	382,093	353,168	.....	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,693	966,568	903,974	864,687	693,104	873,158	956,658	837,351	556,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	681,143	1,006,631	1,159,726	1,118,898	889,924	8,785,081
1869	479,236	525.490	755,436	904,834	499,463	830,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1 9,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,501	688,575	1,063,007	1,510,088	1,215,363	1,359,533	1,418,141	1,413,643	1,423,276	837,080	12,500,664
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,098	1,071,407	1,142,241	1,19 ,695	1,,22,847	1,127,03	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,763
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,341	180,088	2,008,263
1870	152,393	158,788	172,213	172,947	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,890	139,761	153,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	161 525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,171	177, 27	158,700	1,927,471
1873	144,209	169,454	177,617	167,729	170,218	16 ,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,151	95,610	105,033	103,716	117,625	116,242	107,524	120,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,765
1872	178.707	156,292	181,055	178,484	187,625	180,786	181,210	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,280	208,140	239,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,844	283,833	454,209	450,208	429,893	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4 0,720	422,389	323,377	434,284	4,242,348
1870	257,664	293,645	295,220	318,809	340,892	348,633	322,756	466,481	508,043	451,294	425,687	516,618	4,454,464
1871	365,175	328,791	393,456	443,611	453,309	439,515	553,994	552,079	558,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460 646	447,811	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,051	5,944,570
1873	370,290	405,110	471,201	416,527	470,598	541,191	483,599	642,209	593,604	58 ,251	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,550	617,585	758,467	999,665	837,283	716,920	5,709,183
1870	528,520	500 189	539,226	706,802	809,586	1 0,180	643,059	664 681	728,421	719,698	570 163	505,053	7,654,094
1871	479,513	513,825	494,529	584,540	734,466	728,174	672,896	681,856	800,402	777,862	708,142	469,932	7,521,662
1872	218,936	534,115	565,861	741,802	890,442	835,459	743,282	769,567	863,764	980,708	915,727	757,861	8,892,505
1873	668,975	661,760	709,260	881,260	1,007,891	926,583	876,983	837,277	1,066,987	.....	.....	.....	.....

Finances of the United States.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE TREASURY.

The moneys received and covered into the Treasury during the fiscal year ended June 30, 1873, were:

From customs	$188,089,522 70
From internal revenue	113,729,214 14
From sales of public lands	2,882,312 38
From tax on circulation and deposits of national banks	6,830,037 67
From repayment of interest by Pacific railway companies	514,206 04
From customs' fines, penalties, &c.; labor, drayage, storage, &c	1,966,469 86
From sales of Indian trust lands	818,246 58
From fees (consular), letters patent, homestead, &c	1,877,221 67
From proceeds of sales of government property	1,637,288 15
From marine hospital tax	333 003 03
From steamboat fees	259,092 56
From direct tax	315,254 51
From profits on coinage	483,134 62
From tax on seal skins	252,181 12
From miscellaneous sources	2 184,394 25
Total ordinary receipts	$322,177,673 78
Premium on sales of coin	11,560,530 89
Total net receipts	$333,738,204 67
Balance in Treasury June 30, 1872, including $3,047 80 received from "unavailable"	106,567,404 74
Total available cash	$440,305,609 41

The net expenditures by warrants during the same period were:

For civil expenses	$19,348,521 01
For foreign intercourse	1 571,362 85
For Indians	7,951,704 88
For pensions	29,359,426 86
For military establishment, including fortifications, river and harbor improvements, and arsenals	46,323,138 31
For naval establishment, including vessels and machinery, and improvements at navy yards	23,526,256 79
For miscellaneous, civil, including public buildings, lighthouses, and collecting the revenue	52,408 226 20
For interest on the public debt	104,750,688 44
For interest on bonds purchased	5,105,919 99
Total, exclusive of the public debt	$290,345,245 33
Redemption of the principal of the debt, exclusive of the certificates of deposit issued under act of June 8, 1872, for the redemption of which a like amount of U. S. notes was set apart and held as special deposit	$50,498,335 58
Outstanding certificates of deposit mentioned above, added to the principal of the debt and to the cash balance in the Treasury	31,730,000 00
Leaving net disbursements on account of loans	18,768,335 58
	$309,113,580 91
Balance in Treasury June 30, 1873	$99,462,028 50
To which add special deposit of legal tender notes for redemption of certificates of deposit, added above	31,730 000 00
	131,192,028 50
Total cash balance July 1, 1873	$440,305,609 41

By the foregoing statement it will be seen that the net revenues for the fiscal year were $333,738 204 67
And the ordinary expenses 290,345,245 33

Leaving a surplus of $43,392,959 34

Which has been applied to the reduction of the debt, as follows:

Reduction of principal account, exclusive of certificates of deposit	$50,498,335 58
Decrease of cash in the Treasury, exclusive of special deposit of U. S. notes for redemption of certificates of deposit, as compared with June 30, 1872	7,105,376 24
Reduction in debt	$43,392,959 34

This statement treats solely of the principal of the debt. By the monthly debt statement of the public debt, into which enter the accrued interest, interest due and unpaid, and the cash in the Treasury, as ascertained on the day of publication, as well as the principal of the debt, the reduction of the debt during the past year amounted to $43,667,630 05; and the total reduction from March 1, 1869, to November 1, 1873, has been $383,629,783 39, the annual saving of interest resulting therefrom being $27,432,932 04.

The receipts during the first quarter of the current fiscal year were:

From customs	$49,195 403 68
From sales of public lands	573 768 07
From internal revenue	25,640,454 41
From tax on circulation, &c., of national banks	3,490,743 66
From repayment of interest by Pacific Railways	198,970 56
From customs' fines, &c.	438,514 21
From consular, patent, and other fees	503,941 12
From proceeds of government property	303,765 32
From miscellaneous sources	1,507,931 21
Net ordinary receipts	$81,853,492 24
From premium on sales of coin	2,350 818 34
From government of Great Britain —payment of the award of the tribunal of arbitration at Geneva	15,500,000 00
Total receipts	$99,704,310 58
Balance in treasury June 30, 1873	131,192,028 50
Total available	$230,896,339 08

The expenditures during the same period were as follows:

For civil & miscellaneous expenses including public buildings, lighthouses & collecting the revenues	$17,372,293 60
For Indians	2,008,715 19
For pensions	8,698,156 58
For military establishment, including fortifications, river and harbor improvements, and arsenals	13,795,053 48
For naval establishment, including vessels and machinery and improvements at navy yards	9,792,451 57
For interest on the public debt, including Pacific Railway bonds	87,051,907 79
Total, exclusive of the principal and premium on public debt	$88,718,578 21
Premium on purchased bonds	$1,331,946 78
Award by Geneva tribunal, investment account	15,500,000 00
Net redemption of the public debt	32,936,828 91
	49,788,775 69
Totel net expenditures	$138,507,353 90
Balance in treasury September 30, 1873	92,388,985 18
Total	$230,896,339 08

Owing to the large proportion of the interest on the public debt maturing July 1, the amount paid out on that account during the first quarter of the year is more than half as much as will be required for the next nine months, and although it enters into the expenses of this quarter, it is properly chargeable to a longer period of time. Many other expenditures are greater also during the first than any subsequent quarter, by reason of the necessity of supplying disbursing officers with money under new appropriations which became available on the first of July.

For the remaining three-quarters of the current fiscal year it is estimated that the receipts will be:

From customs	$111,000,000 00
From sales of public lands	1,500,000 00
From internal revenue	66,000 000 00
From tax on national banks	3,200,000 00
From Pacific Railways	300,000 00
From customs' fines, &c	800,000 00
From consular, patent & other fees	1,300,000 00
From sales of public property	1,000,000 00
From miscellaneous sources	2,000,000 00
Total	$187,100,000 00

For the same period it is estimated that the expenditures will be—

For civil expenses	$15 250.000 00
For foreign intercourse	1,100,000 00
For Indians	6 500,000 00
For pensions	21,780,000 00
For military establishment	34,000,000 00
For naval establishmeot	18,000,000 00
For miscellaneous, civil, including public buildings	34,000,000 00
For interest on the public debt	70,000,000 00
Total	$200,630,000 0.

This will leave a deficiency in the revenues of $13,530,000.

It is estimated that the receipts for the fiscal year ending June 30, 1875, will be—

From customs	$180 000,000 00
From sales of public lands	2 500.000 00
From internal revenue	108.000 000 00
From tax on national banks	6,200.000 00
From Pacific Railways	500 000 00
From customs fines, &c	1,500,000 00
From consular, patent & other fees	1 500.000 00
From sales of public property	1 500,0 0 00
From miscellaneous sources	4,000,000 00
Total	$305,700,000 00

It is estimated that the expenditures for the same period will be—

For civil expenses	$19,500,000 00
For foreign intercourse	3 350,000 00
For Indians	7,000 000 00
For pensions	30,480,000 00
For military establishment, including fortifications, river and harbor improvements and arsenals	50,000,000 00
For naval establishment, including vessels and machinery and improvements at navy yards	23,000,000 00
For miscellaneous, civil, including public buildings, light-houses and collecting the revenues	54,067,144 00
For interest on the public debt	98,000,000 00
For interest on Pacific Railway bonds	3,875 000 00
For sinking fund	29,918,856 00
Total	$319,191,000 00

☞ B. H. Dewing has been elected President, E. F. Oliver, Clerk and Treasurer, and S. A. Green Acting Superintendent of the Lynn and Boston Railroad Company.

☞ Mr. Russell Sage has been elected President, and Mr. Rufus Hatch Vice President and managing director of the Pacific Mail Steamship Company.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,216,350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref. 100	838,976	J. & J.	July '71 3½
Atlantic and St. Law* .. 100	39,494,900	M. & S.	Sept. '73 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Geneseo & Mt M.* 100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio..... 100	13,151,962	M. & N	Nov. '73 5
Washington Br..... 100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A. J. & O.	Oct. '73 0
Blossburg & Corning.* ... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	.....
Agricultural Br. guar... 100	60,000	J. & D	Dec. '73 2
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '73 3
Boston and Lowell..... 500	2,852,900	J. & J.	July '73 4
Boston and Maine..... 100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence. 100	3,950,000	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie* .100	$50,000	F. & A.	Aug. '73 3½
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Sept. '73 5
" " pref. 100	1,485,900	M. & S.	Sept. '73 5
Camden and Amboy* ... 100	5,847,300	J. A. J. O.	Oct. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J. & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelav.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,189,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.* 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	Nov. '73 1½
" " pref. 100	769,600	F. & A.	Aug. '73 3½
Central of Georgia..... 100	4,666,800	J. & J	July '73 5
Central of New Jersey. 100	20,000,000	J. A. J. & O.	July '73 4
Central Ohio* 50	2,425,900	J. & D.	June '73 3
" pref..... 50	400,000	J. & D.	June '73 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung* 100	380,000	J. A. J. & O	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2
Chicago and Alton..... 100	8,929,900	M. & S.	Sept. '73 5
" pref..... 100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy. 100	18,052,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	July '73 4
Chicago & N. Western.. 100	15,033,480	J. & D.	Dec. '72 3½
" pref. 100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton.... 100	3,600,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind.. 100	14,991,276	F. & A.	May '72 5½
Cleveland & Mahoning* . 50	2,057,569	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11,236,150	F. M. A. N	Nov. '73 1½
Col., Chic. & Ind. Cen.* 100	18,000,000	.....	.....
Columbus and Xenia* ... 50	1,786,800	M. J. S. D.	Sept. '73 2
Colum. & Hocking Val.. 100	2,500,000	F. & A	Aug '73 5
Concord 50	1,500,000	M. & N.	Nov. '73 5
Concord and Ports.* 100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv.. 100	2,100,000	F. & A.	Aug. '73 3
Connecticut River 100	1,850,000	J. & J.	July '73 5
Connecticut Valley..... 1	1,494,250	A. & O.	Oct. '73 4
Cumberland Valley..... 100	400,000	M. J. S. D.	Dec '71 4
Danbury and Norwalk.. 50	1,230,941	J. & J.	July '73 3
Delaware*..... 50	1,230,941	J. & J.	July '73 3
Del., Lackaw. & Westn. 50	18,568,350	J. A. J. O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '73 3
East Pennsylvania* 50	1,599,200	J. & J.	July '73 3
East Mahanoy * 50	892,960	J. & J.	July '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.. 100	500,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,009,000	.....	Oct. '73 1
" pref..... 100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M. J. S. D.	Sept. '73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,900	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)... 100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph.. 100	4,151,700	F. & A.	Aug. '70 3½
" pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	118,850	M. & N.	Nov. '73 5
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,480,000	J. & J.	July '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	456,750	J. & J.	July '68 3½
Illinois Central 100	26,280,516	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*..... 100	1,500,000	J. A. J. O.	Oct. '73 1½
Joliet & North. Indiana* 100	300,000	J. & J.	July '73 4
Lake Shore & Mich. So.. 100	49,466,500	F. & A.	Aug. '73 4
" (guar.). 100	633,500	F. & A.	Aug. '73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468,800	J. A. J. O.	Oct. '73 2½
Little Miami.*..... 50	5,871,450	J. A. J. O.	Oct. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J	July '73 4½
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '73 4½
Louisville & Nashville.. 100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi... 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ... 100	200,000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western..... 100	2,500,000	J. & J.	July '73 5
Maine Central..... 100	3,400,500	— & —	.....
Manchester and Law.... 100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati ... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 2s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 2s
Massawippi*..... 100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 50	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738,204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul. 100	13,398,550	J. & J	Dec. '70 7s
" " pref..... 100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell..... 100	800,000	M. & N.	Nov. '73 5
Naugatuck 100	1,877,900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York*... 100	977,400	J. & J.	July '73 3½
N. Bedford & Taunton. 100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Oct. '73 2½
N Haven & Northamp.. 100	605,000	J. A. J. O.	Sept '72 3
New Jersey*..... 100	7,295,200	J. A. J. O.	Oct. '73 2½
New London Northern* 100	1,418,800	J. & J	July '73 5
N. Y. Cen. & Hudson R.. 100	69,428,330	A. & O	Oct. '73 4
New York and Harlem.. 100	8,500,000	J. & J.	July '73 4
" " pref. 100	1,500,000	J. & J.	July '73 4
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	July '73 5
N. Y., Provid. & Boston. 100	2,000,000	J. A. J. O.	Oct. '73 2½
Niag. Bridge & Canand* 100	1,000,000	J. & J	Jan. '73 3
North Carolina*..... 100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) pref.. 100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,842,000	M. & N	Nov. '72 3
Northern N. Hampsh... 100	3,088,400	J. & D.	Dec. '73 4
Northern New Jersey*... 100	1,000,000	J. & J.	July '73 4
Norwich & Worcester* 100	2,823,400	J. & J	July '73 5
Ogdensb. & L. Champl.* 100	3,677,800	J. & J.	Jan. '73 3
" " pref. 100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi.... 100	19,995,847	J. A. J. O.	.....
" " pref. 100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,250,450	J. A. J. O.	July '73 3
Old Colony & Newport.. 100	6,297,900	J. & J.	July '73 5½
Oswego and Syracuse*.. 100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri..... 100	3,635,750	— & —	July '73 1½
Panama..... 100	7,000,000	J. A. J. O.	Oct. '73 3
Paterson and Hudson*.. 100	630,000	J & J.	July '73 4
Paterson and Newark*.. 100	500,000	J. & J.	.....
Paterson and Ramapo*.. 100	244,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	542,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M. & N	Dec. '73 5s
Peoria & Bureau Val.*.. 100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,651,800	J. & J.	July '73 5
Phila. and Trenton*..... 100	1,259,100	J. A. J. O	Oct. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*.. 100	19,714,285	J. A. J. O.	Oct. '73 1½
" Special Imp. 100	2,000,000	J. A. J. O.	Oct. '73 1½
Pittsfield & N. Adams.. 100	400,000	J. & J.	July '73 3
Portland and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates. 100	202,400	A. & O	Apl. '72 3
Portl., Saco & Portsm... 100	1,500,000	J. & J.	July '73 5
Providence & Worces.. 100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston..... 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*.. 110	557,500	— & —	.....
Rome, Watert. and Ogd.. 100	2,998,900	J. & J.	July '73 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	— & —	.....
St. Croix and Penobscot. 100	100,000	F. & A.	Aug '73 4s
St. L., Alt. & T. Haute.. 100	2,300,000	J. & J.	July '71 2
" " pref. 100	2,040,000	— & —	.....
" " pref. 100	2,040,000	May.	May '68 7
St. Louis and Iron Mt.. 100	10,000,000	F. & A	Feb. '73 3
St. L., Kan. C. & North. 100	12,000,000	.....	.....
" pref. 100	12,000,000	.....	Nov. '72 4
Saratoga and Schenec.*.. 100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke.. 100	1,161,400	M. & N.	Nov. '70 —
Shamokin V. & Potts v.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*.. 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,810,275	F. & A.	Feb '72 1
South Western, (Ga.) *.. 100	3,939,960	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*. 100	448,700	J. & J.	Jan. '72 2½
Stony Brook* 100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N. Y.* 100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J	July '73 4
Terre Haute & Indiana. 100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref. 100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*.... 100	274,400	J. & D.	Dec. '71 4½
Ulster and Black River... 100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*... 100	2,500,000	J. & D.	Dec. '73 3
Vermont and Mass 100	$2,800,000	M. & N.	May '73 2
Warren (N. J.)..... 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley..... 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,200,000	F. & A	Aug. '73 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	500,00	J. & J.	July '73 3½
Worcester and Nashua. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City..... 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y) 100	900,00	— & —	.....
Boston and Chelsea..... 100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)... 100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y) 100	2,100,00	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '73 3
Brooklyn City & Newt.. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica... 100	488 100	— & —	 3
Bushwick (Brooklyn)... 100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv.. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	800,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl.. 100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat.. 100	1,200,000	F. M. A. N	Aug '73 2
Eighth Avenue (N. Y.)... 100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ... 100	200,000	— & —	 3
42nd St. & G. St. Ferry.. 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.) 25	105,000	A. & O	Oct. '71 5
Lynn and Boston..... 10	200 000	— & —	.....
Malden and Melrose.... 100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston)..... 100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)... 100	197,320	— & —	.....
Orange and Newark..... 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)... 100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)..... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)..... 100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '73 1
Somerville (Boston)..... 100	75,000	M. & N.	Nov. '73 3
South Boston 50	400,000	J. A. J. O.	Oct. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,568	J. & D.	June '73 3
Chesapeake and Ohio ... 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson... 100	15 000 000	F. & A	Aug. '73 5
Delaware and Raritan*.. 100	5,847,400	J. A. J. O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739 800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated).... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred)..... 100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,903,207	F. & A.	Feb '73 30c
" " (pref.). 50	2,848,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,003,746	— & —	.....
Union..... 50	2,007,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 —
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Dec. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.. 100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec '69 85c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,893,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.. 100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	Nov. '73 3
Quicksilver, common 100	5,700 000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express.... 100	6,000,000	F. M. A. N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal..... 100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .. 100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Nov. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,255,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,745,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,762,000	6	Jan. & July.	1880	113
.. .. coupon	4,653,000	6	" "	1880	116
Oregon War Bonds of March 2, 1861 ... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861 ... registered	125,661.400	6	Jan. & July	1881	113
.. .. coupon	63,659.950	6	" "	1881	116
Loan of Feb. 25, 1862 (5-20s) ..... registered	17,6 9,800	6	May & Nov.	1882	110½
.. .. .. (5-20s) ..... coupon	170,227,150	6	" "	1882	112½
Loan of March 3, 1863 ..... registered	53,688,600	6	Jan. & July.	1881	113
.. .. coupon	21,411,400	6	" "	1881	116
Loan of March 3, 1864 (5-20s) ..... registered	946,600	6	May & Nov.	1884	109½
Loan of June 30, 1864 (5-20s) ..... registered	24,798,950	6	May & Nov.	1884	109½
.. .. .. (5-20s) ..... coupon	33,286,050	6	" "	1884	111½
Loan of March 3, 1865 (5-20s) ..... registered	33,907,700	6	May & Nov.	1885	109½
.. .. .. (5-20s) ..... coupon	118,917,150	6	" "	1885	112½
.. .. 2d series (5-20s) ..... registered	55.691,050	6	Jan. & July.	1885	112½
.. .. .. (5-20s) ..... coupon	146,942,100	6	" "	1885	114½
.. .. 3d series (5-20s) ..... registered	87,120,950	6	Jan. & July.	1887	112½
.. .. .. (5-20s) ..... coupon	223,533,250	6	" "	1887	1 7½
.. .. 4th series (5-20s) ..... registered	13,716,500	6	Jan. & July.	1888	114
.. .. .. (5-20s) ..... coupon	23,758,500	6	" "	1888	1 6½
Loan of March 3, 1864, (10-40s) ... registered	140,545,200	5	Mar. & Sept.	1904	110
.. .. .. (10-40s) ..... coupon	54.022,100	5	" "	1904	110½
Consols of July 14, '70 & Jan. 20, '71. registered	162,657.700	5	F. M. A. & N.	1881	108
.. .. coupon	112,047,300	5	" "	1881	109½
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868 ..... (cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870 ..... (cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds ..... (currency)	64,623.512	6	Jan. & July.	'95-'99	110½
U. S. Notes and Fractional Currency	408,908, 98	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72 ..	2,582,800	5	May & Nov.	'82-'92	46
.. Bonds (new), 866, '68 and '72	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71	2,620,000	8	" "	. 0 '91	....
.. Railroad Bonds endorsed, 1870 and '71 ..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70	2,850,000	6	Jan. & July.	'99-'00	33
.. Levee Bonds, 1871	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64 ..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s)	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s)	2,388.000	6	" "	'83-'84	90
.. War Loan, Oct. 1, 1864 (10-30s)	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free	1,741,100	6	" "	1885	....
Florida—($3,728,865):					
.. Convention Bonds 1868	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69	191,000	8	Various.	'98-'99	....
.. Bonds, 1871	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	78
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870 ...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,631):					
.. Interest Bonds, inscribed stock, 1847	971.834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861	102,000	6	" "	1890	....
.. War Loan Bonds, 1861	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan.		
.. State Bonds (various) 1863 to 1864	110,675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1837 and '43	160,000	5	Mar. & Sept.	1878	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs)	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869	600,000	7	Mar. & Sept.	1899	....
.. State B'ds N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866 ...	259,000	6	" "	1908	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869 ...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61	271,000	6	Various.	'72-'78	...
.. War and Bounty Bonds, 1863 and '64 ...	3,832,500	6	"	'83-'89	98
.. Municipal Equalization Bonds	3,084,400	6	April & Oct.	1889	98
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838 ...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868	511,365	6	J. A. J. & O.	1883	104½

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72	706,000	5	Various.	'72-'80	....
.. State (public works) scrip	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863	888,000	5	" "	1883	97
.. Bounty Loan, 1864	4,379,500	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar ...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863	718,000	6	" "	1883	....
.. Renewal Bonds, 1-68	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69 ..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	90
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	..
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	98½
.. State Bonds, funding, 1867-68	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861	812,000	6	Jan. & July.	'71-'78	96½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free	1,002,000	6	" "	'86-'00	....
.. War Loan Bonds, 1864, tax free	584,400	6	" "	'97-'02	....
New York—($58,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1876	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348.107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock	1,10 ,420	5	" "	1874	....
.. Canal Stock	7,408,000	6	" "	72-'73	107
.. Canal Stock	2,572,000	6	" "	'74-'75	106
.. Canal Stock	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered ...	0,675,000	7	Jan. & July.	1877	104
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860	4,738,000	6	Jan. & July.	'72-'92	18
.. State (old) Bonds 1848 to 1860	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'96	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'96	....
.. Funding (Debt) Bonds, 1866	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, stg f'd	1,600,000	6	" "	1876	99
.. Loan of 1860 Bonds, stg f'd	1,495,369	6	" "	1881	102
.. Loan of 1856 Bonds, stg f'd	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	..
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s)	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s)	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s)	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	105
.. Loan of Feb. 1867 (15-25s)	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s)	9,271,850	6	" "	'82-'92	103
.. Inclined Plane Loan, of April 1849	400,000	6	April & Oct.	1879	....
.. State Stocks (old)	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old)	.....	5	" "	'77-'78	....
.. .. (old)	.....	4½	Jan. & July.	1892	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863	200,000	6	April & Oct.	1893	....
.. .. of June 1863	602.000	6	Jan. & July.	1893	....
.. .. of May 1864	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66 ...	1,283,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68	1,750,000	6	April & Oct.	1888	....
.. .. '66-'69	2,262,714	6	Jan. & July.	'87-'97	74
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854	970,600	6	" "	'74-'78	....
.. Conversion Bonds 1869	7,371,700	6	" "	1888	....
.. .. .. 1870	600,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds	31,300,417	6	Jan. & July.	long.	73
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,600	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	70½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870 ...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871	357,000	10	Mar. & Sept.	1876	85
Vermont—($5,22,000):					
.. War Loan Bonds, coupons	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon	1,865,000	6	" "	'86-'00	....
.. Funded Interest, 1866-'67	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867	466,280	6	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	100
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	90½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,600,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	88
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla.R.R.)	484,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5 000.000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R.R.)gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1853 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850–'80	579,500	6	" "	"	1880	95
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	94½
Loan of 1853–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort.(N.W.Va.R.R.)assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort.(N.W.Va.R.R.)assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60^,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F & P.Mrq.Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N.W.):						
1st Mortgage	338,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage } A. Co. and	498,500	6	March & Sept.	Princeton.	1885	77
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State.gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	100½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	183,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	90
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	24½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. Is(rec'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	101

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort.(gold)end. by Ga.tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1888	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	6,557,971	8	Jan. & July.	Boston.	1894	91½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1901	50
Cairo and Fulton (Arkansas):						
1st Mort. (R.R.& lands) S.F.gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd)g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	60
Carthage & Burlington(C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	20½
Cedar Rapids & Mo.Riv.(C&NW):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174 000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,726,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5 000,000	7	Feb. & Aug.	" "	1890	102
Loan of Leh.C. & Nav.Co.(ass'd)	2,310,000	6	J. A. & J. O	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95–'99	91½
Convertible 20 years bonds, gold	1,433,000	7*	" "	" "	1883	100½
State Aid B'ds(int.by State)gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,736,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88–'92	....
1st Mort. (S. Fr, Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort.(San Joaquin V.D.)gold	600,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	805,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A.& S.Co.	$00,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M.(gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Con.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (")coupon	918,000	6	" "	" "	1884	....
Income (")coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	800,400	6	Jan. & July.	Boston.	'75–'80	95
Chester Creek:						
1st Mortgage guar. by P.W.& B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	109
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,9 3,225	7	Jan. & July.	Boston.	1896	88
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1869	95
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1898	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1883	85
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	94½
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	99
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line (")	129,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W R'y	3,105,000	7	F. M. A. & N.	" "	1915	88
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	82
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	91½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,00 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C. B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R. I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	103
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1899	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $6,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	968,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	" "	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	97
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	97
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July	" "	1892	85
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	89
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344.750	7	April & Oct	New York.	1908	81
2d Mortgage Consol. skg fund	3,074,900	7	Feb. & Aug.	" "	1909	56
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept	New York	1869	....
Cowanesque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	....
2d Mortgage	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	44 ,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	600,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	" "	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	98
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	94
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $24,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1890	70
Detroit and Milwaukee:						
1st Mortgage, (D. & M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D. & M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	96
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	124,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85.	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88.	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89.	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82.	1,500,000	7	March & Sept.	"	1882	97½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2 I Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	98
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	94
3d Mortgage	4,582,000	7	" "	" "	1883	96
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	N Y & London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	...
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 50, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1859	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.)	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.)	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tax f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, R.F. 25 000 p. a.)	475,000	10	May & Nov.	" "	1886	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & St. L.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	N,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1893	....
2d Mortgage	600,000	8	Jan. & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	84
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1840	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,385	14,191,6 5	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	.....	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,087	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	87
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 ,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	77
1st Mort. (Q. & Palm. R.R. 15 m)	150,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,000	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	99
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,5 0 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,800,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	600,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,980,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	58
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	98½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	6	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,080,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.&CB,78 m)ev.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ")	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe(LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,455,000	1*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1896	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $300,000	406,000	6	Jan. & July.	Philadelphia.	1890	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1838.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	600,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.& Ph.	1899	88
3d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1909	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,132,000	7	J. A. J. & O.	" "	1890	91½
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	92
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	89
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A.R.R.	1,000,000	7	" "	" "	1880	92
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
Sk'g Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	960,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855M. S. & N.I.	6,256,000	7	May & Nov.	" "	1885	100
2d Mort. Oct 31,1857 "	2,603,000	7	" "	" "	1877	92
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1892	98
Mort. Sept. 1, 1866 "	800,000	7	March & Sept.	" "	1896	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1896	97
1st Mort. Aug.1,1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	94
1st Mort. Sept. 1,1869(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch.&Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Ait.& Gr.R.)	840,000	8	" "	" "	1868	98
1st Mort.July 1, 1863(J.& Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	800,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	855,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. sk'g fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	93
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	100½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	34½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1890	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1893	90½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	176,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	776,000	7	" "	" "	1890	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,200,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol.M.for $6,000,000(892 m.)	6,647,000	7	April & Oct.	" "	1898	85
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1890	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	800,000	6	June & Dec.	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1870	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	85
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	76½
1st Mort. (Scioto & H.Val. R.R.)	800,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	6	June & Dec.	Boston.	1875	....
Mississippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1880	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$350,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,200,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.) $15,000pm	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	91½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	99
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t.f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1896	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	6,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1907	73½
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,608,000	7	" "	" "	1870	78
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	102
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	85½
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600:000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'98	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,600,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	6*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st Mortgage Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	904,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	765,040	6*	" "	London.	1883	....
3d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	200,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1860	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	102½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	98
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	90½
Construction bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur (L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1888	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1888	....
New H., Middlet'n & Willimau.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1888	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan'a.						
New Jersey Midland (NY.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1851	....
New Jersey Southern:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1899	40½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1951	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern (Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1886	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1866	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, go'd	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	6,936,626	6	May & Nov.	New York.	1883	87
Bonds for debts ass'd (N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	502,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	90
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1886	....
3d Mort. (")	189,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	113,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1908	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1896	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'75-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1900	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1903	....
Niles and New Lisbon:						
1st Mortgage	600,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,360	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg (A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1880	323,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1888	97½
2d Mortgage	5,000,000	7	May & Nov.	"	1896	90½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	104
North Shore (L. I.)						
1st Mortgage	138,000	7	Feb. & Aug.	New York.	1867	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	87
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	88
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	88
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	$0,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds.....	800,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage.....	6,694,000	7	Jan. & July.	New York.	1898	82½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage.....	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.).....	433,000	7	Jan. & July.	" "	1874	72½
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bonds.....	50,000	7	May & Nov.	" "	1883	89½
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	70
1st Mortgage (War. & Erie).....	650,000	7	April & Oct.	"	1882	83
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	50½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	95½
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	100½
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	64½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	82½
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	85
4th Mort. " "	574,000	6	March & Sept.	Alexandria.	1880	75
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	70½
Orange and Newark:						
1st Mortgage.....	648,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(O.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds.....	1,500,000	7	" "	" "	1892	56
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,360	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £997,800.	3,868,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1880	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed.....	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	100
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	96½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	87½
State lien for $17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	300,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896	101
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	87½
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	80½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	309,400	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	78
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv....	96,000	6	" "	"	1888	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	56
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	101
Mortgage Loan of 1856 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	100
	Dollar registered	3,414,000	7	" "	"	1911	100
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg..	624,000	6*	" "	" "	1911	97½
	Dollar coupon...	376,000	6	" "	Philadelphia.	1911	3...
New deben. loan, conv.....		2,305,630	7	Jan. & July.	"	1893	99
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....		400,000	6	April & Oct.	"	1876	95
Loan of 1867.....		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed.....		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	90
1st Mort. (Steub. & Ind.) conv..		3,000,000	6	monthly.	New York.	1864	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July.	Philadelphia	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free...		4,000,000	7	Jan. & July.	Baltimore.	1888	86½
2d Mort. (Balt. Loan) of 1866...		1,000,000	6	" "	"	1866	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A).....		875,000	7	Jan. & July.	New York.	1912	103½
1st Mortgage (Series B).....		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....		875,000	7	June & Dec.	" "	1913	....
2d Mortgage (Series G).....		860,000	7	Jan. & July.	" "	1912	97½
2d Mortgage (Series H).....		860,000	7	Feb. & Aug.	" "	1913	....
2d Mortgage (Series I).....		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	84
Bridge (O. & P. R. R.) bonds...		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	98
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,000,000.....		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $8,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July	Portland.	1887	....
1st Mortgage (equal lien).....		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd.....		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	"	1889	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free..		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage.....		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold.....		350,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed.....		500,000	7	May & Nov.	New York.	1890	94
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed.....		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed.....		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage.....		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....		300,000	7	" "	"	1880	....
3d Mortgage.....		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....		157,800	6	" "	"	1875	....
Consolidated Mortgage.....		1,722,000	6	May & Nov.	New York.	'78-'98	66
Rich., Fredericksb'g & Potomac							
Sterling Loan		97,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	8	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1876	....
Richmond and Petersburg:							
1st Mortgage.....		180,500	7	June & Dec	Rich'mond.	1876	....
1st Mortgage.....		175,000	8	April & Oct		.....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund...	$24,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk'g f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) sk'g f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	71
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	92
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	82
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold sk'g fund conv....	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold sk'g f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk'g f'd ender.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,620,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark (C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1900	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1856	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1883	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	92
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,800	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk'g fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant...	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $23,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1880	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	891,060	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	200,000	7	"	"	'72'-76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	196,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, sk'g fund....	20,000pm	7*	Feb. & Aug.	New York	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, sk'g fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	80
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	....
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1967	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk'g fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1907	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,800,000	7	June & Dec.	New York.	1894	70½
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	70
2d Mortgage (W. Div.) 117 m...	1,800,000	7	April & Oct.	" "	1896	77
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	76
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	74
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,500	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage sk'g fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1886	....
3d Mortgage.....	630,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	"	" "	1862	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	97
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	91
1st Mort. (Quincy & Tol 84 m)	500,000	7	May & Nov.	" "	1890	91½
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	86
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	78½
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	70½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	71½
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	82
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	800,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	80½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	72
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	67
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1896	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M. K. & T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville (O. C. & A. Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	95
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	86
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated (mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	92
Sterling Loan £369,200	1,848,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J. (NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D. & H. C):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca. R. R.)	795 500	8	June & Dec.		....	78
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1869	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1890	....
Special Loan 1871	225,439	8	Jan. & July.	"	1890	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	70
4th Mortgage	846,000	8	March & Sept.	" "	1900	82
Registered Certificates	123,208	6	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	6	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O. C. & All R.):						
1st Mortgage, assumed	590,000	7	April & Oct.	Philadelphia.	1882	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	709,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	99
Western of Alabama:						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1868	....
1st Mortgage (M. & W. Point R. R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	86
1st Mort. endor. by Balt	200,000	6	" "	"	1890	96
2d Mort. " "	300,000	6	" "	"	1890	95½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	79
2d Mortgage preferred	600,000	6	" "	"	1895	55
3d Mortgage endor. by Balt	575,000	6	" "	"	1900	92
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July	New York.	1899	93
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1898	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N. Y. or Lond.	1896	84½
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	71½
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	82
2d Mortgage coupon or regis	723,600	7	Jan & July.	"	1902	70
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G., gold S. F. $25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,897,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,629,500	6	Jan. & July.	Baltimore.	1885	100
Delaware Division (L. C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage (1st series, Nov. 1, 1867. 2d series, July 1, 1869.. 3d series, Jan. 1, 1871.. registered.	1,500,000 / 3,500,000 / 4,000,000	7	May & Nov. / Jan. & July.	New York.	1877 / 1884 / 1891	.... / 101 / 100½
Delaware & Raritan Sec U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	88
Mortgage (equip.) Loan, gold	4,044,000	6*	June & Dec.	"	1897	89
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	72
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Essex):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	226,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	89
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,980	7	" "	"	1878	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1883	73½
Plain Bonds	86,222	6	" "	"	1870	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	73
Boat and Car Loan	623,100	7	" "	"	1889	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1905	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	66½
2d Mortgage	700,000	6	" "	"	1895	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1893	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1876	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in process.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. Y.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroads.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$				$	$	$		M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	100,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	61.8	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	67.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,463,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	86
Sept. 30, 1872	51.0	—	2.0	—	2	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,266,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,239,158	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8		(Phila.&R	eading R.	R.)		—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	.....	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	.....	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	465.0	—	23.8	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15½
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,605	3,814	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	5,451,229	855,670	—	100	....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	....
Sept. 30, 1872	405.0	20.0	31.0	100.0	78	29	16	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	252,576	530,583	1,969,053	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)		—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	*	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	—	100	....
Nov. 30, 1872	87.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1872	379.6	—	562.7	—	883	205	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,573	26,162,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	157½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	145
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	—	—	5,686,685	893,500	—	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May	1, 1872.)	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	867	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	....
Sept. 30, 1872	15.8	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	.....	.....	.....	.....	.....	5	100	72½
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	....
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	138
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,738	872,000	1,250,000	62,586	97,180	90.2	411,745	467,966	317,043	576,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,349	131,716	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,566,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,283,969	241,016	8	500	100
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,333	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	108
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	2,691,138	207,400	573,542	258,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,783	1,716,399	465,347	10	100	146
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,697,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)		—	100	....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	.....	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,339,000	—	.....	.....	950,000	2,380,000	—	—	—	(Erie	Railway	Co.)	.....	238,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Emporium, Pa.)		139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota.Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	—	—	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern..Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	.....		(In progr	ess.)			—	100	....
Feb. 28, 1873	158.0	—	.....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line May	1, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0		(Recently	completed	.)		—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)			10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,336	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)			6	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28 5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	—	.....		(Recently	completed	.)		—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,935	94.0	210,684	286,417	75,147	321,798	86,737	3	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	465,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	94.0	4.5	5.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov.'72 to	Ph.&Rdg.)	572,104	183,169	7 p.	50	32
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	....
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.)		128,646	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,283,000	—	—	—	7,619,000	3,614,000	—	—	—	(Chic. &	North We	stern R. R.	)		—	100	....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,760	*	—	—	1,000,000	3,206,000	—	—	101.0	(No re	turns furn	ished.)			—	100	....
Nov. 30, 1872	192.0	—	29.7	—	58	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,623,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	—	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.3	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushing & N. S	ide R. R.)				—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,164	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	96½
Dec. 31, 1872	187.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,999	*	.....	.....	2,846,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific*†.....Cal. Nev. & Utah.	126,485,693	5,622,693	5,458,198	2,513,287	54,288,190	81,939,680	422,041	7,433,966	1,158.0	.....	588,533	746,153	11,963,641	6,952,362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,513,090	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,313	—	—	13,897	628,060	500,000	3,150	—	22.8	89,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	25,542,490	*	789,785	2,830,383	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,973	115,472	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.0	888,227	509,975	244,559	1,183,612	455,118	—	100	....
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	....
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	28,196	—	100	....
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw..Ind.& Mich.	3,000,000	313,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	....
Jun. 30, 1872	109.0	—	2.7	—					Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	....
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	....
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	....
Feb. 28, 1873	55.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	55.0	36,210	8,664	27,637	160,424	93,422	—	100	....
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson..Texas.	2,522,063	598,639	234.423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	....
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,023,454	490,196	8	100	....
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	....
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)	.....	21,500	21,500	6	100	....
Dec. 31, 1872	268.7	28.0	18.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	3,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	....
Mar. 31, 1873	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	....
Dec. 31, 1872	857.0	62.0	371.0	—	361	260	80	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,597,296	4,870,346	1,515	1,577.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	....
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,186	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,107,4 7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	....
Sept. 30, 1872	8.0	—	0.5	—					Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	5	100	....
Feb. 28, 1873	151.0	—	5.0	40.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	.....	(Not r	egularly o	perated.)	.....	—	100	....
Sept. 30, 1872	14.0	—	0.8	—					Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	....
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶...Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	—	68,000	9,505	35,874	232,979	123,161	—	100	....
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	.....	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	.....	—	100	....
Dec. 31, 1872	28.0	—	1.4	—					Hackensack Extension.....New Jersey.	359,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)	.....	—	100	....
Jun. 30, 1873	70.0	—	4.0	—					Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Jun. 30, 1873	46.0	6.0	2.3	—					Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	....
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri	23,397,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,434,670	670,529	—	100	25½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123.550	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	....
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	....
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	517,748	Loss.	—	100	....
Oct. 31, 1872	33.0	18.0	17.6	—					Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	37.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,462,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	....
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	861	Hartford, Prov. & Fishkill*.R.I.,Ct &N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	....
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)		75.0	.....	10,928	20,640	21,415	Loss.	—	100	....
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	143,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	....
Dec. 31, 1872	63.3	—	4.9	—					Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	....
Sept 30, 1872	10.3	—	0.8	—					Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	....
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	....
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	....
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	....
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,163,500	117,441	.....	74.5	238,167	59,126	449,748	301,967	17,451	—	50	21
Dec. 31, 1872	705.5	—	180.4	—	197	117	45	4,585	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,988,226	1,352,156	2,039,321	8,026,754	2,103,107	10	100	100
Dec. 31, 1872	62.8	—	3.2	—					Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	....
Jun. 30, 1872	35.0	—	2.9	67.0	5	.....	.....	....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)	.....	—	100	....
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	....
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,985,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,389	592,050	—	100	....
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	267	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600.000	3,338,000	654,822	.....	261.0	1,732,290	291,787	690,971	2,110,681	730,239	—	100	....
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Indiana.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	....
Dec 31, 1872	183.7	—	6.2	—					*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	R. R. Co.)		337,462	118,112	—	100	....
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Sept.30, 1872	35.6	—	5.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103.302	.....	35.6	82.960	20,367	121,600	110,942	51,708	—	100	....
Dec. 31, 1872	18.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	18,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	....
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	....
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	....
Dec. 31, 1872	36.5	—	7.2	—					Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	.....	—	100	....
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,286	1,287,280	469,670	7	100	....
Dec. 31, 1872	37.7	—	4.2	—					Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		—	100	85
May 31, 1872	44.5	—	3.7	—					Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l R. R. C	o.)	8	100	....
Oct. 31, 1872	4.6	—	9.8	—					Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	....
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1872	58.0	—	3.1	—					Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)		103.800	103,800	6	100	....
Mar. 31, 1873	40.0	—	2.7	—					Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	61,200	—	100	....
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	8,626,158	*	.....	.....	2,789,413	6.131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	....
Jun. 30, 1872	31.9	—	1.8	—					Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	....
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,663,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,152	348,966	3,732,713	1,494,447	—	100	....
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)		87,612	35,973	—	100	....
Oct. 31, 1872	80.0	—	33.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,208	362,294	2,213,010	1 083,505	471,794	—	50	....
Dec. 31, 1872	30.8	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	....
Sept.20, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1.727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	....
Dec. 31, 1872	541.3	595.2	633.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P.,O. Ind.& Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,263	17,691,629	3,118,598	8	100	72½
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	—	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—		(Opened t	hrough in	July, 187.3.)		—	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "§."

Years ending.	Companies.	Railroad. Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. R. M. E.	Cars. Freight.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
		M.	M.	M.	M.					$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	p.c.	$	per
Sept. 30, 1872	N. Y., Kingston & Syracuse..New York.	74.0	—	4.8	76.0	7	9	3	121	3,055,856	190,066	.....	.....	2,662,921	552,000	92,692		74.0	161,645	163,267	69,127	219,368	69,974	—	100	.....
Sept. 30, 1872	N. Y., Housatonic & North.N.Y. & Conn.	5.4	—	0.4	54.6	1	1	—	—	604,626	12,737	.....	.....	361,000	183,500	156,475		—	(Leased	by Housatonic R. R. Co.)			3,010	—	100	.....
Sept. 30, 1872	New York and Mahopac.....New York.	7.0	—	0.4	0.2	—	—	—	—	264,912	.....	.....	.....	265,000	.....	.....	.....	—	(Leased	by New York & Harlem R. R. Co.)			.....	—	100	.....
Sept. 30, 1872	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	124.0	16.8	104.0	—	84	129	41	1,010	12,861,474	1,840,536	1,466,553	3,428,675	15,500,000	1,641,500	377,341	1,377,992	190.2	1,799,891	3,925,765	592,579	4,483,544	1,759,880	10	100	124½
Sept. 30, 1872	N. Y., Providence and Boston..C. & R. I.	62.5	—	27.5	—	20	19	7	99	3,101,400	*	.....	.....	1,827,400	1,214,000	.....	.....	67.5	441,486	614,211	229,677	911,021	401,914	9	100	.....
Sept. 30, 1872	Niagara Bridge and Canandaigua.N. York.	99.0	—	3.6	—	—	—	—	—	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....	—	(Leased	by New York Cent.	R.R. Co.)	60,000	6	100	.....
Jun. 30, 1872	Niles and New Lisbon .....Ohio.	35.3	—	3.3	—	5	1	1	134	1,047,364	108,287	.....	.....	500,000	500,000	50,524	96,067	35.3	112,067	48,554	336,167	179,553	86,216	—	100	.....
Sept. 30, 1872	North Carolina ¶.....North Carolina.	223.0	—	11.2	—	24	18	10	277	4,947,741	*	344,672	337,271	4,000,000	553,418	592,080	462,241	223.0	478,580	140,397	113,120	(R'hm.&	Danv.)	—	100	.....
Feb. 28, 1873	North-Eastern ¶ .....South Carolina.	102.0	—	9.0	—	14	14	5	142	2,148,181	*	88,720	37,864	979,850	1,101,500	138,977	53,230	102.0	288,721	82,719	.....	395,466	159,666	—	100	.....
Jun. 30, 1872	North Louisiana and Texas.....La.	—	—	3.6	118.0	—	—	—	—	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	72.0	.....	(No accounts.)			.....	.....	—	100	.....
Oct. 31, 1872	North Pennsylvania.....Pennsylvania.	55.6	12.1	66.7	—	39	36	20	908	7,086,930	1,206,779	1,524,750	.....	5,473,500	4,042,500	63,384	.....	67.7	617,092	889,571	880,119	1,326,938	592,322	6¢	50	90
Dec. 31, 1872	Northern, of Canada.....Canada.	95.0	45.3	33.3	—	30	21	10	689	5,465,410	*	78,964	610,688	.....	5,819,963	261,561	3,533	140.3	748,898	212,080	313,664	804,774	180,541	—	100	.....
Mar. 31, 1872	Northern Central ¶.....Md. and Penn.	138.0	4.0	137.0	—	141	69	22	6,284	11,6:6 830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,218	222,099	317.0	3,288,463	1,110,110	4,709,896	4,908,820	1,161,769	6	50	58
Mar. 31, 1872	Northern New Hampshire ..New Hamp.	69.2	13.4	17.6	—	27	16	6	540	3,068,400	*	309,618	212,968	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,888	706,356	217,103	8	100	100
Dec. 31, 1872	Northern New Jersey.....New Jersey.	21.3	—	4.6	—	—	—	—	—	527,462	*	872,548	.....	1,000,000	400,000	.....	.....	—	(Leased	to Erie Railway Co.)		278,664	37,604	8	100	.....
May 31, 1872	Northern Pacific.....Minn., Dak. &c.	153.0	106.0	....	1,441	72	16	6	1,554	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....	.....	550.0	.....	(No statement published.)			.....	—	100	.....
Sept. 30, 1872	Norwich and Worcester ¶.Conn. & Mass.	59.4	7.0	13.1	—	20	15	6	642	2,463,983	*	84,706	109,188	2,344,400	759,000	55,529	731,047	664	410,089	372,841	346,367	771,602	293,528	10	100	125
Jun. 30 1872	Nova Scotia.....Nova Scotia.	113.0	32.0	14.5	—	21	27	12	394	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	.....
Sept. 30, 1872	Ogdensburg and Lake Champlain....N. Y.	118.0	4.0	18.0	—	34	19	4	1,026	4,048,510	1,748,411	.....	.....	3,071,000	1,012,000	.....	.....	122.0	636,765	171,894	417,373	1,005,979	263,867	6	100	85
Dec. 31, 1872	Ogden Mine.....New Jersey.	10.0	2.0	3.5	—	2	—	—	96	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	.....
Jun. 30, 1872	Ohio and Mississippi ....Ohio, Ind. & Ill.	340.0	53.0	24.0	—	122	57	24	2,422	34,470,752	*	.....	.....	24,030,000	10,111,550	528,902	.....	393.0	2,892,763	404,765	708,799	3,343,845	984,008	—	100	281
Oct. 31, 1872	Oil Creek and Allegheny River.....Penn.	120.0	3.0	53.7	—	32	19	5	328	8,564,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,666	569,926	676,500	1,285,554	461,581	6¼	50	20
Sept. 30, 1872	Old Colony and Newport..Massachusetts.	131.3	19.4	50.6	15.0	45	95	16	607	8,095,654	*	441,853	586,443	5,163,506	3,521,000	467,989	561,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6¼	100	112
Dec. 31, 1872	Orange and Newark.....New Jersey.	9.9	2.0	3.1	—	—	33	—	—	1,073,555	*	.....	.....	290,200	736,000	78,852	.....	11.9	.....	2,954,817	.....	203,094	24,633	—	100	.....
Sept. 30, 1872	Orange, Alex. and Manassas Gap ¶....Va.	282.6	10.0	9.6	—	25	21	12	382	9,180,634	*	.....	.....	2,582,540	5,622,664	865,431	.....	292.6	713,252	196,594	161,434	968,271	408,598	—	100	.....
Dec. 31, 1872	Osage Valley and Southern Kansas....Mo.	25.0	—	1.7	200.0	—	—	—	—	600,000	*	.....	.....	375,000	200,000	25,000	.....	—	(Leased	by Pacific (of Mo.)R. R. Co.)			35 p. c.	—	100	.....
Sept. 30, 1872	Oswego and Rome.....New York.	28.6	—	3.3	—	—	—	—	—	960,963	.....	.....	.....	300,000	612,100	27	.....	—	(Leased	by Rome, Watertown & Ogd.	RR. Co.)			—	100	.....
Sept. 30, 1872	Oswego and Syracuse .....New York.	35.0	—	46.7	—	11	12	4	258	1,114,844	330,276	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,962	232,801	364,980	73,878	9	100	.....
Dec. 31, 1872	Owensboro and Russellville...Kentucky.	35.0	—	1.6	100.0	2	1	1	10	.....	*	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In course of construction: no returns.)					—	100	.....
Dec. 31, 1872	*Pacific* of Missouri ¶.....Missouri.	283.5	15.5	39.1	—	—	—	—	—	.....	*	.....	.....	7,000,000	(Assumed by Lessees.)			—	(Leased	by Atlantic & Pacific R. R. Co.)				—	100	.....
Dec. 31, 1872	Paducah and Gulf .....Kentucky.	63.5	—	3.6	101.5	7	4	2	77	3,261,312	*	980,220	89,430	2,924,150	1,000,000	406,812	.....	63.5	469,289	22,920	21,580	99,261	35,845	5	100	31½
Jun. 30, 1872	Painesville and Youngstown.....Ohio.	11.0	—	0.5	53.4	2	1	1	25	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under construction: no returns.)					—	100	.....
Dec. 31, 1872	Panama.....New Granada.	47.6	—	11.8	—	20	26	4	486	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,232,602	10¼	100	95
Dec. 31, 1872	Paris and Decatur.....Illinois.	76.0	33.0	6.2	—	7	5	3	246	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	.....	(No statement furnished.)				—	100	.....
Dec. 31, 1872	Paterson and Hudson.....New Jersey.	14.5	—	14.5	—	—	—	—	—	600,000	.....	.....	.....	630,000	.....	.....	.....	—	(Leased	by Erie Rail'y Co.)		58,400	53,400	8¼	100	.....
Dec. 31, 1872	Paterson and Newark.....New Jersey.	12.0	—	2.6	—	—	—	—	—	896,162	.....	.....	.....	250,000	500,000	.....	.....	—	(Leased	by Erie Rail'y Co.)			25 p. c.	—	100	.....
Dec. 31, 1872	Paterson and Ramapo.....New Jersey.	15.1	—	15.1	—	—	—	—	—	350,000	.....	.....	.....	248,000	100,000	.....	.....	—	(Leased	by Erie Rail'y Co.)		90,178	89,178	6	100	.....
Feb. 28, 1873	Pekin, Lincoln and Decatur.....Illinois.	67.3	—	3.9	—	—	—	—	—	2,576,000	*	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wab. & Wtn. Co.)			.....	—	100	.....
Dec. 31, 1872	Pemberton and Hightstown....N. Jersey.	22.0	—	1.8	—	—	—	—	—	538,692	.....	.....	.....	242,150	160,000	36,542	.....	—	(Leased	by United Co.)		31,729	31,729	6	100	.....
Dec. 31, 1872	Pemberton and New York...New Jersey.	18.0	—	1.1	—	—	—	—	—	875,000	.....	.....	.....	500,000	375,000	.....	.....	—	(Leased	by N. Jer. Sth'n R.R. Co.)			.....	—	100	.....
Dec. 31, 1872	Peninsular.....Mich. Ind. & Ill.	165.0	—	10.0	40.0	4	4	2	45	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0	.....	83,401	46,833	109,918	Loss.	—	100	.....
Dec. 31, 1872	Pennsylvania .....Pennsylvania.	354.9	69.0	546.9	—	593	292	112	11429	31,283,395	11,154,557	53,500,985	20,413,986	53,271,937	35,072,300	19,395,422	8,919,154	757.7	13,380,857	5,250,393	7,844,779	22,012,525	8,247,852	10	50	89½
Dec. 31, 1872	Pennsylvania Coal.....Pennsylvania.	47.0	15.9	57.0	—	23	8	—	2,540	2,000,000	*	2,967,000	.....	4,000,000	686,500	375,000	.....	47.0	.....	8,486	1,376,772	23,033	.....	20	50	249
Dec. 31, 1872	Pennsylvania and Delaware..Penn. & Del.	22.5	—	1.2	—	—	—	—	—	1,200,000	.....	.....	.....	483,297	700,000	.....	.....	—	(Leased	to Penna. R.R. Co.: recently opened.)				—	50	.....
Dec. 31, 1872	Pennsylvania and N. York..N.Y. & Penn.	104.3	12.1	35.9	—	18	2	—	1,218	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	146.6	.....	190,309	1,208,527	1,608,287	437,135	—	50	.....
Dec. 31, 1872	Peoria and Bureau Valley.....Illinois.	46.0	—	6.6	—	—	—	—	—	1,800,000	.....	.....	.....	1,200,000	600,000	.....	.....	—	(Leased	by Chic. R. I. & Pac. Co.)		125,000	8	100	.....
Dec. 31, 1872	Peoria, Pekin and Jacksonville...Illinois.	82.0	—	11.6	—	12	7	4	181	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,872	124,505	302,552	.....	—	50	.....
Dec. 31, 1872	Perth Amboy and Woodbridge..N. Jersey.	6.5	—	1.0	—	—	—	—	—	214,581	.....	.....	.....	57,200	100,000	57,381	.....	—	(Oper. by Penna. R. R. Co.)					—	100	.....
Dec. 31, 1872	Petersburg ¶.....Virginia.	64.0	18.0	8.0	—	12	9	5	120	1,817,985	*	323,906	45,388	1,824,200	500,000	361,088	.....	62.0	228,000	44,392	57,238	288,944	133,851	—	100	.....
Oct. 31, 1872	Philadelphia and Balt. Cent..Penn. & Md.	46.0	—	6.0	—	9	7	3	95	1,806,209	177,474	.....	.....	220,606	2,600,000	53,418	.....	58.1	176,312	315,515	134,307	295,594	105,206	—	100	.....
Dec. 31, 1872	Philadelphia and Erie ¶.....Pennsylvania.	287.6	—	114.3	—	130	38	20	2,955	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,708	2,028,568	3,980,758	846,319	—	50	35
Dec. 31, 1872	Phila., Germantown and Norristown..Pa.	17.1	3.1	13.7	21.0	24	45	13	192	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila. & Read'g.)		287,816	271,179	12	50	168
Dec. 31, 1872	Philadelphia and Reading..Pennsylvania.	98.4	172.1	421.7	—	377	202	53	14139	45,922,674	*	24,888,327	2,675,996	34,286,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,200	10	50	108
Dec. 31, 1872	Philadelphia and Trenton..Pennsylvania.	26.6	—	36.3	—	—	—	—	—	1,534,479	.....	329,026	.....	1,259,100	.....	.....	276,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	113½
Dec. 31, 1872	Philadelphia, Wilm. and Baltimore..Penn.	95.3	3.8	139.1	—	64	103	49	1,296	11,890,786	*	2,818,306	175,399	11,485,750	1,990,508	466,321	660,476	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	108½
Oct. 31, 1872	Pithole Valley.....Pennsylvania.	7.0	—	1.0	—	2	3	2	22	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	.....
Dec. 31, 1872	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	193.0	5.0	46.0	—	119	54	19	1,606	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	.....
Dec. 31, 1872	Pittsburg, Ft. W. and Chic..P., O., I. & I.	468.3	—	166.3	—	248	96	54	5,559	35,835,256	*	.....	.....	22,214,236	13,621,000	17,220	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,810	4,507,465	10	100	85½
Dec. 31, 1872	Pittsburg, Virginia & Charleston.....Pa.	14.0	—	3.1	16.0	3	2	1	45	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0	.....	(In operation only three months.)				—	50	.....
Oct. 31, 1872	Pittsb'g, Washington & Dalton...Pa. & Md.	149.6	1.9	17.2	—	57	26	9	430	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,468,294	.....	173.8	1,703,600	761,994	980,780	1,437,392	Loss.	—	50	.....
Sept. 30, 1872	Pittsfield and North Adams.....Mass.	18.6	—	1.4	—	—	—	—	—	450,000	.....	.....	.....	450,000	.....	.....	.....	—	(Leased	by Boston & Albany R.R. Co.)		27,000	6	100	.....
Jun. 30, 1872	Plymouth, Kankaka & Pacific..Ind. & Ill.	—	—	—	178.0	—	—	—	—	.....	.....	.....	.....	719,200	450,000	.....	.....	—	(Leased	by Pennsylvania Co.)				—	100	.....
Oct. 31, 1871	Port Huron and Lake Michigan.....Mich.	66.0	—	2.7	24.0	7	6	3	315	3,000,000	*	(To completion.)		1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Nov. 30, 1872	Portland and Ogdensburg....Me. & N. H.	60.0	—	5.5	50.1	5	13	3	92	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	.....
Dec. 21, 1872	Portland and Ogdensburg.....Vermont.	65.0	—	2.1	93.0	5	4	3	85	1,652,000	*	.....	.....	.....	2,340,000	.....	.....	—	(Earnings used in construction.)					—	100	.....
Dec. 31, 1872	Portland and Oxford Central.....Maine.	27.5	—	2.6	—	2	1	1	22	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	.....
Aug 31, 1872	Portland and Rochester.....Me. & N. H.	52.5	—	3.3	—	6	10	4	218	1,900,854	*	45,000	10,296	686,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	181,561	38,078	—	100	.....
May 31, 1872	Portland, Saco and Portsmouth ....N. H.	51.3	—	7.4	—	12	—	7	167	1,500,000	*	.....	.....	1,500,000	.....	.....	.....	—	(Leased by Eastern R.R. Co.)					10	100	122
Apl. 30, 1873	Port Royal.....South Carolina.	111.8	—	8.0	—	9	6	4	110	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	.....	(Operated for benefit of contractors.)				—	25	.....
May 31, 1873	Portsmouth, Gt. Falls and Conway..N. H.	71.	—	4.9	39.0	—	—	—	—	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....	—	(Leased by Eastern R.R. Co.)					6	100	87
Sept. 30, 1872	Poughkeepsie and Eastern....New York.	4.5	—	2.5	3.4	6	5	—	60	1,391,372	*	.....	.....	524,434	508,200	506,079	.....	41.8	53,514	10,015	10,40	53,079	14,038	—	100	.....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	918	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,605,257	521,866	895,897	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	"	32,200	.....	269,000	269,000	2,600	.....	21.0	38,850	12,560	38,251	27,437	9,989		50	....
Dec. 31, 1872	41.7	—	1.4	88.3	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	"	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....		100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400		100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....		100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,625	"	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,916	604,224	7	100	100
Sept. 20, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	"	2,046,480	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,708	832,092	363,846		100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	"	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919		100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,168,213	"	85,833	30,224	847,100	326,296	93,377	37,626	46.8	107,159	118,189	42,228	160,319	45,945		100	....
Sept. 30, 1872	38.3	—	2.2	26.0	8	3	2	42	Richmond and York River.....Va.	1,265,640	"	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No returns obtained.)	.....	.....	.....		100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie Railway Co.)	.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	916	Rockford, Rock Island and St. Louis..Ill.	15,490,570	"	.....	.....	6,490,579	2,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534		100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	"	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)	.....	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.8	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	"	.....	.....	2,998,900	1,735,606	88,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,767,902	—	1,286,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central Verm't.)	434,740	405,381		100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	...	...	...	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	784,425	157,067	225.0	.....	.....	.....	.....	.....		100	....
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953		100	....
Dec. 31, 1872	169.0	18.9	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	"	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,218	507,019	220,002		100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,585,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	567,575	633,574	2,146,689	687,639	3	100	54
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,179	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	622,601	169,779		100	....
Dec. 31, 1872	169.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicago & Alton R.R.Co.)		240,000		100	....
Jan. 31, 1873	363.0	—	17.6	—	68	38	19	1,581	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	"	2,360,765	439,708	24,000,000	6,000,000	943,928	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,139		100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	"	.....	203,201	2,377,779	5,499,000	250,548	60,101	168.4	862,806	.....	.....	1,180,273	354,082		100	....
Dec. 31, 1872	207.0	175.0	18.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	15,188,653	"	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	288.0	462,480	235,279	152,356	682,560	.....		100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	"	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668		100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	"	.....	.....	987,500	2,307,000	.....	.....	160.0	.....	178,641	183,505	574,951	37,802		50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	"	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539		100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	very small.)			100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	—	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,532	566,619	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....		100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,424		50	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393		50	....
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	"	.....	.....	2,068,400	1,628,000	.....	.....	157.5	.....	.....	.....	162,405	19,344		100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul.....Iowa & Minn.	4,422 132	"	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by c	ontractors	no returns.)				100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama.....Ala.	7,481,764	"	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285		100	....
Dec. 31, 1872	187.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	"	2,019,176	306,086	5,819,275	4,730,346	286,736	71,474	243.0	856,732	207,344	266,707	1,401,211	546,105		100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	507,280	104,978		100	....
Sept. 30, 1872	67.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,561	648,926	.....	.....	1,000,000	2,250,000	386,782	.....	67.0	233,990	617,899	83,701	501,871	226,687		100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	"	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021		100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	6	245	Southern Pacific.....California.	11,500,000	"	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664		100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	"	.....	.....	4,000,000	4,460,000	140,000	.....	—	(Not in o	peration a	t date.)				100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York..N.Y.	3,906,297	"	.....	.....	2,004,000	1,670,000	129,414	.....	61.0	449,520	186,606	583,355	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,062	61,985	.....	.....	1,068,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.		100	....
Nov. 30, 1872	79.7	28.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	"	1,583,484	191,840	1,388,150	800,000	616,344	1,178,143	99.3	.....	190,997	854,850	1,070,354	128,448		100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	"	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042		100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093		100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	"	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,861	637,050	1,349,052	6,008,978	1,578,182		100	484
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	65,369	.....	55.3	190,548	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	98	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,813	—	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,082		100	276
Dec. 31, 1872	165.0	—	160.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	22,450,328	"	13,216,919	427,838	18,990,627	17,616,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,281,060	10	100	116
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	"	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,558		100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,000,000	"	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442		100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley...N. Y.	3,186,344	438,131	.....	.....	2,908,800	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermont Central	R. R. Co.	at 8 p.c.)		3	100	574
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	.....	(2 yrs.	8,497,442	493,487		100	....
Sept. 30, 1872	56.0	24.1	9.2	—	18	19	8	274	Vermont and Massachusetts...Mass. & Vt.	2,702,966	"	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	249,299	275,181	131,458	557,196	169,523	2	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	245,588	193,945	414,072	2,922,236	86,869	.....	140.0	181,288	82,372	49,481	408,220	102,913		100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	60	Vineland.....New Jersey.	1,826,191	—	.....	.....	998,905	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co.)			100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,436,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948		100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534		100	....
Dec. 31, 1872	138.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.0	.....	.....	125,932	1,590,245	66,587		50	....
Sept. 30, 1872	60.0	—	8.0	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,392	"	208,500	17,069	682,493	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038		100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	.....	.....	1,022,450	1,800,000	1,028,555	.....	—	(Leased	by Pennsylvania R.	R. Co.)				50	....
Dec. 31, 1872	60.7	—	16.2	—	15	63	8	171	West Jersey.....New Jersey.	2,255,356	"	1,486,466	178,462	1,350,700	2,398,000	162,883	.....	128.9	330,555	642,728	28,443	664,777	291,363	8	100	104
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	"	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329		100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	.....	.....	500,000	.....	79,642	.....	32.0	39,828	53,175	11,638	48,164	480		50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	230	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,400	804,142	.....	172.0	.....	.....	.....	591,046	226,498		100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	32,892	.....	750,062	2,332,300	108,610	.....	63.0	230,554	132,365	264,573	228,773	21,667		50	....
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	"	61,486	296,398	1,456,200	1,619,100	77,042	299,531	161.0	519,184	124,995	.....	635,871	230,833		100	....
Dec. 31, 1872	130.0	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	"	.....	.....	1,657,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778		100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	"	85,701	48,143	1,426,400	310,800	36,515	578,774	45.7	359,641	381,964	368,042	681,359	195,453	12	100	127
									CANALS, &c.																						
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,816	"	258,967	.....	1,880,900	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	"	.....	.....	8,228,594	8,065,800	.....	.....	184.5	.....	.....	.....	.....	.....	3	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	111
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	"	.....	.....	6,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	"	.....	.....	8,784,560	15,767,656	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570		50	53
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,150	110,000	8,064	.....	85.0	.....	.....	2,069,934	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	"	.....	.....	2,200,000	1,125,125	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	90
Dec. 31, 1872	78.0	64.9	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	"	.....	.....	4,487,160	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	556,164	loss.		50	24
Dec. 31, 1872	106.2	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,126	2,285,473	271,467	.....	4,486,798	8,676,332	287,198	.....	108.2	(Leas. to	Ph. & R'g.)	1,200,181	649,352	634,169	1	50	10
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,106	"	.....	.....	2,092,706	2,757,310	166,811	.....	45.0	(Leas. to	Ph. & R'g.)	426,393	99,151	51,241		50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	"	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	.....	124,969	44,862	200		50	....
Dec. 31, 1872	133.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	"	.....	.....	1,100,000	745,000	295,219	.....	.....	(Leased	to Pennsylvania.)	.....	.....	.....		50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
	$	p c	p c	p. c.
Railroad Stocks:				
Atlantic and Great Western, pref.	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	275,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	14¼
Atlantic and St. Lawrence,* guar.	3,994,900	4	4	....
Baltimore and Ohio,* preferred	3,552,800	6	5	105
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guaranteed	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar	1,159,500	7	7	81
Camden and Amboy,* guaranteed	6,847,300	10	10	116
Camden and Atlantic, preferred	768,549	7	3½	80
Cayuga and Susquehanna,* guar.	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed	769,600	7	7	....
Central of New Jersey,* guar.	20,000,000	10	10	96½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed	380,000	6	6	....
Cheshire, preferred	2,153,200	7	5	70
Chicago and Alton, † preferred	2,425,400	...	10	96
Chicago, Iowa & Nebraska,* guar.	3,916,300	...	8	82½
Chicago and North-Western, pref.	21,289,563	7	7	70½
Cinc., Sand. and Cleveland, pref.	429,000	6	6	....
Cleveland and Mahoning,* guar.	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.	11,236,150	7	7	82
Cumberland Valley, 1st preferred	241,900	8	8	....
" " 2d preferred	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed	1,316,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,617,140	6	....	....
Dubuque and Sioux City,* guar.	5,000,000	...	3	57
Dubuque South-Western, pref.	690,315	8	....	....
Eastern (N. H.) * † guaranteed	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred	8,536,910	7	7	69
Erie and Pittsburg,* guar.	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref	2,167,700	7	7	34
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	8	100
Huntington & Broad Top Min, pref.	190,750	7	....	....
Jeff., Mad. & Indianapolis,* guar.	2,000,000	7	7	....
Joliet and Chicago,* guar.	1,500,000	7	7	95
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref.	851,000	9	9	....
Marietta and Cincinnati, 1st pref.	3,101,650	6	....	....
" " 2d pref.	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar.	533,500	10	10	....
Mill Creek,* guaranteed	323,375	10	10	....
Milwaukee and St. Paul, preferred	10,825,777	7	7	59½
Mine Hill,* guaranteed	3,858,450	8	8	102
Montclair,* guaranteed	2,000,000	7	....	....
Morris and Essex,* guar.	15,000,000	7	7	92½
Nesquehoning Valley,* guar.	2,000,000	10	10	100
Newark and New York,* guar.	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed	7,295,200	10	10	116
New London Northern,* guar.	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,560,000	8	8	118½
" " *com.& guar.	8,500,000	8	8	110
Niagara Br. & Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.), preferred	105,000	8	8	....
Northern New Jersey,* guar.	1,000,000	8	8	....
Norwich and Worcester,* guar.	2,823,400	10	10	128
Ogdensburg & Lake Champ.,* guar.	3,077,000	7	7	55
" " pf.& *guar.	2,000,000	8	8	95
Ohio and Mississippi, preferred	4,030,000	7	7	56
Oswego and Syracuse,* guar.	1,144,400	9	9	....
Panama,* guaranteed	7,000,000	12	12	95
Paterson and Hudson,* guar.	630,000	—	5½	....
Pemberton and Hightstown,* guar.	342,000	6	6	....
Peoria and Bureau Valley,* guar.	1,200,000	8	8	....
Philadelphia and Erie, preferred	2,400,000	—	—	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	108
Philadelphia and Reading, † prof.	1,551,687	—	10	....
Philadelphia and Trenton,* guar.	1,259,100	10	10	116
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	88½
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	122
Rochester & Genesee Valley,* guar.	557,560	....	....	....
Rutland,* preferred and guaranteed	4,800,000	7	7	46
St. Louis, Alton & Terre Haute,*guar.	2,466,400	7	....	25
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref.	12,000,000	....	....	3½
Schuylkill Valley,* guaranteed	576,000	5	5	....
Shamokin V. & Pottsville,* guar.	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	....	....
" " 2d pref.	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	55
Warren,* guaranteed	1,800,000	7	7	....
Canal Stocks:				
Delaware Division,* guar.	1,533,350	6	6	....
Delaware and Raritan,* guar.	5,847,800	10	10	....
Morris, preferred and * guaranteed	1,175,000	10	10	116
" com. and * guar.	1,695,000	4	4	45
Shuylkill Navigation, preferred	2,508,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness	per ton	38 — @	40 —
Gartsherrie		— — @	45 —
Glengarnock		— — @	42 —
Eglinton		40 — @	42 —
Pig, American, No. 1		30 — @	32 —
Pig, American, No. 2		28 — @	29 —
Pig, American, Forge		— — @	25 —
Bar, Refined, English and American		— — @	— —
Bar, Swedes, assorted sizes	(gold).	— — @	137 50
	—Store Prices.—		
Bar, Swedes, ordinary sizes		162 50 @	— —
Bar, Swedes, Plow sizes		172 50 @	— —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in.		— — @	80 —
Bar Refined, 1½ to 6 by ¾ & 5-16 in.		— — @	85 —
Bar Refined, 1 & 1½ by ¾ & 5-16		— — @	87 50
Large Rounds, 2½@2¾ to 3¼ @4 in.		90 — @	105 —
Scroll		100 — @	132 50
Ovals and Half-round		107 50 @	127 50
Band, 1 to 6 in. by 3-16 to No. 12		100 — @	102 50
Horse Shoe		115 — @	— —
Rods, ¾@1-16 inch		90 — @	132 50
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14		117 50 @	157 50
Nail Rod	per lb.	— 8½ @	— 9
Sheet Russia, as to assortment	(gold)	— 17 @	— 17½
Sheet, Single, D. and T. Common		— 4½ @	— 5½
Sheet, Doubles and Trebles, Charcoal		— 6½ @	— 8
Sheet Galvanized	List 10 per ct. disc.		
Rails, English	(gold) per ton.	— — @	— —
Rails, American, at Works in Penna. c'y.		— — @	— —
Anvils (Eagle)	per lb. currency.	— 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)	per lb.	— 17½ @	— 22
English Spring (2d and 1st quality)		— 9½ @	— 10½
English Blister (2d and 1st quality)		— 14 @	— 18½
English Machinery		— — @	— 14½
English German (2d and 1st quality)		— 12½ @	— 14½
American Blister		— — @	— 11½
American, Cast, Tool		— — @	— 17
American, Cast Spring		— — @	— 11
American Machinery		— 11½ @	— 12
American German Spring		— 9 @	— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common	per keg.	4 25 @	4 50
8d. and 9d.	"	4 75 @	— —
6d. and 7d.	"	5 — @	— —
4d. and 5d.	"	5 25 @	— —
3d.	"	6 — @	— —
2d. and 3d. Fine		8 50 @	— —
Cut Spikes, all sizes		4 75 @	— —

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca	(gold). per lb.	— 32 @	— 32½
Straits	(gold).	— — @	— 27½
English	(gold).	— 26 @	— 26½

Plates—Pair to good brands.	—Gold.		—Currency.	
I. C. Charcoal	per box. 10 — @	10 50	11 25 @	11 25
I. C. Coke	8 — @	8 50	9 — @	9 50
Coke Terne	8 75 @	9 25	8 — @	9 25
Charcoal Terne	10 — @	— —	11 25 @	11 50

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	5 @	— 5½
Crude 40@47 gravity (in shipping order)	—	9½ @	— 10
Refined, Standard White (in ship'g order)	—	13½ @	— 13¾
Refined, S. W. (in jobbing lots)	—	13½ @	— 14
Refined, S. W. (in tin)	—	18½ @	— 22
Naptha, Refined (65@73 gravity)	—	8½ @	— 9
Residuum....(in shipping order) per gall.	—	8½ @	— 9½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.)	per lb.	—	@ — 38
Copper, Bolts		—	@ — 40
Copper, Braziers' (over 16 oz.)		—	@ — 40
Copper, Nails		—	@ — 45
Copper, Old Sheathing, &c., mixed lots		20	@ — 23
Copper, American Ingot		—	@ — 25
Copper, English Pig		—	@ — —
Yellow Metal, New Sheathing & Bronze		—	@ — 25
Yellow Metal, Bolts		—	@ — 30
Yellow Metal, Nails, Sheathing & Sinting		—	@ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary	(gold) per 100 lb.	6 87½ @	— —
German Ordinary	(gold)	6 87½ @	— —
English	(gold)	6 87½ @	7 —
Bar		— — @	9 25
Pipe		— — @	10 50
Sheet		— — @	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's Improved Tin-Lined Lead Pipe 16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel	—	@	14 —
Liverpool House Cannel	—	@	20 —
Anthracite (by cargo) ... per ton of	2,000 lb.	5 50 @	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

	Th. 27.	F. 28.	Sat. 29.	M. 1.	Tu. 2.	W. 3.
Boston, Hart. & Erie	1½	1½	1½	1½	2½	
Canton Co	57	57	....	....	60	
Central Pacific 6s	92½	92½	93	91½	....	
Central of N. Jersey	95	....	95½	96½	95½	
Chicago & Alton	....	94½	....	....	....	
" pref	....	....	....	....	....	
" 1 M	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Ins. bds	....	....	....	....	....	
Chicago, Burl. & Q.	....	....	....	....	....	
" 8s, 1888	....	....	109	109	....	
Chic. & Northwestern	47½	48	48½	48½	50	
" pref	69½	69½	69½	70	70½	
" 1st M	....	....	....	....	....	
" S. F.	....	....	....	....	....	
" Consol	....	....	....	....	....	
Chic., Rock Isl. & Pac.	94	93½	93½	93½	94½	
Chi., R. I. & Pa. 7s, 1906	102	....	103	....	....	
Clev., Col., C. and Ind.	....	....	....	....	....	
Clev. & Pittsburg guar.	79½	80	80½	81½	82	
" 2 M	....	....	....	....	....	
" 3 M	....	....	....	....	....	
" 4 M	....	....	....	....	....	
Clev. and Toledo	....	....	....	....	....	
" S. F. 7s	....	....	....	....	....	
Col., Chi. & Ind. C.	23	23½	23½	23½	25½	
" 1 M	....	....	....	....	81	
" 2 M	....	....	....	....	....	
Del. & Hudson Canal	110	....	109½	111	....	
Del. Lack. & Western	94½	95½	97	97½	98	
" 1 M. 7s	....	....	....	....	....	
" 2 M. 7s	....	....	....	....	....	
Erie Railway	46	47	46½	46½	47½	
" pref	....	....	....	....	69	
" 1 M. 7s, 1897	....	....	....	....	100	
" 2 M. 7s, 1879	....	....	....	....	....	
" 3 M. 7s, 1883	....	....	98	98	98	
" 4 M. 7s, 1880	91½	93½	....	....	....	
" 5 M. 7s, 1868	....	....	....	....	....	
" 7s, con. gold	....	....	....	....	....	
Great Western 2d mort.	78	....	78½	....	78½	
Hannibal & St. Joseph	25	24	23½	24½	25½	
" pref	35	35½	34	....	....	
" 8s, conv	....	77	....	....	....	
Hudson River	....	....	....	....	....	
" 2 M. S. F.	....	....	....	....	....	
" 3 M 7s, 1875	....	....	....	....	....	
Illinois Central	....	96	100	....	....	
" 7s	....	....	....	....	....	
Lake Shore & Mich. S'th	72½	72½	72	72½	72½	
Marietta & Cin. 1st pref	....	....	....	....	....	
" 2d pref	....	....	....	....	....	
Michigan Central	78	79	78½	77	76½	
" S. F. 8s, 1882	....	....	....	....	....	
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	
" 2 M	91½	93	....	....	....	
Mariposa Mining Co	....	....	....	....	....	
" pref	....	....	....	....	....	
Milw. and St. Paul	35½	35½	35½	35½	36½	
" pref	59½	59	59½	59	59½	
" 1st mort	....	....	....	....	....	
" 2d mort	....	....	....	....	....	
" 8s	....	100½	102	....	....	
" 7 3-10s con	....	....	....	....	....	
" 7s, gold	....	....	....	....	....	
Missouri 6s	87½	89	89	90	....	
" H. & St. J. 1s	....	....	....	87	....	
Morris and Essex	90½	91	....	92½	92½	
" 1st mort	101½	....	....	102	102½	
" 2d mort	....	....	....	99	....	
N. Y. Cen. & Hud. Riv.	91½	92	91½	91½	93	
" 7s, S.F. 1876	....	....	....	....	....	
" 6s, S.F. 1883	87	....	....	....	....	
" 6s, S.F. 1887	....	....	....	89½	90	
N. York and Harlem	115	115½	115	116	118½	
" pref	....	....	....	....	....	
" 1 M. 7s, 1873	....	....	....	....	....	
N. York, N. Hav. & Hart.	124½	124	124½	125	124½	
N. Carolina 6s, old	....	....	....	....	....	
" new	....	....	....	....	....	
Ohio and Miss.	28½	28½	28½	28½	28½	
" pref	58	....	57	56	....	
" 2d M	72	72	71½	....	72½	
Pacific Mail S. S. Co	31½	32½	32½	35	29½	
Panama	96	98½	99½	91½	95	
Pitts., Ft. W. & Chi. gtd.	89½	....	....	88½	....	
" 1 M	....	....	....	103	103½	
" 2 M	....	....	....	97½	....	
" 3 M	....	....	....	....	....	
Quicksilver Mining Co	....	20	....	20½	22½	
St. L., Alton & T. H.	....	....	....	....	....	
" pref	....	....	....	....	24½	
" 1 M	....	99	99½	....	100	
" 2 M pref	....	85½	....	....	87	
" Income bds	71	....	....	....	....	
Tennessee 6s, old	....	....	....	78	....	
" new	....	....	....	73½	....	
Tol., Wab. & Western	47½	46½	47	47½	48½	
" pref	....	....	....	....	....	
" 1 M	....	....	....	....	....	
" 2 M	....	....	....	....	86	
" Equipment	....	....	....	70½	....	
" St. Lou. Div.	82	83	81½	81	83	
Union Pacific	23½	25½	26	28½	27½	
" 1st mort	79	80½	79½	79½	80½	
" L. Gt. 7s	70½	70½	71	....	72	
" Ins. 10s	68	68	67	67	67	
Virginia 6s, old	....	....	....	....	....	
" new	....	....	....	....	....	
" consol	....	....	....	49½	....	
" def. cert	....	....	....	....	....	

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

	Th 27.	F.28.	Sat.29.	M.1.	Tu.2.	W.3
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	107¼	107¼	....	109	110	
U. S. 5s, 10-40s, coup	108¼	108	108¾	109¼	110¼	
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	108¾	109¼	....	....	....	109¼
U. S. 6s, 1881, reg	114¾	114¾	....	112¼	113	
U. S. 6s, 1881, coup	116¼	115¾	116¼	116	....	
U. S. 6s, 5-20s, reg. '62	108¼	....	....	110¼	....	
U. S. 6s, 5-20s, c. 1862	109	109¼	....	....	112¼	
U. S. 6s, 5-20s, reg. '64	109¼	....	....	....	....	
U. S. 6s, 5-20s, c. 1864	111	111	....	111¾	111¾	
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	
U. S. 6s, 5-20s, c. 1865	111	....	111¾	....	112¼	
U. S. 6s, 5-20s, r. n. '66	....	113¼	110¾	....	112¼	
U. S. 6s, 5-20s, c. n '65	113¾	114	115	116	114¼	
U. S. 6s, 5-20s, reg. '67	114¼	....	....	112	112¾	
U. S. 6s, 5-20s, c. 1867	114¼	114¾	115¼	117¾	117¾	
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	
U. S. 6s, 5-20s, c. '68	....	115	....	116¾	....	
U. S. 6s, Pac.R.R issue	110¼	110¾	108¾	....	110¾	

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 2.

	W.26.	Th.27.	F.28.	Sat.29.	M.1	Tu.2
Catawissa preferred	41	....	40¼	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	95	....	....	....	....
" 6s, 1883	....	....	....	....	....	86
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	....	....	92	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	27¾	....	27¼	26¾	27	26¼
" 6s, 1884	88¼	....	....	....	....	....
" Gold L	....	....	....	....	89¼	89
" R. R. L	....	....	....	....	88	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R	58	....	58	58	57¾	57¾
" 6s new coup	....	....	....	....	93	....
" 6s new reg	....	....	....	93¼	....	....
Little Schuylkill R.R	....	....	....	44¼	44¼	....
" 7s	....	....	....	....	....	....
Minehill	51	....	50¾	51	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	....	....	....
North Pennsylvania	45	....	....	....	....	....
" 6s, 1885	....	....	97¼	....	....	....
" 7s	....	....	....	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Allcg. Riv. 1st	....	....	15	....	....	....
" 7s	....	....	....	....	....	....
Pennsylvania R. R	44¼	....	44¼	44¼	44¾	44¼
" 1st M	....	....	....	....	....	100
" 2d M	....	....	....	....	....	90¾
" Gen. mort	....	....	....	....	87¼	....
" " reg	....	....	90	....	90	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	105¾	....	....	105	....	105
" 6s, 3d series	....	....	....	....	....	108
Philadelphia City, 6s	97¼	....	97¼	97	....	....
" new	102	....	101¾	101¾	99¾	99¾
Philad., Germ. & Nor	....	....	....	....	....	....
Phila. & Reading	53¾	....	53¾	53¾	54	54
Philadelphia and Erie	17¼	....	17¼	....	....	....
" 6s	....	....	....	....	....	....
" 7s	87¾	....	....	....	....	....
Phila., Wilm. & Balt	....	....	....	....	51¼	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	12¼	....	....	....	....	....
" 6s, 1882	71	....	....	72¾	....	73¼
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	77¼	....	....	....
United Co. of N. Jersey	114	....	115	....	....	116
Hestonville, (Horse)	20	....	20	....	....	....
Chestnut & Wal	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts	20	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 2.

	W.26.	Th.27.	F.28.	Sat.29.	M.1.	Tu.2
Baltimore City 6s, 1875	....	....	....	95¼	....	....
" 1885	97	....	97	....	97	....
" 1890	96	....	96	95¾	96	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	95	....
Balt and Ohio	157¼	....	....	....	157¼	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M	99¾	....	....	....	101	....
" 2d M	86	....	84¼	85	86	....
" 3d M. 8s	....	....	75	75	76¼	....
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	86¼	....	86¼	....	....	....
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	49¼	....	49¾	49¾	50	....
" Defer. Certif	....	....	....	....	10	....
City Passenger R. R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 3.

	Th.27.	F.28.	Sat.29.	M 1.	Tu.2.	W.3
Boston and Albany	136	135¼	135¼	....	136	
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	112	112	108¾	108	108	
Boston and Providence	146	146	146	....	146	
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	25¼	....	26¼	28¼	28¼	
Cheshire, pref	....	....	....	70	....	
Chi., Burl. & Quincy	92¼	92¼	92¼	93¼	....	
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	91	....	91	91	....	
Fitchburg	....	....	....	....	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	79	78¼	78¼	76¼	76¼	
Northern, N. H	100	....	....	100	100	
Ogdens. & Lake Champ	55	....	55	....	....	
" pref	....	....	....	....	....	....
Old Colony	110¼	....	112	....	....	
Ph., Wil. & Baltimore	54	54	53¾	54¼	54¼	
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	58	....	65	....	
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge "	....	....	....	....	....	....
Metropolitan "	....	52¼	52	51¼	52	
Middlesex "	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls "	24	24	23¾	23¾	24¼	
Franklin "	4	....	....	....	....	....
National "	....	....	....	....	....	....
Quincy "	36¾	36¼	36¼	37¼	38¼	

London Stock Exchange.

	Closing Prices.— Nov. 7.	Nov. 14.
Atlantic & Gt. W. 1st mort., $1,000	67 — 69	71 — 73
Do. 2d mort., $1,000	51 — 53	58 — 60
Do. Con. mort. B'nds Bisch's Cert.	27 — 29	30 — 32
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	84 — 88	86 — 88
Detroit & Milwaukee 1st mort. Bonds	68 — 72	68 — 72
Do. 2d do.	60 — 65	65 — 70
Erie shares 100 dol. all paid	33 — 33¼	38¼ — 38¾
Do. 6 per cent Convertible Bonds	93 — 95	94 — 96
Cons. Mort. amount autho. to be issued for conv. of existing bonds	88 — 90	90 — 92
Illinois Central $100 shares all paid	79 — 81	82 — 84
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	97 — 99	97 — 99
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv	89 — 90	89 — 90
Panama 2d mort	68¼ — 69¼	73 — 75
Panama General mort	96 — 98	96 — 98
Pennsylvania, 2d mort	97 — 99	97 — 99
Do. General mort	96 — 97	97 — 98
Do. $50 shares	36¼ — 37¼	38 — 39
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, December 6, 1873.

Stock Exchange and Money Market.

The business of the week has been checked to some extent by the delay in the transmission of the President's Message, and the accompanying documents, to Congress. The Message and documents have been the subject of much earnest discussion. On the whole, they have been received quite favorably, and have tended to aid in the restoration of confidence in financial and commercial circles. The Money market has been quite active, and rates have been comparatively firm through the week; call loans having been generally quoted at from 7 per cent in currency, to the same rate in gold; and discounts, from 10@15 per cent per annum on strictly prime to very good grades of mercantile paper. The Bank of England's reduction of the discount rate, fully 2 per cent, served to strengthen confidence on this side. The formal and encouraging resumption of business, by the reorganized Union Trust Company, was also one of the most important and reassuring events of the week, in the financial line. The City banks have further augmented their aggregates of reserve, increasing their average of gold $19,968,000 as against $17,568,000 the preceding week; and their greenback average, to $35,899,000, as against $30,899,000, on the previous return. Their deposits stood at 174½ millions, giving an increase of 6½ millions. The loan and circulation items showed a slight reduction. The public debt statement of Dec. 1, indicated an increase of $9,028,576 84. Coin in the Treasury, amounted to $83,709,987; coin certificates, to $30,220,600; currency in the Treasury, to $1,296,440; legal tenders outstanding, to $366,922,018; special deposit of legal tenders held for the redemption of certificates of deposit, $20,150,000. The increase in the debt was due in good part to the unusually larger expenditures on naval and military account, through November, in connection with the Cuban difficulty. Summaries of the Government estimates for 1874, and 1875 have been published, showing the aggregate amount for 1875 as $319,198,736, and for 1874 $308,823,256. The appropriations for 1874 aggregated $306,060,252.

The U. S. Sub-Treasury, last week, enlarged its currency balance $2,358,686, and reduced its coin reserve $461,477. Its currency balance at the close of the week was $13,240,834; and its coin reserve $49,178,567. The aggregate receipts of the office in November were $59,808,660 including $5,958,287 from customs; aggregate disbursements, $52,346,000, including $3,707,511 of coin interest on the public debt.

Gold has been moderately active, and quoted irregular, though closing rather less firmly. The speculative inquiry was more confident, through the later negotiations. There was a very moderate call, on customs and export account. The extremes of the price have been 108½@109¾, closing on Wednesday at 108⅞ as against 109½ on Wednesday of the preceding week. The specie outflow, last week, was only $419,780. The imports of specie at this port since Jan. 1, have been $17,025,770 as against $5,877,282 same time last year.

The customs demand for Gold last week, averaged $281,400 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $118,262,345, against $135,867,270 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $62,067,410, against $72,335,357 during the same time in 1872. The export drain of specie since January 1, 1873, has been $46,397,729 against $68,890,820 during the same portion of 1872.

Foreign Exchange has been in fair demand and held more firmly. Bankers' sixty day bills on London closed on Wednesday at 108@108¼; sight bills on London, at 109@109¼. The week's exports of Domestic Produce have been to the currency value of about 5½ millions.

Government securities have been much brisker, and prices have advanced sharply, closing buoyantly, on comparatively limited offerings.

U. S. sixes of 1881 closed on Wednesday of this week at 117@117½; U. S. Five-Twenties of 1862, 110½@110¾; U. S. Five-Twenties of 1864 at 111½@111¾; U.S. Five-Twenties of 1865 111¾@112; U. S. Five-Twenties of 1865 consolidated 115½@115¾; U. S. Five-Twenties of 1867, 117¼@117¾; U. S. Five-Twenties of 1868, 117@117½; U. S. Ten-forties at 109½@109¾; U. S.

Fives of 1881 (Funding Loan) 109⅜@109¾; Six per cent. currency Sixes from 110@110¼.

Business in Railway and Miscellaneous securities has been more active, with prices quoted much stronger, closing, however, somewhat irregularly.

State and Railway bonds have been in more demand, and held more firmly. Central Pacific first mortgage six per cents closed at from 92@92¼.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $3,899,081, as compared with $6,253,692 same week last year. The exports of domestic produce are $5,403,950, as against $5,799,772 last year. The exports of Gold and Silver, $419,730, as against $464,246 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,409,000, comparing with $1,214,000 same week last November.

General business has been quite active in the produce lines, though at variable prices. Cotton and Breadstuffs closed less firmly. Provisions, Petroleum, Wool, Naval Stores, were held with a fair show of confidence. Live Stock closed stronger as to values, on a moderate trade. There has been more animation in the Metal trade. Ingot Copper has been active and excited; sales and resales above 5,000,000 lbs. at 24½c.@25c. for December and January deliveries, closing at 25c., cash, and small lots Baltimore at 24c., cash. Scotch Pig-iron has been quiet at $42 for Glengarnock; $45@$46 for Coltness; sale of 50 tons Coltness on private terms. American Pig has been quiet and depressed; No. 1 at $32@$35; No. 2 do. $28 50@$30; sales, 1,000 tons Forge, at about $22 75, deliverable at the furnace; 2,000 tons on private terms. Pig-tin has been quiet and unchanged. Plates have been in fair demand. Sales, 1,000 bxs. Charcoal at $10@10 25, gold; 500 bxs. Charcoal Terne, @$9 75, gold; 500 bxs. Coke, at $8 25, gold. Ocean freights have been moderately active, closing rather more firmly.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis and Iron Mt, 54; do., 1st mort., 92; do. 2d mort., 71½; Atlantic and Pacific pref., 14⅞; Pacific R. R. of Mo., 31¾; St. Louis, Kansas City and Northern pref., 31½; Louisville and Nashville R. R. 50; do. 7s, consol. 1898, 85; Rensselaer and Saratoga R. R., 100; Missouri, Kansas and Texas R. R., 4; North Missouri 1st mort. 82; Delaware and Hudson Canal reg. 7s, 1884, 101; Albany and Susq. 1st mort., 100; do. 2d mort., 90½; Long Dock bonds, 90; Ohio and Miss. 7s, consol., 88¾; do. S. F., 89½; Boston, Hartford and Erie 1st mort., 24¼; Delaware, Lackawanna and Western 7s, conv., 94; Iowa Midland 1st, mort. 8s, 88; Michigan Central 7s, 91⅛; Central of New Jersey 1st mort. 102; Milwaukee and St. Paul 1st mort. LaC. div., 86¼; do. Iowa and Minn. div., 73½; Morris and Essex 7s, 1871, 90; Canada Southern 1st mort., 60; Toledo, Wabash and Western 7s, consol., 71½; Central Pacific State-aid bonds, 100; Quincy and Toledo 1st mort., 84; Toledo, Peoria and Warsaw 1st mort., E. D., 70½; do. W. D., 70; Clev., Col., Cin. and Ind. 1st mort., 97; Lake Shore div. bonds, 89; Gt. Western 1st mort., 1888, 91; Western Union Telegraph, 70⅜; do. 7s, 90; Maryland Coal, 17¼; Consol. Coal of Md., 49¾; Pennsylvania Coal, 246; Wells Fargo Exp., 65½; U. S. Exp., 50¼; Adams Exp., 85; Am. Exp., 62; South Carolina 6s, new, Jan. and July, 9¼; N. Y. State 7s, B. L. reg. 104; Brooklyn 6s, W. L., 91.

Philadelphia.—Philadelphia and Reading deben. bonds, 78; do. 7s, new conv., 99; do. 7s, 1893, 101; do. Gen'l mort., 7s, coupon, 100; Lehigh Valley 7s, 100⅜; Harrisburg and Lancaster R. R. 6s, 90⅛; Camden and Atlantic 2d mort., 91; Pittsburg, Cincinnati and St. Louis 7s, 60; Philadelphia and Reading C. and I. deben. 81; Wilmington and Reading 1st mort., 82; Allegheny Valley 7 3-10s, 88; Perkiomen R. R. 6s, 80¼; Schuylkill Nav. 6s, 1895, 71; Ithaca and Athen 7s, 100; Penn. and New York 7s, 101; Westchester and Philadelphia R. R. 7s, 99; Huntington and Broad Top 2d mort., 85; Pennsylvania R. R. dividend scrip, 92¼; Catawissa R. R., 16; do. new pref., 31½; Nesquehoning R. R., 50. The latest quotations are: City 6s, 94@—; do. free of tax, 99¼@99½; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 105@105½; do. 3d series, 108@108½; Philadelphia and Reading 53¾@54; do. Gen'l mort. 7s, coup., 96@—; do. reg., 100@—; do. mort. 6s, 1880, 93@96; do. 7s, new, conv., 99@99¼; United New Jersey R. R. and Canal Co., 115¼@116; Camden and Amboy mort. 6s, 1889, 91@92; do. 1883, 88@90; do. 1889, 85@87; Pennsylvania R. R., 44⅛@44⅝; do. div. scrip, 92@92¼; do. 1st mort., 100@101; do. 2d mort., 96@96½; do. General mort. coupon, 86@87½; do. reg., 90@92½; Little Schuylkill R. R., 45@45¾; Morris Canal, 45@50; do. pref., 112@120; do. 6s, 80@—; Susquehanna Canal, 5@6; do. 6s, 67@80; Schuylkill Nav., 6@7; do. pref., 11⅞@12; do. 6s, 1882, 75@75; do. 1872, 77¼@80; Elmira and Williamsport pref., —@40; do. 7s, 1873, 95@96; do. 5s, 50@60; Lehigh Coal and Navigation, 26⅛@26⅝; do. 6s, 1884, 88@90; do. R.R. Loan, 85@88; do. Gold Loan, 88¾@89; North Pennsylvania, 45@50; do. 6s, 97½@100; do., 7s, 96½@96½; do. Chattle 10s, 100@105; Philadelphia and Erie, 17@18; do. 6s, 85@85; Minehill, 50@51; Catawissa, 15@17; do. pref., 40½@41; do. 7s, 1900, 96@100; Lehigh Valley, 57½@57⅝; do. 6s, new coupon, 93¾@93¾; do. reg., 93@94; do. 7s, 100@100⅛; Fifth and Sixth streets, (horse,) 52@54; Second and Third, 58@—; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 28@30; Green and Coates 41@—; Chestnut and Walnut, 54½@—; Hestonville, 19@20⅛; Germantown, 31@40.

Boston.—Eastern R. R. 6s, 1874, 97¾; do. 7s, 1887, 98; do. 1882, 97¾: Michigan Central 8s, 1890, 99; Old Colony 6s, 1876, 95⅞; Western R. R. 6s, 1875, 97⅜; Boston and Maine 7s, 1892, 101; Chicago, Burlington and Quincy 7s, 88; Vermont Central 1st mort., 20; Atchison, Topeka and Santa Fe 1st mort. 7s, 52½; Ogdensburg and Lake Champlain Equipment 8s, 92¼; Boston and Lowell 7s, 101; Pacific R. R. of Mo. 7s, 1892, 56; Framingham and Lowell 7s, 1890, 84; Housatonic R. R. pref., 100; Rutland scrip, No. 4, 79; Nashua and Lowell R. R. 125; Norwich and Worcester R. R., 128; Portsmouth, Gt. Falls and Conway R. R., 87; Summit Branch, 34; Cincinnati, Sandusky and Cleveland R. R., 9¼; Burlington and Missouri River R. R in Iowa, 90; do. in Nebraska, 50; do. 8s, in Nebraska, 1894, 91½; do. 1888, 86¼; Worcester and Nashua R. R., 127½; Marginal Freight Railway, 5; Boston Water Power Co., 13¾; Cary Imp., 7⅛; Portland 6s, 93¾; Hartford 6s, 1879, 93¼; Fall River 6s, 1892, 91¼; Haverhill 6s, 1881, 93¼; Cincinnati 7-30s, 1899, 102¼; Cleveland 7s, 1882, 95½; do. 1891, 96¾; Rock Island (Ills.) 8s, 1887, 101¼; Chicago 7s, 95; Salem 6s, 1891, 92½; Worcester 6s, 93½; Boston 6s, 1880, currency, 99; do. 5s, 1883, gold, 92; Lowell 6s, 1890, 92½; Allouez Mining Co., 4; Calumet and Hecla, 182; Duncan, 70c.; Mesnard, 1¼; Madison, 25c.; Petherick, 1⅜.

Baltimore.—Virginia consols, coupons, 77; Maryland Defense 6s, 104½; Central Ohio 1st mort., 85; Orange, Alex. and Manassas 7s, 76. The latest quotations are: Wilmington, Columbia and Augusta bonds, 71½@73; Pittsburg and Connellsville 7s, 1898, 87½@90; Baltimore and Ohio, 157½@160; do. 6s, 1875, 96@98; do., 1880, 95@95; do., 1885, 94¾@95¼; Parkersburg Branch, 9@11; Northern Central, 25½@29½; do. 6s, 1885, 87@90; do., 1900, 83@85; do., 6s, 1900 gold, 88@90: N. W. Va. 3d mort., 1885, 90@95; Marietta and Cincinnati 1st mort. 7s, 1892, 100@100¼; do., 2d mort., 7s, 88½@—; do., 3d mort., 8s, 78¼@79¾; Central Ohio, 88@40; do. pref., 34½@40; do. 1st mort., 85@85; Western Md. 1st mort. 6s, 1890, 80@84; do. 1st mort. guar., 96@97; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 92@96; do. 2d mort. pref., 35@55; do., 2d mort. guar. by Washington Co., 78@85; Richmond and Danville 1st mort., 66@70; Orange and Alexandria 1st mort. 6s, 82½@91; do., 2d mort. 6s, 78@85; do., 3d mort. 8s, 75@77½; do. 4th mort. 8s, 75@80; Orange, Alex. and Manassas 7s, 76½@80; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 70@72½; do. 8s, 3d mort., 82@88; Baltimore 6s, 1875, 95¼@96; do., 1884, 94@95; do. 1886, 96¼@98; do. 1890, 95¾@96; do., 1893, 94¾@95; do. 1893, exempt, 99@99½; do., 1900, exempt, 96½@—; do. 1900, new, 95@95½; do. 1902, 96½@98; Memphis City 6s, 40@47; Maryland Defense Loan, 1883, 104@105; Virginia 6s, old, 30@35; do. coupon old, 32@33; do. consol. 6s, 49⅞@50; do. coupons, 76@78¼; West Virginia, 10@10¼; City Passenger R. R., 16@20; George's Creek Coal, 120@135.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending November 22, at 380,693 tons, and for the coal year 18,244,468 tons, against 17,559,956 tons to corresponding time last year, being an increase of 684,512 tons. The bituminous tonnage for the week is 76,750 tons, and for the year 2,908,891 tons, giving a total of all kinds for the week of 457,449 tons, and for the year of 21,253,452 tons, against 19,754,406 to same time last year, being an increase of 1,124,882 tons.

☞ An arrangement has been entered into between the United States and Germany for an exchange of postal cards between the two countries, to go into effect on the first of December. The postage on postal cards sent from the United States to Germany is fixed at two cents each, prepayment of which is to be made by affixing to the postal card an ordinary one cent United States postage stamp in addition to the stamp printed or impressed on the card.

The Public Debt.

By the monthly report of the Secretary of the Treasury for November, we learn that the debt was increased during the month $9,028,576 84. The total principal of the debt outstanding is $2,217,079,755 71, on which there is due and unpaid of interest $38,388,725 47, giving a total of principal and interest of $2,255,018,481 18. There was at the same time cash in the Treasury of coin, $88,709,987 44; of currency, $1,296,440 28, exclusive of $20,160,000 of special deposits for redemption of certificates, making the total of cash in the Treasury $105,156,427 72, reducing the total debt, less cash in the Treasury, to $2,150,-862,053 96. Debt less amount in the Treasury 1st of November, 1873, $2,141,833,476 62—showing an increase during the past month of $9,028,-576 84. Decrease of the debt since March 1, 1873, $6,518,647 07. Decrease of the debt since March 1, 1869, to March 1, 1873, $368,082,559 48. Bonds issued to Pacific Railroad Companies, interest payable in lawful money, principal outstanding, $64,623,512; interest accrued and not yet paid, $1,165,187; interest paid by the United States, $20,447,986 26; interest repaid by transportation of mails, etc., $4,545,653; balance of interest paid by United States, $15,902,538.

☞ The earnings of the Northern Central Railway for the ten months ending October 31, 1873, were $4,233,436 45; the expenses $3,122,367 19, and the net earnings $1,111,069 26. For the corresponding period of the previous year the earnings were $3,712,898 20, the expenses $2,901,010 40, and the net earnings $811,887 80—showing an increase in earnings of $520,538 25, in expenses of $221,356 79, and in net earnings of $299,181 46.

☞ It is said that the Buenos Ayres and Rosario Railway, 338 miles long, is about to be undertaken. The works are easy, and it is considered the line can be made at a very low cost per mile, while it passes through a rich district. Such a line would necessarily be of great use to the Central Argentine Railway, which starts from Rosario.

☞ The first trip by cars of the Canada Southern Railroad across the International Bridge at Buffalo was made on the 1st inst. There is now direct connection, without change of cars between Detroit and all points east and south touched by the Buffalo, New York and Pennsylvania Railroad.

☞ The earnings of the Denver and Rio Grande (Narrow Gauge) Railway for the week ending November 14, 1873, were: freight, $2,847 17; passengers, $3,733 02—total, $6,580 19. Same week last year, $8,168 95.

☞ A meeting of the stockholders of the New York and New England Railroad Company will be held in Boston on the 3d of February, 1874, when a board of directors will probably be chosen.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Nov, 15, are: freight, $40,573 98; passengers, $33,488 00—total, $74,061 98.

☞ Work on the Bucksport and Bangor (Maine) Railway will be recommenced early in the spring, and be pushed until the road is completed.

Providence and Springfield Railroad.

At the annual meeting of the stockholders in Providence, R. I., on the 1st inst., the following Directors were chosen: William Tinkham, Edward Pearce, Albert L. Sayles, Amos N. Beckwith, Moses B. I. Goddard, James O. Inman, Horace A. Kimball, L. M. E. Stone, Amasa Sprague, Milton A. Clyde, John L. Ross. At a subsequent meeting of the Directors, William Tinkham was elected President, L. M. E. Stone Treasurer and Superintendent, Jabez C. Knight, Clerk. The Superintendent's annual report was presented from which it appeared that the cost of the road and its equipment to Nov. 1 was $920,087. Receipts since opening, Aug. 11, $14,644; expenses, $6,914; net earnings, $7,729.

☞ The Minneapolis *Tribune* says the Northern Pacific Railroad Company proposes to give up its leases of the Lake Superior and Mississippi Railroad, the Minneapolis and Duluth Railroad, and the Minneapolis and St. Louis Railroad, on the first day of January, on account of its inability to pay the interest agreed on.

☞ The earnings of the Erie Railway Company for the week ending Nov. 28, 1873, were $365,355, and since Oct. 1, $3,083,419—a decrease compared with the corresponding period of the previous year of $62,194.

☞ The Chesapeake and Ohio Railroad Tunnel through Church Hill, in Richmond, Va., is completed, and trains will commence at once to run regularly.

☞ The Toledo, Canada Southern and Detroit Railroad was formally opened from Toledo to Detroit on the 13th ult.

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It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

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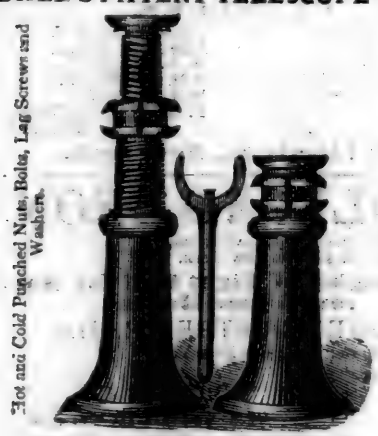
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American Railroad Journal.

New York, Saturday, December 13, 1873.

James River and Kanawha Canal.

The regular annual session of the stockholders of the James river and Kanawha canal met in Richmond, Virginia, on the 29th ult. The report of the president, C. S. Carrington, showed that the receipts for the fiscal year, ending September 30, 1873, were $155,370 66; expenses, $97,894 28. The report alludes to the inspection of the route by the Senate committee on transportation, and concludes as follows:

The surveys of your line by the general government have been made under appropriations by Congress in 1870, and the two appropriations of 1872, and the reports of these surveys show its definite location in every part of its entire length and the estimates of the cost of its construction. The full information furnished by these reports will be before the Congress of the United States at its next session, and the question of the completion of this central water line by the general government, with the concessions made and the conditions indicated in the memorials of the States of Virginia and West Virginia, will probably be decided by that body.

Mr. Carrington was re-elected president; Col. Henry C. Cabell, director for the State, and Charles W. Antrim, of Lexington, Virginia, director on the part of the stockholders. The board of public works appointed Messrs Franklin, Stearns, and S. C. Tardy, of Richmond, directors for the State.

Atchison, Topeka and Santa Fe Railroad.

This corporation has got into a position in which its directors are obliged to appeal to its stock and bondholders for aid to bridge over its present financial embarrassment. They say the time has come when the interests of the company demand that provision should be made to wipe out the floating debt and insure the certain prompt payment of interest in the future, and that this can be done by the issue of a loan equal to eighteen months coupons, payable if desired in the coupons as they mature. The floating debt is $486,000, besides the January interest and taxes $50,000. The land department also owes $350,000, but there is due the company for land sold $1,105,744, the payments from which accumulating each year will soon largely exceed land bond interest.

The net earnings for the past nine months (two months being estimated) are $424,538 96, and the directors believe that in 1874 they will be $675,000, and in 1875 $825,000, while the annual interest on its first mortgage bonds is $492,870 gold.

The plan the directors propose is to provide for the wants of the land department by issuing at par $700,000 of 12 per cent currency income bonds, running five, six and seven years, to be paid for one-third Jan. 1, 1874, one third July 1, 1874, and one-third July 1, 1875, in cash or in land mortgage coupons due three months later. And to provide for the other wants of the company by issuing at the price of 50 per cent in currency, $1,852,000 of the consolidated 7 per cent gold bonds, being a second mortgage on the road and the lands, the first coupon on same being due Oct. 1, 1876, producing $926,000, and payable one-third Jan. 1, 1874, in cash or coupons, due within three months thereafter, and the second and third payments, one-third July 1, 1874, and one-third Jan. 1, 1875, on the same terms. Each holder of twenty-five shares of stock is to have the right until Dec. 20 to take $500 of the consolidated bonds and $200 of the land income bonds.

The directors say there is no possibility of avoiding a default unless this loan is taken; that any deficiency on the part of small holders will not be made up by those having large interests, and that it must be taken immediately by the holders of the bonds and stock if the credit and value of the investment is to be preserved.

Railway Brakes.

On Friday last a party of gentlemen connected with some of the principal companies went from St. Pancras to Bedford in order to witness the working of the WESTINGHOUSE or continuous air brake, which has now been for six months in constant use on one of the Midland trains. Both in going and also in returning on Saturday morning the party traveled by ordinary passenger train so that no special or experimental stops could be made, and no time could be afforded for measuring the distance which the train ran, after the application of the brake, before it was brought to absolute rest. There was, in fact, nothing to be seen but the efficiency of the brake in causing the ordinary station stoppages, and, thus tested, it accomplished all that has been claimed for it. On Saturday morning the rails were in the worst possible state, slippery from slight moisture; but the stoppages were made in periods of time varying from fifteen to forty seconds, according to the inclination of the road, and in distances that, measured only by the eye, seemed almost incredibly short. We understand that the Midland directors are at present contemplating the general introduction of the brake throughout their system, and that it is actually in course of being applied to all the trains of the Metropolitan District. On the latter line the authorities expect to save the cost of the introduction of the brake in the first year of its use by the diminished wear and tear of their station rails, which, on the present system of stopping, have a life seldom exceeding two years, as against an average of eight years for rails intermediate between stations. There is much reason to hope that companies may find it to their own interest, in many ways, to give the public the security against collisions which the air brake is calculated to afford. Among its other advantages, by allowing a train to run at full speed almost up to its stopping point, it saves all the loss of time incidental to slackening, and this, in a long journey with many stoppages, is much more considerable than would be supposed. Again, it absolutely prevents recoil of the train after stoppage, an occurrence which has been a fertile source of accidents to passengers, and of consequent litigation, and which explains the fre-

quent discrepancies between the evidence of different witnesses on the question whether a train was at rest or not.—*London Railway Times, Nov. 15.*

Northern Pacific Railroad.

Whether the government desires to do so or not, we believe it will be forced by circumstances, to assist in the completion of the Northern Pacific Railroad. For, as the country on both of the slopes will speedily be peopled to the very base of the Rocky mountains, the rocky gap between will continue to be subject to Indian depreciations until there is a swift means of passing soldiers over it. Railroads are important auxiliaries in Indian as well as other wars, and this nation is too progressive to do without a quick and reliable means of shifting troops when we have within our confines tribes of savages who, on the slightest pretense, slaughter those they consider as enemies.

The Sioux Indians, as is well known, can bring into the field quite a respectable army; and unless we can at once check any outbreak on their part, by throwing bodies of armed men into their fastnesses and haunts, they are likely to do considerable harm within the next few years. The government, we take it, will consider this condition of things; and, when asked, act with promptness in aiding the Northern Pacific to its final completion. The company have done exceedingly well in building what they have of the road, and we see no sound objection to the country helping them along, particularly when the enterprise in which they are engaged is of so much national importance. No doubt a few croakers will raise their voices against giving any help to the road, but these can only argue against reason in advancing their objections. The completion of the great work is an actual national necessity, because it will open to settlement thousands of square miles of the best and richest territory over which our flag floats. And the next Congress, we opine, will agree with us in this view.—*Railway Chronicle.*

Evansville and Crawfordsville Railroad.

The earnings of this road for the years ending August 31, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	$192,407 00	$180,872 21
" freight	335,108 41	332,987 43
" express	15,219 26	13,584 76
" mail	10,808 33	9,350 00
" rents	13,636 83	26,468 50
	$566,679 83	$562,762 90

And the expenses of 1873, were:

Conducting transp.	$99,656 01	
Motive power	100,597 09	
Maintenance of way	89,073 65	
Maintenance of cars	22,854 34	
General expenses	28,878 40	
		341,059 69
Leaving net earnings		$221,703 21
Deduct interest on bonds and appropriations to sinking fund		118,721 06
Leaving a surplus for the year of		$102,982 15

This surplus has been expended in additional equipment, new buildings and other improvements.

As compared with the previous year the gross earnings show a decrease of $3,916 48; the expenses, including taxes, a decrease of $16,059—and the net earnings an increase of $12,142 57. The president in his report says:

"The condition and value of the property has not only been well maintained, but has been very materially improved, by the continued faithful application of the sinking fund to the reduction of the bonded debt, by material improvements to track and buildings, and by the purchase and construction of additional equipment.

The sinking fund has purchased during the year, thirty-nine bonds of $1,000 each; thirty-four of which were from the appropriation of the current year, and five from an unexpended balance from last year. This makes a total of 152 bonds redeemed by the sinking fund to date; in addition to which, three Rockville Division bonds were purchased during the year.

The cost of the road and equipment to date, is as follows:

Construction of road	$2,479,492 62
Equipment	510,150 66
	$2,989,643 28

Which is represented by:

Common stock	$1,044,415 12
Preferred stock	100 000 00
Bonds outstanding	1,085,000 00
Earnings expended	760,228 16
	$2,989,643 28

The continued pursuit, for a very few years longer, of the conservative policy which has prevailed on this road from its beginning, cannot fail to make it a valuable property to its stockholders. This policy has been to create no additional debt, but to steadily reduce that already existing, and apply the surplus earnings to the improvement of the property, and to increasing its facilities for transacting its business.

The receipts from all sources during the year were as follows:

Earnings, as above	$562,762 90
Sale of $8,000 E., H. & N. R.R. bonds	6,800 00
Accounts receivable	7,176 90
Stock collections	162 19
Total	$576,901 99

And the expenditures were:

Operating expenses & taxes, as above	$341,059 69
Interest	85,164 06
Appropriation to sinking fund	33,557 00
Construction	89,594 96
Equipment	70,300 46
Rockville Division bonds purchased	3,000 00
Real estate purchased	1,472 55
Increase in supplies on hand	2,431 59
Decrease in account payable	321 68
Total, as above	$576,901 99

The equipment of the road is as follows: 18 engines, 10 passenger coaches, 1 paymaster's, 5 baggage, mail and express, 7 caboose, 202 box, 30 platform, 93 coal, 10 stock, 10 construction, 30 hand, and 20 push cars; all of which are in good working condition. Two of the engines are very light, and of but little use. The superintendent therefore recommends that two new freight engines be purchased during the coming year. And if the coal trade continues to develop as it promises to do, it will be necessary to largely increase the supply of coal cars. Orders have been given to build 25 at the company's shops, and at least 25 more should be purchased or built at an early date. An increase in the stock of line cars for through freights is also recommended.

The train service for the year is as follows: passenger, 142,989 miles; freight, 194,152; construction, 25,196—total, 362,337 miles, being a slight increase over last year.

One new freight engine and 16 coal cars have been purchased during the year, and 1 caboose, 52 compromise box, and 8 coal cars built.

The number of passengers carried is 131,036, being 15,000 less than last year. Tons of freight transported 220,000, an increase of 11,500. Number of loaded cars moved, 26,996; do. empty do., 12,449—total, 39,445, an increase of 1,585. Mileage of cars, 2,848,921, an increase of 285,663.

The operating expenses and taxes are 61 per cent, against 68 per cent in 1872.

General Balance Sheet.

Construction of road		$2,479,492 62
Equipment		510,150 66
Real estate		8,121 84
E., T. H. and C. R. W. stock		10,000 00
Fair Ground stock		1,000 00
Fuel on hand	$11,898 90	
Materials on hand	26,910 83	
		38,809 83
Cash	$16,896 94	
Bills receivable	5,829 28	
Due from P. O. Depart.	1,556 82	
" other lines	10,757 44	
" agents	8,099 49	
		43,139 97
		$3,090,714 82
Capital stock paid in		$1,008,983 32
Fractional scrip		6,076 24
Unclaimed stock dividends		29,405 56
Preferred stock		100,000 00
Seven per cent bonds		
Main Line	$1,090,000 00	
Less redeemed by sinking fund	152,000 00	
		938,000 00
Rockville Division bonds		147,000 00
Accounts payable	$4,408 73	
Due other lines	15,899 56	
		20,308 29
Income account:		
Earnings expended in construction	$760,228 16	
Balance of account	80,763 25	
		840,991 41
		$3,090,714 82

President and Sup't.—J. E. Martin.

Directors.—John Ingle, Jr., Samuel Orr, J. S. Hopkins, J. E. Martin, L. S. French, J. W. Maddox, J. Alsop, H. K. Wilson, C. Rose, W. R. McKeen, J. H. Turner, W. K. Edwards, G. K. Steele.

Secretary and Treasurer.—F. Heakes.

Assistant Auditor.—C. Bush.

Engineer and Paymaster.—C. C. Genung.

Pacific Railroads.

EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.

The subscriptions to the stock of the Union Pacific Railroad Company amount to $36,783,000, of which $36,762,300 has been paid. The receipts for the year ending 30th of June, 1873, from the transportation of passengers, were $3,786,208 20; of freight, $5,024,998 37, and from miscellaneous sources, $822,758 52; total, $9,633,965 09. The entire cost of the road and fixtures to said date was $112,259,336 53, and the operating expenses of the road for the last fiscal year (ending 30th of June, 1873), were $4,697,999 50. The total bonded indebtedness of the company at the end of that year amounted to $75,427,512, of which $27,236,512 is due to the United States. The "floating debt" to the same period (not including the company's note for $2,000,000 issued to the Hoxie contract), amounted to $1,940,239 73, and "exchange loans" £120,000.

The Central Pacific Railroad Company by consolidation (as heretofore reported) embraces, besides the original company of that name, also the Western Pacific, the California and Oregon, the San Francisco and Oakland, and the San Francisco and Alameda companies. Stock to the amount of $62,608,800 has been subscribed, and $54,275,500 paid. The receipts for the year ending June 30, 1873, from transportation of passengers were $4,388,807 14, and of freight, $7,277,482 33; total, $11,666,789 47. The operating expenses of the road for the year were $5,349,485 21, leaving net earnings to the amount of $6,316,364 26. At the close of said year the indebtedness of the company amounted to $85,488,816 60, of which $27,855,680 was to the United States.

The stock subscription of the Central Branch Union Pacific Railroad Company is $1,000,000, of

which $980,600 has been paid in. The receipts for transportation of passengers for the year ending June 30, 1873, was $48,591, and for freight $71,071 91—total, $119,662 91. The expenses of the road and fixtures have been $3,723,700. The expenses of the road for the fiscal year ending as above stated is $172,231 44. The company's indebtedness (in addition to the first mortgage bonds, $1,600,000, and the Government loan, $1,600,000) is $303,058 45. The amount of stock of the Kansas Pacific Railway Company subscribed is $9,992,500, and the amount paid is $,9-655,950. Total amount of stock allowed by law, $10,000,000. The receipts for the transportation of passengers for the year ending June 30, 1873, were $1,398,633 96; for freight during the same period, $2,285,038 52; miscellaneous earnings, $69,617 34; total, $3,748,289 82. The cost of construction and equipment of 639 miles of main line and 33 miles of branch line (672 miles) has been $33,892,840 66. The total funded debt of the company is $27,452,100 of which $6,303,000 is due the United States; other liabilities and indebtedness, $2,996,148 97; total, $30,248 97.

The amount of stock of the Denver Pacific Railway and Telegraph Company subscribed and paid in is $4,000,000. The receipts for the year ending June 30, 1873, for transportation of passengers were $178,720 58; of freight, $149,012 42, and from miscellaneous sources, $13,215 25; total, $335,948 25. The cost of construction and equipment of the road to the date above stated, was $6,498,800, and the indebtedness of the company to that date was $2,513,747 16.

At the close of the fiscal year ending June 30, 1873, the amount of subscribed stock of the Southern Pacific Railroad Company of California was $13,189,400; of which $11,965,400 was paid in. Explorations and examinations of former preliminary lines have been continued since the last report rmounting to 750 miles; 114.50 miles of road have been permanently located, and 64.50 completed. Twenty miles of this latter distance is on the route from Tipton to Delano, and 50 miles (commencing at the San Fernando Pass via Los Angeles, thence toward San Bernardino, ending about 29 miles easterly from Los Angeles) on the line from Tehachapi Pass to Fort Yuma. Forty-two and one- half miles have been completed on the branch line in the Salinas Valley. The cost of the surveys to June 30, 1873, has been $105,000. The amount received for the transportation of passengers for the fiscal year was $469,-789 63; of freight, $486,465 37; total, $956,255. The expenses of the road for the year were $458,-789 14; leaving net earnings of $497,515 86. The indebtedness of the company is shown by their report to be $8,050,000. The fourth section of 20 miles of this road was accepted by you on the 6th of August last, making the total number of miles accepted 90.26.

Stock of the Texas and Pacific Railway Company has been subscribed to the amount of $2,-000,000, of which $200,000 has been paid in. The bonds of the company consist of two kinds, viz.: "First mortgage six per cent gold construction bonds," and "First mortgage land grant bonds." Of the former none have been issued. Of the latter there have been issued in the purchase of consolidated roads $4,000,000. The indebtedness of the company is shown by their report to be as follows; Capital stock (as shown above), $2,000,-000; land bonds, $4,000,000; debt of the Southern Pacific Railway Company of the State of Texas, assumed by the Texas and Pacific Railway Company, $299,126 81; floating debt, $790,095 71; interest coupons on land bonds, $140,000; total, $7,139,222 02. The operating receipts and expenditures of the road for the year ending June 30, 1873, have been as follows: Receipts—from passengers, $104,392 44; freight, $223,211 99; United States mails, $5,328; miscellaneous, $448, 43; total, $333,380 86. Expenditures—for conducting transportation, $51,994 43; maintenance of roadway, $111,044; cost of running and maintenance of motive power and cars, $62,870 20; general expenses, $31,153 56; total, $256,562 19. Receipts over expenditures, $76,818 67. There have been 109 miles of this road constructed, and 355 miles graded, bridged and tied. Since the date of the last report of the company (June 30, 1872), the engineers in charge of the survey have run over 8,000 miles of instrumental lines, and made 15,000 miles of reconnaissance, developing a country 1,500 miles long, east and west, and 150 miles in width, north and south, so thoroughly that the line of location from Rio River to the Pacific can very nearly be determined. The lines of road surveyed and in part undergoing construction are as follows: Southern Division, from Longview, Texas, to Fort Worth, 155 miles; Jefferson Division, from Marshall to Texarkana, 69 miles; Transcontinental Division, from Texarkana to Fort Worth, 238 miles; Brazos Division, from Forth Worth to the one hundredth meridian, about 175 miles; Pecos Division, from the one hundredth meridian to the Rio Grande river, 412 miles; New Mexico Division, from Rio Grande to the Pimas Villages, 888.85 miles; California Division, from Pimas Villages to San Diego, California, 444 miles; total distance, 1,880.85 miles. The greatest altitude reached in crossing the continent is 6,355 feet.

The Atlantic and Pacific Railroad Company's report for the year ending June 30, 1873, showed that $19,760,800 of stock has been subscribed and paid in. Grading has been done in the Soledad Pass, Cal., and $8,013 72 expended in grading at this pass to June 30, 1873. On June 29, 1872, the company leased for a term of 999 years the Pacific Railroad of Missouri, extending from St. Louis, Mo., to Kansas City, Mo., including the Carondelet Branch, 297¼ miles, and assumed the leases to said Pacific Railroad of the following named lines: Missouri River Railroad, 25¼ miles; Leavenworth, Atchison and Northwestern Railroad, 21¼ miles; Osage Valley and Southern Kansas Railroad, 25 miles; Lexington and St. Louis Railroad, 55¼ miles; St. Louis, Lawrence and Denver Railroad, 61 miles. The cost of the surveys of the Atlantic and Pacific Railroad to June 30, 1873, was $306,357 86. The amount received from passengers on the Atlantic and Pacific Railroad Division was $303,357 84; on the Pacific Railroad of Missouri and leased lines division, $1,073,981 02; total, $1,377,338 86. The amount received for freight on the Atlantic and Pacific Railroad Division was $945,711 69; on the Pacific Railroad and leased lines division, $2,587,852 37; total, $3,533,564 06. The cost of the Atlantic and Pacific Railroad and fixtures, as appears from the accounts of the Treasurer, June 30, 1873, was $36,262,322 70. The running expenses of the road from July 1, 1872, to June 30, 1873, were $692,529 16. The same expenses of the Pacific Railroad of Missouri and leased lines for that period were, $2,693,926 36; total for the fiscal year, $3,386,455 52. The indebtedness of the company is as follows: bonded debt of the South Pacific Railroad Company, secured by mortgage of lands assumed, $7,190,000; Atlantic and Pacific Railroad Company's bonds, dated July 1, 1868 (20 years), $2,945,500; Atlantic and Pacific company's railroad and land grant bonds, November 1, 1871, $1,190,000; the same company's Central Division land grant bonds, dated November 1, 1871, $797,922; same company's second mortgage railroad and land grant bonds, dated November 1, 1871, $1,272,000; same company's scrip for bonds dated November 1, 1870, $1,718,438 86; total bonded indebtedness, $15,113,860 86; floating indebtedness, $2,758,025 38; total indebtedness, $17,871,885 74. Assets of cash, debts due company, and securities other than of this company amounting to $1,340,070 31, on hand.

Stock of the Northern Pacific Railroad Company, to the amount $100,000,000, has been subscribed, and certificates for 172,695 shares of $100 each have been issued. During the year 1873 the road was definitely located from the mouth of Heart river, on the Missouri, to the mouth of Glendive creek, on the Yellowstone, a distance of 205 miles. The precise point of crossing the Missouri river has not yet been fixed by the company. The surveys necessary to complete a continuous line across the continent, which were left unfinished last year by reason of the open hostility of the Sioux Indians of Montana and Dakota, have this year been brought to a most satisfactory conclusion. A continuous line has been surveyed from Lake Superior to Puget Sound, and the data have been obtained for deciding the final location of the road between the above-named termini. The entire line of route has not as yet been definitely fixed upon. The company reports that for climate, soil, quantity and variety of mineral wealth, and all the elements necessary to the support of a dense population, there is no zone of similar extent and value between the Mississippi river and the Pacific Ocean as that "of the region lying between and contiguous to parallel 46 and 47 north latitude." The whole amount expended on surveys from the beginning of the work to July 1, last, is $1,058,873 74. The extent of line surveyed is 9,388 miles, and, in addition, 2,850 of river reconnaissance. The amount received from passengers on the road (in Minnesota and Washington Territory) is $158,551 97; for transportation of freight, $393,549 23, which includes a few days of the earnings in June, 1873, in Dakota. The expense of the road and fixtures has been $20,-092,380 09, and the indebtedness of the company is $29,309,387 40. The word "expense" as used above, is said by the company "to mean the cost of the road proper, and its fixtures," only. The company's report states that on October 1, 1873, trains were running regularly (both passenger and freight) engaged in the general traffic from Lake Superior to the Missouri river, a distance of 453 miles, and from Kalama, on the Columbia river, northward, 65 miles toward Puget Sound. Beyond that a distance of 25 miles, a track has been laid, and 15 miles more nearly graded, which, when completed (about the 1st of December this year), will make a continuous road from the Columbia river to Puget Sound of 105 miles.

An Open Canal in Winter.

A competent engineering authority has been making a close examination of the practicability of Mr. Cheseborough's scheme to keep the Erie canal from freezing up by the use of artifical heat, and as a consequence we have now before us an elaborate report on the subject from Professor R. H. Thurston, Professor of Engineering in the Stevens Institute of Technology. The entire feasibility of the project seems to be conceded by Professor Thurston. The quantity of coal required per mile of canal to keep it open when it would otherwise freeze uniformly to the depth of one foot he estimates would be, in even numbers, seventy-five tons, which estimate must of course be increased or diminished with the thickness of the ice which would form if left without artificial impediment. The following is his estimate of the cost, for a canal seventy feet wide:

COST OF PLANT PER MILE.

Heating apparatus	$12,000 00
Distributing apparatus	2,500 60
Buildings and land	1,250 00
Total	$15,750 00

COST OF MAINTENANCE PER MILE AND PER ANNUM.

Repairs and depreciation	$1,450 00
Interest on capital	1,102 50
Coal, 300 tons at $4	1,200 00
Two men, three months, at $60	360 00
One man, three months, at $90	270 00
One man, four months, at $60	840 00
Superintendent and contingencies	150 00
Total	$4,772 50

TOTAL ESTIMATES.

For a canal 350 miles long, seventy feet wide, in the latitude of Central New York.

First cost, 350 miles, at $15,750	$5,412,500 00
Maintenance, per annum, at $4,772.	1,670,200 00

Pittsburgh and Connellsville Railroad.

The stockholders of the Pittsburgh, Washington and Baltimore Railroad held their annual meeting yesterday at the Company's General Office, Connellsville Depot. The large number of gentlemen present represented about seven-eighths of the entire stock, and as many of them came over the road they had an excellent opportunity of observing its present condition, with which entire satisfaction was expressed.

After its organization, the meeting proceeded to the election of officers and a Board of Directors for the ensuing year, and the following gentlemen were re-elected officers: Mendes Cohen, President; Charles Donnelly, Treasurer; J. B. Washington, Secretary and Auditor; E. K. Hyndman, General Superintendent; S. C. Hough, General Passenger Agent, and George Shiras, Jr., Solicitor. The following gentlemen were elected as a Board of Directors for the ensuing year: Messrs. Mendes Cohen, W. S. McBride, G. L. B. Fetterman, William Baldwin, John Donnell Smith, William Keyser, Israel Cohen, Charles Neff, Hugh Sisson, William H. Perkins, H. S. Vickery, and G. C. Dennis. After their annual dinner at the Monongahela House, the stockholders held an informal meeting at which a brief synopsis of the condition of the affairs of the corporation was presented, as no regular report will be ready until the next meeting in February, 1874. From the statement presented it was shown that nearly $200,000 had been expended on the road during the past year; that between six and seven hundred men were constantly employed on repair work and bringing the track to its present fine condition; and that not a single accident involving loss of life or property has occurred for many months, the President considered the best proof that the work had been well done.—*Cumberland News, Dec. 8.*

From the Boston Journal, Nov. 28.

The Hoosac Tunnel.

Yesterday was a memorable day in the history of the greatest railroad enterprise ever undertaken in this Commonwealth. The final stroke was given which opened a tunnel through Hoosac Mountain, and now men may walk from one side of this great natural barrier to the other through the passage. The explosion of two hundred pounds of nitro glycerine scattered the few feet of rock that remained to be removed ere the mountain was pierced. We recapitulate below the principal facts in the history of this important undertaking:

The history is a long and perplexing one, and public faith in its propriety and success has often been very feeble. The project, of course, had its germ in that desire not yet realized of more means of carrying freight from the great fields of the West for Eastern use and shipment across the Atlantic. Even before railroads, as early as 1825, the wise men at the State House puzzled over the problem, and a commission, led by Laomi Baldwin, calculated the chances of a canal, and finally decided upon a route and made up their minds that the Hoosac Mountain could not be dodged but must be tunneled. Later in the same year, however, the first American rai way began its operations on a three mile course at the Quincy granite works, run by horse power, and in the popular interest in this method of transportation the canal-tunnel project dropped out of notice.

In 1842 the Boston and Albany Railroad was opened, in 1845 the first rails of the Fitchburg road were laid, and in January, 1852, ground was broken for the Troy and Greenfield Railroad. The tunnel came as the inevitable means to unite the fragments of a great trunk line East and West. The early tribulations of the Troy and Greenfield Company are already a well known matter of history, and in 1854 the State became involved in the enterprise by loaning its credit to the amount of two millions, on condition that $600,000 should be subscribed to the stock, and 20 per cent actually paid in; that seven miles of road should be built and 1,000 feet of tunnel completed to entitle the company to $100,000 of the scrip; and that, for every additional issue of scrip, a further payment should be made to the stock, another 1,000 feet of tunnel be completed, and certain specified lengths of road built; so that in the end the whole road and tunnel would be completed before the last issue of $200,000 was made by the State. Even with this the company failed to raise the needful money, and in the following year the Legislature authorized towns along the line to take stock equal to 8 per cent of their valuation, but even this disposed of only five hundred and twenty shares as far as 1867. Notwithstanding this a contract was made with E. W. Serrell & Co., to build the road and excavate the tunnel for $3,500,000, the contractors to take $440,000 worth of stock. This failing, in January, 1856, a second contract was made with Serrell & Co., requiring that the railroad company should, before May 15, raise $100,000 of available stock over and above what had then been subscribed, making a total of $210,000 in available cash subscriptions. The company now appealed to the Legislature for a State subscription of $150,000, the State to select a portion of the contractors; but, this effort failing, the contract fell through.

In July, 1856, the engagement with Heman Haupt & Co., was begun, by which they were to build the road and tunnel for $3,880,000; $2,000,000 from the State; $900,000 in mortgage bonds of the company; $598,000 in capital stock, and $382,000 in cash. Again the railroad company could not come to time, and this contract failed. At the next session of the Legislature an act was passed making the terms of the loan by the State easier, but Gov. Gardner vetoed it, adding a prophecy that the tunnel would not be completed until 1874. At that time the mountain had been pierced 621 feet at the west end.

In February, 1858, another contract was made with Haupt & Co., to complete the tunnel for four millions. Two million dollars were State bonds to be used exclusively on tunnel work; $400,000 in the mortgage bonds of the company, and $1,100,000 in cash and capital stock, the company being released from any cash payments. The history of the work under this contract is a perplexing one and uninteresting to the general public. It was suspended in 1861, and in 1862, after a stormy time at the Capitol, the State had the tunnel fastened to it by the appointment of a Board of Commissioners to assume the direction and possession of the road under the several mortgages given to the State. At this time much work had been done at both approaches to the mountain, the east end heading had been driven nearly 2,400 feet, 2,130 being of the size prescribed by statute; a shaft had been sunk 3,000 feet from the west end, 825 feet, to grade, and had been driven 50 feet from the shaft, while the west end had been excavated for 610 feet, though this part was afterward abandoned. The western division of the railroad from North Adams to the State line, about six and two third miles, had been finished in 1858, and was operated under a lease yielding $10,000 net income on an advance of $50,000 by the State, while work had been done on the eastern division in the way of grading. The Southern Vermont road, some six miles, extending from the State line through Pownal to the Troy and Boston line, was purchased in April, 1860, for $200,000.

The Commissioners, John W. Brooks, S. M. Felton and Alexander Holmes, began their labors in May, 1862, and in September the Troy and Greenfield Railroad was surrendered to the State. Mr. Charles G. Gowan, an experienced engineer was dispatched to Europe to examine the Mont Cenis and other tunnels, new and improved appliances were obtained, and the work was vigorously advanced. The Commissioners then estimated the cost of completing the road and tunnel at $5,719,830, and the time seven and one-half years, and in 1862 an additional appropriation of $3,800,000 was made. In 1866, the Commissioners were James M. Shute, Alvah Crocker and Charles Hudson, and at their suggestion, after another stormy time in the Legislature, in which the anti-tunnel men fought for an entire abandonment of the whole enterprise, a bill was passed ordering the completion of the tunnel, to be let out at contract if it could be done in seven years for five million dollars.

The central shaft buildings, which were burned in October, 1867, were rebuilt, while the other work done may be summed up: The total length of the east heading and tunnel when the State stopped work was 5,282 feet; total length pierced from the west end eastward, in various stages of advancement, 4,056 feet; depth of the central shaft, 583 feet—leaving 14,693 feet of tunnel to be excavated, and the depth of the central shaft to be excavated still was 457 feet. In response to the Governor's proposals for bids, 12 contestants reported, among them being Gen. Herman Haupt, the bids ranging from $4,027,780 to $5,878,864. After some delay the Governor awarded the contract to Messrs. Walter and Francis Shanly of Canada for $4,623,069. The tunnel was to be built, one railroad track laid through it, and all materials removed from the tunnel by the first day of March, 1874. It was to be 24 feet in width and 20 feet high in the clear, while where arching was required it was to be 26 feet wide in the clear, and 21½ feet high above the rails when laid down. The Shanlys assumed an immense job at an immense risk. No money was to be paid until the contractors had earned the full sum of half a million dollars, but certificates to the amount of 80 per cent of the sum earned were to be delivered to the contractors. These certificates, in sums of $20,000 each, bearing interest at 5 per cent, would be redeemed by the Treasurer, provided the security should never be reduced below half a million dollars. On the completion of the whole work a sum sufficient to make the whole contract price of $4,594,268 would be paid, but until that time the payment was not to exceed that sum less than a million dollars. They took hold of the job with pluck, experience and skill, and the result has been a triumph for them and a handsome profit. In December the central shaft and the eastern shaft met, and so perfect had been the engineering that their centres met within 1-16 of an inch. Since then the work has progressed steadily and surely until its probable completion to day as far as the union of the east and west shafts and the entire opening of the mountain.

The whole length of the tunnel is 25,031 feet, and of this there remained to be done by the Shanlys 15,693 feet. During their work their number of men employed has varied from 1000 to 500, the number recently on their pay roll. They have been mostly English from Cornwall, Irish, French Canadians, and Savoyards and Piedmontese, who had worked on the Mont Cenis Tunnel. During its history 136 persons have lost their lives in or about the tunnel, the largest single number being at the central shaft disaster, Oct. 19, 1867. Experiments had been made with an apparatus for lighting the shaft with gasoline in the earlier days of the shaft, but had been abandoned as unsafe. In that month, however, Dull, Gowan & Co. were operating the shaft, and attempted to utilize the old apparatus, when, on the first day of trial, the gasoline in the tank near the engine caught fire. Thirteen men had just gone down the shaft, and, almost instantly, the whole building was in a blaze, the engineer driven from his post and all chance cut off for the poor fellows below. How the men died, or how soon they became aware of their fate, will never be known; probably they soon suffocated or were drowned by the rising water, which could no longer be held at bay. At another time one man fell from the top of the central shaft to the bottom, and was crushed to jelly.

The estimate of the auditor in May, 1872, was that the cost to the State of the road and tunnel to March, 1874, would be $12,792,233 87. The record of payments, less receipts from material sold and other receipts in offset, is as follows, as shown by the books of the Treasurer:

UNDER HAUPT & CO. CONTRACT.

Year,	Bonds.
1858	$110,475
1859	54,992
1860	307,866
1861	305,862
Total bonds delivered to Haupt & Co., four years	$778,695 00
Bonds for purchase of Southern Vermont Railroad	200,000 00

UNDER STATE MANAGEMENT.

Year.	Payments.	Interest.	
1861		$18,093 84	
1862	$6,451 27	41,693 89	
1863	221,913 46	54,597 01	
1864	472,791 47	85,312 89	
1865	511,923 70	95,302 90	
1866	622,980 76	88,934 99	
1867	846,430 82	86,106 17	
1868	877,797 79	141,220 93	
1869	91,448 84	223,875 61	
Total	$3,651,737 61	$835,138 23	$4,486,875 84

SINCE THE SHANLY CONTRACT.

Year.	Payments.	Interest.	
1870	$788,000 52	$192,250 69	
1871	999,292 47	271,314 70	
1872	989,880 51	425,961 25	
1873 (to Oct. 1)	1,012,895 69	Not stated	
Total	$3,790,069 19	$889,526 64	$4,679,595 53

Aggregate payments thus far. $10,145,166 67

The whole of the above amount under the head of payments was not paid to the Shanlys, but a part of it went into the railroad. Estimating the cost of the railroad west of the tunnel at the full amount of a million, there still remained to be paid to the Shanlys, October 1, about $1,363,000; the enterest to March 1, 1874, will probably add $550,000; cost of approaches, $200,000, appropriated by the last Legislature; premium on a part of the interest already paid and to be paid, say $125,000. These sums, which are only estimates, amount to $2,238,000, and would make the total cost of the road and tunnel to the State about $12,380,000, which miscellaneous expenses not counted here will raise several hundred thousand dollars before the line is ready for use.

The cost of the tunnel, however, is much below these figures. More than half the sum advanced to Haupt & Co. went into the road—about $480,000; the purchase money for the Southern Vermont road, $200,000, is also to be deducted; the sum of $642,072 was expended by the commissioners on the eastern section of the road to the close of 1868; $250,000 were appropriated for the western section, and $200,000 for the approaches; making an aggregate of very nearly $1,775,000, which, with interest, must reach at least $2,700,000—leaving the actual cost of the tunnel very nearly ten million dollars.

Those who read this hardly need to be reminded that the opening of the tunnel does not mean its entire completion of the work. Much yet remains to be done in finishing it, and it is understood that its formal opening for public travel will take place on July 4 of next year, although it will doubtless be completed before then.

☞ We note by the Richmond *Dispatch* the passage of the first half of a shipment of 1,000 packages of lard over the Chesapeake and Ohio Railroad from Cincinnati, destined for Glasgow, via New York. Through bills of lading are issued, we understand, between Cincinnati and Louisville and Glasgow and other European ports by this new route. The completion of the tunnel through Richmond to the docks on James river facilitates the use of this new route of transportation.

The Coal Trade.

The fiscal years of the Reading Railroad, Schuylkill Canal and Lehigh Valley Railroad closed on the 30th of November. The total coal tonnage of the Reading, on the main line and branches, including bituminous received at Harrisburg, was 6,546,553 tons, against 6,185,434 tons for the fiscal year of 1872, an increase of 361,119 tons. The Schuylkill Canal, which is leased to the Reading Railroad Company and worked by it, carried 743,769 tons, against 838,191 last year, a decrease of 79,895 tons. The total tonnage of the Lehigh Valley Railroad for its fiscal year was 4,172,866 tons, against 3,877,170 tons in the fiscal year of 1872, an increase of 295,196 tons. The aggregate increase in the production of anthracite coal in all the several coal regions for the fiscal year just closed is 695,555 tons, distributed as follows: From the Schuylkill region 126,319 tons, from the Lehigh region 312,641, from the Wyoming 194 415, from the Shamokin in 57,384, and from the Lykens' Valley 3,825 tons. We have not yet the entire anthracite tonnage for the year, and it may be a week or two before the returns from the several sources of supply are officially reported in full. The production last year was about nineteen million tons. The increase of this year over last would have been, it is thought, at least 2,000,000 tons but for the disorganization of business and the closing of manufacturing establishments in consequence of the panic, which induced the combination to limit the production during the closing months of the year. Owing to the same cause the coal business has been conducted very cautiously in all respects of late, and the amount of coal now in the market is not, it is said, in excess of the usual accumulation at this season. The low prices in 1872 were the result of an increase of 3,400,000 tons over the previous year, and of competition between the transportation companies, which are now working together. The present policy of coal production, it is supposed, will be continued through the year 1874. The demand for this year has already slacked off materially, and the stock is likely to leave bare markets in the spring.—*Phila. Ledger.*

Northern Pacific Railroad.

On the first day of January next, the Northern Pacific Railway Company will be called upon to pay the six months interest that will be then due on its bonds. It remains to be seen in what way it will respond to that demand. The general belief has been that the company will have to declare its inability to discharge its obligations. It cannot be denied, however, that the company's prospects have been greatly brightened lately by declarations made by the present Premier of the Dominion. In those declarations, Mr. Mackenzie made two statements of immense importance to the Northern Pacific men. In the one, he cheered them with information to the effect that his Cabinet did not propose to build from Manitoba to the shores of Lake Superior a line that would be competing with that one constructed by them from the cost of that Lake to the confines of that Province, but rather to build a line through Canada's fertile belt that would serve as a grand feeder to the Northern Pacific link stretching through Dacotah, Minnesota and Wisconsin. In the other he disclosed the fact that in all probability the Canada line would be built as a Government work. These statements were, we suppose, worth millions to the Northern Pacific people. Taken together they mean from a Northern Pacific point of view, that the Canadian Pacific will certainly be commenced at an early day, and will be commenced and developed in such a way as to prove greatly helpful to Northern Pacific interests.

Thankful, doubtless, for this encouragement from Ottawa, the Northern Pacific Company looks to Washington for more immediate aid. Congress met yesterday; and it is understood that it will be asked to render additional assistance to the Northern Pacific road, though it has not transpired in what form the demand will be presented. If Congress shall adopt a policy in this matter as favorable to the embarrassed Northern Pacific Company as that unfolded to his constituents by Mr. Mackenzie, Northern Pacific bondholders will soon be in funds and in high feather.—*St. Johns (N. B.) News, Dec. 3.*

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley left at tide-water from the commencement to the close of navigation during the years 1872 and 1873, was as follows:

	Flour, bbls.	Wheat, bushels.	Corn, bushels.	Barley, bushels.
1872	137,300	11,349,100	29,928,700	4,548,600
1873	156,500	22,761,700	18,552,200	2,153,000
Inc.	16,200	11,412,600	*11,376,500	*2,395,600

* Decrease

By reducing the wheat to flour the quantity of the latter left at tide-water during the season of navigation this year, compared with the corresponding period last year, shows an increase equal to 2,298,720 bbls. of flour.

The receipts of new crop barley for the season are 2,130,800 bushels, against 4,147,100 bushels in 1872.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement to the close of navigation in the years indicated:

	1871.	1872.	1873.
Canal opened—	April 24.	May 13.	May 15.
Flour, bbls.	290,000	137,000	153,500
Wheat, bushels.	21,318,400	11,349,100	22,761,700
Corn, bushels	20,042,300	29,928,700	18,552,200
Barley, bushels.	3,839,400	4,548,600	2,153,000
Rye, bushels.	1,107,900	474,600	950,200
Oats, bushels.	6,639,400	5,696,200	3,385,900
Malt, bushels.	889,200	1,017,400	694,200
Feed, lbs.	7,248,600	8,870,000	8,828,700

☞ There are at present 105 miles of railway open for traffic in New Zealand, which have altogether cost the sum of £1,559,500, or £14,766 per mile, including rolling stock. If from this is deducted the cost of the line between Lyttleton and Christchurch, including wharfage, and the construction of the Moorehouse tunnel, we find that the total cost of the remaining 97 miles has been £1,103,500, or £11,376 per mile.

☞ The steamship Johns Hopkins, which was launched some months since at the Harlan & Hollingsworth yards, in Wilmington, Del., is nearly completed, and will start on her trial trip to Baltimore in a few days, when she will take her place on the Baltimore and Boston line, for which she was built. The Johns Hopkins will be largest and most perfect boat on the line, and will have few equals in the coastwise trade.

☞ The Shippensburg *News* says that work on the Harrisburg and Potomac Railroad has not been entirely suspended. The laying of iron and building of bridges still continue, and a corps of engineers are at work surveying and locating an extension of the road from Petersburg to Oxford, in Adams county, there connecting with the Gettysburg and Potomac, Hanover Branch, Frederick and Pennsylvania Line, and other railroads.

☞ It is believed that within two months the Consolidated European and North American Railway will be under lease to the Eastern Railroad Company, and the line from Boston to St. John will be under the management of Mr. Chas. F. Hatch.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,629	81,164	95,623	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,885	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,787
1869	212,664	218,982	391,306	485,948	568,270	556 080	582,657	511,854	609,788	579,642	535,369	467,659	5,670,882
1870	413,104	394,176	488,382	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,496	485,480	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,007,125	12,900,126
1873	552,860	694,915	974,462	1,132,920	1,356,378	1,313,790	1,211,765	1,258,800	1,392,125	1,423,875	1,296,812	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,185	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,168	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	458,101	486,196	503,745	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,087	342,397	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,389	384,999	388,964	461,290	466,097	533,555	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,706	332,902	373,217	379,879	409,284	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873	352,468	402,477	424,614	412,219	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	278,876	317,639	380,355	421,353	466,630	565,148	480,710	519,306	669,605	729,769	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,601	767,508	946,707	932,683	764,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,396	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,899	607,478	850,192	1,094,597	1,211,160	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140,145	845,708	13,356,467
1870	706,026	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,423	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,236	852,422	11,008,277
1872	774,956	714,122	846,394	900,276	1,074,779	1,070,460	1,029,963	1,196,700	1,303,304	1,433,948	1,067,357	856,780	12,272,645
1873	752,468	765,249	967,256	1,034,022	1,256,972	1,309,576	1,240,987	1,284,094	1,071,448	1,461,827	1,039,306	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1868	242,208	226,160	242,500	226,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	229,523	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	263,960	228,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,278,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,843
1872	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873	358,612	408,849	465,517	432,928	394,486	340,675	351,576	426,283	432,139	406,022	311,935	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,272	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417 211	17,396,327
1872	1,332,904	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,560,023	1,525,243	1,643,464	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,216,831	1 329,422	1,518,383	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	.....	.....
Illinois Central:													
1867	647,120	534,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	568,166	444,443	518,800	572,551	626,249	549,714	794,525	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,382	561,789	601,926	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,723	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696 475	698,068	8,026,754
1873	589,499	562,949	661,962	544,035	687,630	724,983	672,917	748,634	876,413	763,673	622,433	.....	.....
Kansas Pacific:													
1871	153,673	152,264	267,411	308,915	306,944	266,086	282,723	332,555	366,416	387,992	303 305	210,197	3,321,518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,995,183
1873	160,567	194,786	300,719	352,300	332,764	312,614	323,231	325,189	333,785	392,510	.....	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,360	1,368,943	1,402,597	1,345,316	1,235,285	14,797,975
1872	1,339,389	1,294,710	1,498,406	1,528,250	1,479,945	1,323,476	1,225,708	1,469,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,349,286	1,735,730	1,694,543	1,680,968	1,585,368	1,461,762	1,582,531	1,776,420	1,742,516	1,375,556	.....	.....
Marietta and Cincinnati:													
1868	92,432	81,590	98,492	103,461	96,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,993	153,531	144,023	141,376	1,418,869
1871	130,353	126,224	140,740	118,178	119,660	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,406	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,028	162,585	180,467	190,602	185,682	185,953	181,868	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	443,419	374,542	4,744,164
1870	367,992	329,126	384,431	412,030	404,283	368,187	326 891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,056	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,008,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	269,226	221,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,103	801 195	496,566	7,250 069
1870	396,171	382,822	377,571	443,132	730,700	755,737	636,434	661,020	895,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,421	400,149	483,894	662,366	658,017	481,113	606,557	815,345	841,150	644,625	473,295	6,690,695
1872	460,986	387,506	428,223	474,185	580,452	594,769	488,348	565,729	811,961	950,945	702 858	513,787	6,967,771
1873	334,715	423,710	555,005	569,296	806,799	925,210	834,341	767,803	1,193,209	1,012,669	771,800	.....	.....
Pacific of Missouri:													
1869	194,113	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	312,095	319,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	269,560	304,512	265,400	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,891	261,346	344,632	321,047	301,521	272 600	267,734	325,093	382,098	353,165	308,632	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	698,104	873,163	956,658	837,351	586,779	9,256,294
1868	427,427	518,174	651,019	817,750	761,220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,453	904,834	899,468	830,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,582	814,493	898,966	617,058	569,697	1,129,459	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	508,367	423,045	644,506	688,578	1,068,002	1,510,088	1,213,393	1,359,833	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	645,990	823,663	1,041,251	1,116,387	1,167,008	1,071,407	1,142,241	1,193,695	1,522,847	1,127,080	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,967	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,396	154,133	144,164	186,880	202,239	205,750	189,351	160,085	2,008,265
1870	152,392	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,510	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
1872	164,525	137,678	162,386	166,134	148,270	133,503	123,994	169,459	179,457	216,177	177,327	155,700	1,927,471
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,151	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,065	175,698	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,280	208,140	230,209	195,490	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,828	260,529	293,344	283,833	454,209	450,203	420,806	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,883	312,880	348,991	310,860	450,246	470,720	422,369	323,377	434,284	4,242,343
1870	257,664	295,645	295,729	318,699	340,892	348,633	322,756	466,481	508,043	451,294	425,667	515,618	4,454,464
1871	356,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	432,940	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,241	466,081	5,944,670
1873	370,290	406,110	471,903	446,527	470,599	441,191	483,299	642,209	593,504	539,251	.....	.....	.....
Union Pacific:													
1867	.....	.....	.....	.....	797,943	706,603	23,560	617,535	758,467	999,665	837,383	716,829	5,709,185
1868	528,529	500,138	539,238	706,603	802,556	746,450	643,058	664 051	728,521	719,698	570,163	505,053	7,654,094
1869	479,473	373,925	498,899	564,540	724,498	728,174	673,998	681,864	800,402	777,393	708,142	499,982	7,521,682
1870	373,998	364,115	546,841	741,902	980,442	955,449	743,892	789,567	863,754	980,706	915,727	767,851	8,892,606
1873	565,918	481,758	708,249	881,209	1,007,191	909,563	876,833	837,277	1,068,987	1,170,580	.....	.....	.....

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$888,547	$506,488
" cotton...	665,611	436,448
" silk	826,398	582,813
" flax	636,180	304,006
Miscellaneous dry goods..	544,804	497,124
Total entered for consump.	$3,561,540	$2,326,879

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool.....	$1,063,072	$850,021
" cotton ...	322,539	288,850
" silk.....	468,216	388,589
" flax	449,825	424,409
Miscellaneous dry goods..	116,863	126,066
Total withdrawn from warehouse	$2,420,515	$2,077,935
Add entered for consump	3,561,540	2,326,879
Tot. thrown on the market.	$5,982,055	$4,404,814

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$780,684	$1,255,438
" cotton ...	311,781	466,123
" silk.....	381,441	596,187
" flax	526,979	701,831
Miscellaneous dry goods..	87,468	156,614
Total entered for wareh'g.	$2,088,353	$3,176,193
Add entered for consump	3,561,540	2,326,879
Total entered at the port.	$5,649,893	$5,503,072

The imports of foreign dry goods at New York for eleven months ending with November, were :

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$21,919,533	$22,136,491
" cotton	18,677,084	17,227,474
" silk ..	23,486,285	17,284,858
" flax ..	11,486,485	9,778,693
Miscellane's dry goods.	8,605,633	6,538,492
Total entered for cons'p.	$84,175,020	$72,916,008

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$18,867,799	$14,740,624
" cotton..	7,970,148	7,716,151
" silk	9,458,576	8,682,468
" flax	5,844,299	6,132,555
Miscellaneous dry goods.	1,933,406	1,769,133
Total withdrawn from warehouse	$43,574,228	$39,040,926
Add entered for consump.	84,175,020	72,916,008
Total thrown on the market....	$127,749,248	$111,956,934

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$19,160,048	$14,836,083
" cotton..	8,468,480	7,245,508
" silk	10,435,971	8,255,939
" flax	6,667,250	5,994,187
Miscellaneous dry goods.	2,348,407	1,761,800
Total entered warehouse.	$47,080,156	$38,093,517
Add entered for consump.	84,175,020	72,916,008
Total entered at the port.	$131,255,176	$111,009,525

☞ A dispatch to the Boston *Journal*, dated Lowell, Dec. 8, says that the prospect now is that the contract for the construction of the Lowell and Andover Railroad will be concluded this week and the work immediately commenced. Many difficulties have been overcome, and the directors feel they are now warranted to proceed.

Virginia State debt.

The forthcoming report of the second auditor of Virginia, will show that the debt, exclusive of interest, is $30,478,741 49—independent of one-third, $15,239,270 84, assigned to West Virginia for payment. Of the former $8,000,000 is held by citizens of Virginia, $18,000,000 is held in other States, and $9,500,000 in Europe. If the provisions of the act of March 13, 1873, for payment of two-thirds interest be continued, the amount required to pay interest on 1st January and 1st July, 1874, will be $1,207,027 15. And there is a balance due and unpaid in money on interest payable since 1871, of $880,059 49, including interest to colleges, to literary fund, &c., the whole amount necessary to meet the interest obligations of the State next year will be $2,242,088 98. Last year $931,203 96 was actually paid in money as interest on the public debt, and $301,104 of coupons were taken in part taxes.

Statement of the Public Debt of the United States December 1, 1873.

DEBT BEARING COIN INTEREST.

	Amount Outstanding.	Accrued Interest.
5 per cent. bonds, 1858.....	$20,000,000 00	$416,666 67
6 per cent. 1881 bonds, 1861..	18,415,000 00	460,375 00
6 per cent. 1881 bonds, (Oregon,) 1861.....	945,000 00	23,625 00
6 per cent. 1881 bonds, 1861..	189,321,350 00	4,733,033 75
6 per cent. 5-20 bonds, 1862..	172,658,350 00	863,291 75
6 per cent. 1881 bonds, 1863..	75,000,000 00	1,875,000 00
5 per cent. 10-40 bonds, 1864..	194,567,300 00	2,432,091 25
6 per cent. 5-20 bonds, 1864..	946,600 00	4,733 00
6 per cent. 5-20 bonds, 1864..	58,081,200 00	290,406 00
6 per cent. 5-20 bonds, 1865..	152,711,350 00	763,556 75
6 per cent. consols, 1865.....	202,633,100 00	6,065,827 50
6 per cent. consols, 1867.....	$10,654,200 00	7,766,355 00
6 per cent. consols, 1868.....	37,474,000 00	936,850 00
5 per cent. funded loan of 1881	283,234,100 00	1,180,142 08
Aggregate of debt bearing coin interest.....	$1,716,641,550 00	$26,811,918 75
Interest due and unpaid		10,946,419 46

DEBT BEARING INTEREST IN LAWFUL MONEY.

3 per cent. navy pension fund, 1868.....	$14,000,000 00	$175,000 00
4 per cent. certificate of indebtedness of 1870.....	678,000 00	6,780 00
Aggregate of debt bearing interest in lawful money....	$14,678,000 00	$181,780 00
Interest due and unpaid		40 00

DEBT ON WHICH INTEREST HAS CEASED SINCE MATURITY.

	Amount Outstanding.	Interest due and unpaid.
4 to 6 per cent. old debt, 1837	$57,665 00	$34,174 81
5 per cent. Mexican indemnity stock, 1846.....	1,104 91	85 74
6 per cent. bonds, 1847.....	1,650 00	22 00
6 per cent. bounty land scrip, 1847.....	3,500 00	226 80
5 per cent. Texas indemnity bonds, 1850.....	174,000 00	9,450 00
5 per cent. bonds, 1860.....	10,000 00	625 00
6 per cent. 5-20 bonds, called 1862.....	19,645,600 00	147,650 62
1-10 to 6 per cent. treasury notes, prior to 1846	82,575 35	2,670 76
1-10 to 6 per cent. treasury notes, 1846.....	6,000 00	206 00
6 per ct. treasury notes, 1847.	950 00	57 00
3 to 6 per cent. treasury notes, 1857	2,000 00	108 00
6 per ct. treasury notes, 1861.	3,150 00	378 00
7 3-10 per cent. 3 years' treasury notes, 1861.....	19,250 00	1,436 28
5 per cent. 1 year notes, 1863.	80,495 00	4,036 85
5 per cent. 2 year notes, 1863.	55,600 00	3,755 92
6 per cent. compound interest notes, 1863-64.....	451,170 00	80,035 23
7 3-10 per cent. 3 years' treasury notes, 1864-65.....	268,300 00	21,394 97
6 per cent. certificates of indebtedness, 1862-63.....	5,000 00	313 43
4 to 6 per cent. temporary loan, 1864.....	78,580 00	7,343 80
3 per cent. certificates called.	5,000 00	394 31
Aggregate of debt on which interest has ceased since maturity	$20,946,570 26	$381,867 42

DEBT BEARING NO INTEREST.

Demand notes, 1861-62.....	$79,667 50	
Legal tender notes, 1862-63...	356,922,018 00	
Certificates of deposit.....	20,150,000 00	
Fractional currency, 1862-3-4.	48,041,349 95	
Coin certificates, 1863.....	20,220,600 00	
Unclaimed interest.....		22,664 84
Aggregate of debt bearing no interest.....	$465,413,635 45	$22,664 84

RECAPITULATION.

	Amount Outstanding.	Interest.
Debt bearing interest in coin, viz:		
Bonds at 6 per cent.....	$1,218,840,150 00	
Bonds at 5 per cent.....	497,801,400 00	
	$1,716,641,550 00	$37,758,373 21
Debt bearing interest in lawful money, viz:		
Certificates at 4 per cent.....	678,000 00	
Navy pension fund, 3 per cent.	14,000,000 00	
	$14,678,000 00	181,820 00
Debt on which interest has ceased since maturity.....	20,946,570 26	381,867 42
Debt bearing no interest, viz:		
Old Demand and legal-tender notes	$367,001,635 50	
Certificates of deposit.....	20,150,000 00	
Fractional currency.....	48,041,349 95	
Coin Certificates.....	30,220,600 00	
	$465,413,635 45	
Unclaimed interest.....		22,664 84
	$2,217,679,755 71	$38,338,725 47
Total debt, principal and interest, to date, including interest due and unpaid.....		$2,256,018,481 18

AMOUNT IN TREASURY.

Coin	$83,709,987 44
Currency.....	1,296,440 28
Special deposit held for redemption of certificates of deposit as provided by law...	20,150,000 00
	$105,156,427 72
Debt, less amount in Treasury, Dec. 1, 1873..	$2,150,862,053 46
Debt, less amount in Treasury, on the 1st ult.	2,141,833,476 62
Increase of debt during the past month...	$9,028,576 84
Decrease of debt since March 1, 1873.....	6,518,647 07
Decrease from March 1, '69 to March 1, '73.	361,962,550 43

BONDS ISSUED TO THE PACIFIC RAILROAD COMPANIES. INTEREST PAYABLE IN LAWFUL MONEY.

	Amount Outstanding.	Accrued Interest not paid.
Central Pacific bonds, 1862-64	$25,885,120 00	$647,128 00
Kansas Pacific bonds, 1862-64	6,303,000 00	157,575 00
Union Pacific bonds, 1862-64.	27,236,512 00	680,912 80
Central Branch Union Pacific bonds, 1862-64.....	1,600,000 00	40,000 00
Western Pacific bonds, 1862-4	1,970,560 00	49,264 00
Sioux City and Pacific bonds, 1862-64.....	1,623,320 00	40,708 00
Totals.....	$64,623,512 00	$1,615,587 80

Interest paid by United States, $20,447,988 26; interest repaid by transportation of mails, &c., $4,545,453 02; balance of interest paid by United States, $15,902,535 22.

The foregoing is a correct statement of the public debt, as appears from the books and Treasurer's returns in the Department at the close of business, November 30, 1873.

WILLIAM A. RICHARDSON,
Secretary of the Treasury.

Russian Railways.

The profit realized by the Great Russian in 1872 upon itsvarious divisions was as follows:—Warsaw, 657,000 roubles; Nijni-Novgorod, 3,046,000 roubles; and Nicholas, 9,033,000 roubles; making a total of 12,736,000 roubles. The St. Petersburg and Warsaw division did little more than clear its expenses last year, having earned 8,795,000 roubles, while the current outgoings were 8,138,000 roubles. On the other hand, on the Nicholas or St. Petersburg and Moscow line the working charges were something under 50 per cent of the rough receipts. The Great Russian not only does not in the slightest degree call upon the Russian government to make good its guarantee of interest, but a second dividend over and above the guaranteed 5 per cent has been paid upon the shares for 1872. This second dividend amounts to 66 copeeks per share for the year.—*Herapath.*

☞ The County of Perth, Canada, has granted a bonus of $80,000 to the Stratford and Huron, and $40,000 to the Port Dover and Lake Huron Railroad, both projected. The town of Woodstock and a portion of East Oxford County have granted a bonus of $25,000, in aid of the Port Dover and Lake Huron Railway. The bonuses granted in aid of the Hamilton and North-western Railway amount to $574,000.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3 280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref.100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept. '73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,689 685	— & —	.....
Berkshire*.....100	600,000	J. A. J. & O.	Oct. '73 0
Blossburg & Corning.*... 50	280,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br. guar....100	60,000	J. & D	Dec. '73 3
Bost., Conc. & Mont.* pref.100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852,900	J. & J.	July '73 4
Boston and Maine.....100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence...100	3,950,000	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	650,000	F. & A.	Aug. '73 2½
Burlington and Mo. Riv.100	5,636,000	M. & S.	Sept. '73 5
" " pref.100	1,485,900	M. & S.	Sept. '73 5
Camden and Amboy*...100	5,847,800	J. A. J. O.	Oct. '73 2½
Camden and Atlantic... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov. '73 3½
Cape Cod 50	1,020,280	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*..... 50	1,192,500	— & —	.....
" " pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	539,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,860,400	M. & N.	Nov. '73 1½
" " pref.100	789,600	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J	July '73 5
Central of New Jersey.100	21,000,000	J. A. J. & O.	July '73 4
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '73 3
" pref..... 50	400,000	J. & D.	Dec. '73 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*..... 100	380.000	J. A. J. & O.	Oct. '73 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '73 2
Chicago and Alton.....100	3 929,900	M. & S.	Sept. '73 5
" " pref...100	2,425,400	M. & S.	Sept. '73 5
Chicago, Burl. & Quincy.100	18,652,910	M. & S.	Sept. '73 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 2½
" pref.100	21,299,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific..100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.*... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 3
Clev., Col., Cin. & Ind....100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	May '73 2½
Cleveland & Pittsburg*. 50	11.236,150	F. M. A. N	Nov. '73 1½
Col., Chic. & Ind. Cen.*100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M. J. S. D.	Sept. '73 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug '73 5
Concord 50	1,600,000	M. & N.	Nov. '73 5
Concord and Ports.*.....100	250,000	J. & J.	July '73 3½
Conn. & Passump'c Riv..1 0	2,100,000	F. & A.	Aug. '73 3
Connecticut River..... 100	1,850,000	J. & J.	July '73 5
Cumberland Valley..... 50	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk... 50	400,000	M. J. S. D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	July '73 3
Del., Lackaw. & Westn. 50	18,585,350	J. A. J. O.	July '73 5
Detroit & Milwaukee*... 50	322,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	July '73 3
East Mahanoy*..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*..100	500,000	F. & A.	Aug. '73 3½
Elmira & Williamsport* 50	600,000	M. & N.	Nov. '73 2½
" " pref. 50	600,000	J. & J.	July '73 3½
Erie Railway 100	78,000,000	.....	Oct. '73 1
" pref..... 100	3,536,910	.....	Oct. '73 3½
Erie and Pittsburg..... 50	1,090,250	M. J. S. D.	Sept. '73 1½
Fitchburg 100	4,000,000	J. & J.	July '73 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.)..... 100	14,367,946	— & —	.....
Great Western, (Ca.)... 100	19,287,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 4
Harlem Extension..... 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref..... 100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central.....100	25,280,510	F. & A.	Aug. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,625,800	— & —	.....
Jeffersonv. Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J. A. J. O.	Oct. '73 1½
Joliet & North Indiana*.100	300,000	J. & J.	July '73 4
Lake Shore & Mich. So...100	49 466,500	F. & A.	Aug. '73 4
" " (guar.).100	538,500	F. & A.	Aug. '73 5
Lawrence*..... 100	260,000	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	2,739,800	M. & N.	May '67 5
Lehigh Valley 50	21,468 800	J. A. J. O.	Oct. '73 2½
Little Miami.*..... 50	5,871,486	J. A. J. O.	Oct. '73 3
Little Schuylkill*..... 50	2,646,10[illegible]	J. & J	July '73 4½
Long Island..... 50	2,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '73 4½
Louisville & Nashville...100	8,980,600	F. & A.	Aug. '73. 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F. M. A. N	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov. '73 5
Marietta & Cincinnati ... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehl l*. 50	323.375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov. '73 5
Naugatuck.....100	1,677 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*... 50	1,000,900	M. & S.	Sept. '73 5
Newark and N. York*..100	977,400	J. & J.	July '73 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Oct. '73 2½
N Haven & Northamp...100	605,000	J. A. J. O.	Sept. '73 3
New Jersey*.....100	7,295,200	J. A. J. O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J	July '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem...100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf....100	15,500,000	J. & J.	July '73 6
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Oct. '73 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*..... 100	4,000,000	Irregular.	Jan. '73 5
N. Eastern (N. C.) prof..100	111,000	M. & N.	May '67 4
North Pennsylvania..... 50	3 160,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N	Nov. '72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*...100	1,000,000	J. & J.	July '73 4
Norwich & Worcester*.100	2,823,400	J. & J	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J. A. J. O.	.....
" " pref.100	4,024,474	J. & D.	Dec '72 3½
Oil Cr. & Allegheny R.. 50	4,259,450	J. A. J. O.	July '75 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 3½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J. A. J. O.	Oct. '73 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J. & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M. J. S. D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*..... 100	1,259,100	J. A. J. O	Oct. '73 2½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,288	J. A. J. O.	Oct. '73 1½
" Special Imp.100	4f 0,000	J. A. J. O.	Oct. '73 1½
Pittsfield & N. Adams..100	4f 0,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm....100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesse Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*..... 100	2,700,000	— & —	.....
" preferred..... 100	4,300,000	F. & A.	Aug. '73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 4½
Saratoga and Schenec.*..100	300,000	J. & O.	Oct. '73 3½
Schuylkill Valley*..... 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	889,450	F. & A.	Aug. '73 3
Shore Line*..... 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	2,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	600,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 2½
Stony Brook*..... 100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.)..... 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,189	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan '73 6
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 5½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 4
Utica and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '73 3
Vermont and Mass 100	$2,880,000	M. & N.	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 2
Winchester & Strasburg*100	800,000	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '73 $5
HORSE-POWER R. R.			
Albany City..... 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J. A. J. O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F. M. A. N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge..... 100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '73 7
Citizens' (Phg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.. 0	800,000	— & —	.....
D. Dock R. Bdw. & Bat...60	1,200,000	F. M. A. N	Aug '73 2
Eighth Avenue (N. Y.)...100	1,000 000	J. A. J. O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Phi.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000.000	J. & J.	July '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts. (Ph.) 25	105.000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200.000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.)...100	888,100	J. A. J. O.	Oct. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750.000	M. & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F. M. A. N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75.000	M. & N.	Nov. '73 3
South Boston 50	400,000	J. A. J. O.	Oct. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June '73 3
Chesapeake and Ohio ... 25	3,229,404	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson...100	15 000.000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J. A. J. O.	Oct. '73 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (prof.). 50	2,898,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,550	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express..... 100	10,000,000	M. J. S. D.	Dec. '73 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M. J. S. D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	600,000	J. & D.	Dec '69 85c
Canton..... 100	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,856,600	— & —	.....
" pref..... 100	3,893,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamship..100	20,000,000	M. J. S. D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F. M. A. N	Nov. '73 5
Pullman Palace Car..... 100	4,000,000	F. M. A. N	Nov. '73 3
Quicksilver, common 100	5,700,000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express....100	6,000,000	F. M. A. N	Nov '73 2
United States Trust	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	July '73 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	Interest. When payable.	Market Price.
National Securities Dec. 1, 1873.					
Loan of June 14, 1858 ....registered	$8,255,000	5	Jan. & July.	1874	112¼
.. ..coupon	13,745,000	5	" "	1874	....
Loan of February 8, 1861 ....registered	13,762,000	6	Jan. & July.	1880	114¼
.. ..coupon	4,663,000	6	" "	1880	117½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,671,500	6	Jan. & July	1881	114¼
.. ..coupon	63,649,850	6	" "	1881	117½
Loan of Feb. 25, 1862 (5-20s).....registered	16,879,000	6	May & Nov.	1882	110½
.. .. .. (5-20s).....coupon	155,779,350	6	" "	1882	113
Loan of March 3, 1863.....registered	53,608,900	6	Jan. & July.	1881	114½
.. ..coupon	21,391,100	6	" "	1881	117½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	112
Loan of June 30, 1864 (5-20s).....registered	24,821,150	6	May & Nov.	1884	112
.. .. .. (5-20s).....coupon	33,260,050	6	" "	1884	114½
Loan of March 3, 1865 (5-20s).....registered	33,858,950	6	May & Nov.	1885	112½
.. .. .. (5-20s).....coupon	118,852,400	6	" "	1885	113½
.. .. .. 2d series (5-20s).....registered	55,871,450	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	146,761,650	6	" "	1885	117½
.. .. .. 3d series (5-20s).....registered	87,210,450	6	Jan. & July.	1887	113½
.. .. .. (5-20s).....coupon	223,443,750	6	" "	1887	117½
.. .. .. 4th series (5-20s).....registered	13,750,000	6	Jan. & July.	1888	114
.. .. .. (5-20s).....coupon	23,721,000	6	" "	1888	117½
Loan of March 3, 1864, (10-40s)....registered	140,682,300	5	Mar. & Sept.	1904	110½
.. .. .. (10-40s).....coupon	53,385,000	5	" "	1904	111
Consols of July 14, '70 & Jan. 20, '71.registered	164,404,450	5	F. M. A. & N.	1881	108
.. .. coupon	118,829,650	5	" "	1881	111
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	110½
U. S. Notes and Fractional Currency.....	315,043,025	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72..	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), '866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,000,000	8	" "	'90-'91	....
Arkansas—($ 0,*00,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,485,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500) .					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,850) .					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	78
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870....	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634) :					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan.		
.. State Bonds (various) 1863 to 1864.....	110.675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510) :					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	633,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800) :					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	8	Mar. & Sept.	1899	....
.. State B'ds(N.O., Mob. & Chat. R. R.)'70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866....	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	...
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($12,436,718) :					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1893	104½
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'73-'80	....
.. State (public works) scrip.....	264,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800.000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	97
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £828,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'95	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,924	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445.000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	...
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,689,000):					
.. State Bonds, proper, 1866-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,599,000	6	" "	87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	74- 90	98
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	....
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	98½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	694,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'73	107
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	104
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	28
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	16
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1860 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	102
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($21,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	....
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	105½
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	109
.. Inclined Plane Loan, of April 1849.....	460,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,060	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,867,327):					
.. State House, Stock and Bonds '53-'66...	1,253,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	9½
.. Funding Stocks and Bonds	999,000	7	" "	1888	....
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	1,271,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	...
Tennessee—($30,952,150):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	70
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	387,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,061,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	....
.. Funded Interest, 1866-'67.....	6,692,426	6	" "	'76-'77	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,000,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	100½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	93
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1926	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	89
Special Mortgage to Penn.	3,500,000	6	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	280,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	95
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	95
Loan of 1856-'90 (Balt.) sk'g fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) sk'g fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. &	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (A. Co. and	499,500	6	March & Sept.	Princeton.	1885	77
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	102½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1885	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	26½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. I. (sec'r'd by $4,000,000 Bor.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	300,000	6	April & Oct.	Boston.	1870	95
Bonds of 1872 for $1,000,000	666,000	7	" "	"	1893	101

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg sk'g f'd.	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	92½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	80
Canada, Michigan and Chicago:						
1st Mort. (sk'g fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (sk'g fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	64½
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	20½
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1918	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	95½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,090,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) sk'g fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	90½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1896	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	3,592,000	8	Jan. & July.	New York.	1883	106
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	88½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Kook. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1870	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.)-gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m....	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	96
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1885	85
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	59
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	99
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	89
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	79
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil. R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi. R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil. R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	91½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1885	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,000,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	6,000,000	7	" "	" "	1896	103
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St. L. K. C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Morigage (C. S. & C.)	1,087,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	79½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73-'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	437,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	88
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent. :						
1st Mortgage Consol. skg fund..	15,344,750	7	April & Oct.	New York.	1908	81½
2d Mortgage Consol. skg fund..	3,679,000	7	Feb. & Aug.	" "	1909	61
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,800	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1899	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	" "	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1900	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	2,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage skking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)...	1,632,000	7	March & Sept.	" "	1891	97
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	94
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y. L. & Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,620,000	8	" "	" "	1893	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1890	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y)conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1883	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	98
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	97½
3d Mortgage	4,582,000	7	" "	" "	1883	96½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 5/, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Fint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1885	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	800,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20,000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1880	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	84
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	260,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1883	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,420,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T. W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	90
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	6?,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	...
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	78½
1st Mort. (Q. & Palm.R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City&Cam.R R55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1886	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	90½
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	99
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	62
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind. & Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(L. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,666,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,800,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1891	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	60
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	99½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	406,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol.	2,069,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	793,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	88
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L.S.& M.So.	840,000	8	Jan. & July.	New York.	1868	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1880	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)ex.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" " ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	637,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.66m.& 3,000,000a)	8,456,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1880	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	$44,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	287,000	7	June & Dec.	" "	1885	....
Kook., Iowe C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Kookuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	200,000	7	Jan. & July.	" "	1891	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	—— & ——	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,800,000	7*	Feb & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,600,000	7*	Jan. & July.	N.Y. B's.& Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	[Due.]	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1862	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,128,000	7	J. A. J. & O.	" "	1890	95
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	93
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,400,000	7	" "	" "	1890	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1890	95
3d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1902	90
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	880,000	7	April & Oct.	" "	1886	....
1st Mort. May 1, 1856 M. S. & N.I.	5,256,080	7	May & Nov.	" "	1885	100½
2d Mort. Oct 31, 1857 "	2,998,000	7	" "	" "	1877	96
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	96
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1900	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	94
1st Mort. Sept. 1, 1869 (K. & W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct. 1, 1867 (Sch. & Tha R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.& Gr. R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1868 (J. & Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	300,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1886	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	256,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1890	55
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	92½
1st Mortgage for $6,000,000	4,713,000	7	March & Sept.	"	1910	100½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1880	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1888	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost	1900	28½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1895	91
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1878	96
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1880	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1882	....
General Mortgage	775,000	7	" "	" "	1900	....
Louisville & Miss. Riv. (Ch. & Al):						
1st Mortgage	4,500,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	2,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	845,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'73-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	98,000	7	" "	" "	'80-'85	....
Consol. M. for $5,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	84½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	—— & ——	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1880	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1898	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	5,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1906	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,148,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	280,000	6	" "	"	1879	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	99½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,000,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1894	101½
3d Mortgage Dollar	3,000,000	6	Jan. & July.	"	1896	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1886	91
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1876	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1890	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,800,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	90
1st Mort. (M. Air L.W.D.)assu'd	1,000,000	8	May & Nov	" "	1890	99
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E)						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	73½
1st Mortgage (Minn. Cent.)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	80
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	93
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	6*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	—— & ——	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	—— & ——	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	5*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 6*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	—— & ——	" "	....	....
Income Mortgage	700,000	7	—— & ——	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,840,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	102½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90½
Consecruction bonds of 1871	2,990,000	7	Feb. & Aug.	" "	1889	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,646,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1892	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1859	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&OM.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	40½
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1851	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	800,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N O to T 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	90
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	90½
1st Mort. (Hudson Riv.)	260,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (").	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	108½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1903	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'76-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1900	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.)						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1898	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1909	....
2d Mortgage of Sept. 1, 1869	324,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	99
2d Mortgage	5,000,000	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	104
North Shore (L. I.)						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd.	2,500,000	6	Jan. & July.	"	1885	89
3d Mortgage skg fd.	1,223,000	6	April & Oct.	"	1900	83
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	89
Income Mortgage conv.	1,000,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	....
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	...	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	89½
Consolidated 1st Mortgage, stg..		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	75
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1882	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1883	91
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Fkln.)	590,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	50½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold	$16,000pm	.....	7.3 Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1878	80
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	80
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1878	78
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80½
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville.						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	" "	" "	1892	56
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	55
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")	2,594,000	6	April & Oct.	"	1875	96½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,800	6	J. A. J. & O.	Philadelphia.	1910	87½
State lien for $17,500,000, skg f'd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	97½
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	87½
Gen'l M. for $20,000,000, gold rr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	90½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	'78-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1980	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1898	80
Loan of 1870, convertible	28,000	7	" "	"	1899	....
Mortgage Loan of 1857, conv	96,000	6	" "	"	1866	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1890	96½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	101
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,800	6*	" "	"	1890	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	96½
	Dollar registered	3,414,000	7	" "	"	1911	102
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	624,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv		2,305,630	7	Jan. & July.	"	1893	98½
Philadelphia, Wilmington & Balt.						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	96
Loan of 1867		1,000,000	6	" "	"	1867	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed		330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	60
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv		776,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	90½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	102
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)		860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)		860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		860,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1878	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	98
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,500,000		.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1868		250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)		850,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	" "	1888	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed		500,000	7	May & Nov.	New York.	1890	88
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		850,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)		400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)		600,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..		600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds		157,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'90	60
Rich., Fredericksbg & Potomac							
Sterling Loan		67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		296,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1876	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage		176,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	600,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,612,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99¼
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	...
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83¼
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	71
Equipment Mortgage	200,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94¼
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	81¼
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv.	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,800,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort., (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1806	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	600,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	187,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala.$16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	.. .
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	691,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	500,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	6*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,500	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	6	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	92
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	65
3d preferred bonds	448,800	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900	...
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	68,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.	891,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72'-76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1888	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1884	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.& W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,168,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	65
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $8,500,000.	1,408,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1885	.. .
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1886	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	"	"	1892	. ..

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1893	91¼
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	83
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	86
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	70
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	70½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	72½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	84
Consol. 2d mort. (506 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	76½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	60
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	95
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1873	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	86
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1899	5,000,000	6	May & Nov.	Philadelphia.	1899	91½
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	" "	....	....
Loan of 1888	154,000	6	" "		1888	....
Bond to State of New J.(NJCo)	103,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	580,000	7			....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq. Val.(D&HC):						
1st Mortgage		7				....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	66½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	336,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	83
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1862	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000		7*	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	513,400	....			....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	78
1st Mort. endor. by Balt	200,000	6	" "	"	1890	96
2d Mort. " "	300,000	6	" "	"	1890	95½
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	55
2d Mortgage preferred	600,000	6	" "	"	1895	83
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	93½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold.	2,735,000	6*	Jan. & July.	New York.	1899	80
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	71
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	82
2d Mortgage coupon or regis	722,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000pm		7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1888	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	100
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mort. gagere- 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
gistered. 2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	101
3d series, Jan. 1, 1871.	6,000,000	7	" "	" "	1891	100½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88½
Mortgage Loan reg	2,000,000	6	F. M. A. & N.	"	1897	88½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	88½
Convertible Loan, gold	928,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	71
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	600,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1867	68
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1885	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg):						
1st Mortgage	1,743,937	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	72½
Plain Bonds	88,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	70
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	398,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years reaing.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	R. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,726,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	160,425	.....	—	100	....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central †.....Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	—	—	92.8	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	.....	.....	6,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Canal Co.)		1,341,228	423,821	7	100	96
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg †.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,889,000	.....	.....	132.0	.....	.....	.....	2,239,158	960,684	—	50	....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	(Phila. & R	eading R.	R.)	.....	—	50	....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	446,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	.....	.....	—	50	....
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) †.....Arkansas.	.....	—	.....	.....	.....	15,000pm	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	7,500	—	100	....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	.....	.....	.....	.....	.....	—	100	154
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	905,873	7,555	44,400	.....	520,000	293,400	44,605	3,514	30.4	44,320	26,778	17,193	39,032	10,555	—	100	....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point.....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	.....	.....	.....	.....	.....	8	100	....
Sept. 30, 1872	387.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	565.8	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	287.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf †.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	93,234	.....	983,966	339,539	—	100	....
Sept. 30, 1872	406.0	20.0	31.0	160.0	78	29	18	832	Atlantic, Mississippi and Ohio....Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	530,583	1,969,063	734,328	—	100	....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina †.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No return	s furnished	ed.)	.....	—	100	....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* †.Missouri & Ind.Ter.	.....	—	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	149.5	1.8	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	783,700	129,000	.....	—	—	.....	.....	.....	.....	73,000	7	100	....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesee and Mount Morris ..N. Y.	245,000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,902	43,209	4,901	33,290	6,001	—	100	....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley.....Pennsylvania.	1,050,000	—	.....	.....	550,000	471,200	.....	—	53.2	.....	(Leased to	Pennsylvania.)	.....	.....	—	100	....
Sept. 30, 1872	379.6	—	502.7	—	383	206	52	7,904	Baltimore and Ohio †.....Md. & W. Va.	31,170,758	7,995,856	12,422,332	3,424,536	16,704,762	12,466,639	700,673	26,152,269	454.6	9,172,997	.....	.....	10,654,472	4,532,072	8	100	160
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch †.....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	145
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.....W. Virginia.	10,000,000	—	.....	.....	5,580,585	593,500	.....	—	103.5	1,003,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac.....Maryland.	.....	—	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ngton, May 1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	.....	.....	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	.....	36,000	—	50	....
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	967	Belvidere Delaware.....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	—	67.0	.....	.....	.....	835,380	218,808	—	100	....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	—	—	—	—	—	5	100	....
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany....Mass. & N. York.	19,890,414	4,411,338	1,071,648	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	135½
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	80	Boston, Barre and Gardner.....Mass.	763,114	104,776	30,824	4,026	736,240	—	163,849	12,147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg.....Mass.	1,430,328	646,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	876,413	192,795	—	100	....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal.....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,608	516,466	139.0	.....	171,511	92,186	670,342	131,715	6p	100	....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,665,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	107½
Sept. 30, 1872	80.3	8.5	84.9	33.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	146
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	452	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	263,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,783	1,716,396	485,347	10	100	....
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,667,200	.....	.....	35.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany†.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	—	—	—	100	....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,869,500	—	—	—	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	40,600	—	100	....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.....N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,338,000	—	—	—	950,000	2,380,000	—	—	—	(Erie	Railway	Co.)	.....	283,100	7	500	....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	....
Dec. 31, 1872	219.0	79.0	14.0	—	34	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	(In progr	ess.)		.....	.....	—	100	....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	—	.....	(Compl	eted to Mo	. Line May	, 1873.)	.....	—	100	....
Dec. 31, 1872	160.0	—	8.0	—	—	—	—	—	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	160.0	(Recently	completed	.)	.....	.....	—	100	....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	133,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,186	69,224	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern.....Canada.	—	—	—	—	8,000,000	8,760,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,892	16,547	1,022,330	349,000	132,591	48,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	.....	.....	.....	.....	.....	—	100	....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	6	25	....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	7 p.	50	32
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota.....Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Illinois	Central.	)	.....	128,648	113,400	—	100	....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	*	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	—	—	—	100	....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	—	—	—	100	....
Nov. 30, 1872	192.0	—	29.7	—	58	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	....
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	....
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	99½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,939	*	—	—	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600.0	187	168	40	3,807	*Central Pacific*†.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	588,833	746,153	11,963,641	6,952,362	—	100	....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,090	*	256,090	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	652,107	439,718	—	100	....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,318	—	—	13,897	628,060	500,000	3,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	....
Sept. 30, 1872	428.0	—	42.6	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,755	2,836,383	13,398,407	18,624,953	3,387,461	—	227.0	511,475	141,873	115,473	777,632	288,687	—	100	....
Jun. 30, 1872	40.7	0.8	2.0	—	2	...	...	....	Chester and Tamaroa.....Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	....

Sept. 30, 1872	53.6	—	11.2	—	28	22	10	409	Cheshire	New Hampshire.	2,337,707	351,600	160,000	260,564	2,153,300	809,200	26,992	118,370	88.1	622,256	162,234	412,432	824,763	183,851	5	100	....
Dec. 31, 1872	21.5	—	3.1	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	—	—	871,900	500,000	955,000	—	—	(Philadelphia and Reading R. R. Company.)					—	50	....
Dec. 31, 1872	242.0	117.4	92.1	—	144	74	24	2,912	Chicago and Alton	Illinois.	14,627,712	•	4,348,918	1,348,501	11,355,300	5,446,630	3,285,428	303,778	649.1	5,902,102	772,506	1,601,708	5,156,328	1,879,147	10	100	100½
Dec. 31, 1872	698.8	552.4	257.2	—	283	127	62	5,409	Chicago, Burlington and Quincy	Illinois.	56,648,400	•	4,555,731	—	26,050,583	26,221,642	602,466	8,329,470	1,469.2	(8 months on 825 miles.)			7,554,575	2,839,866	10	100	96
Dec. 31, 1872	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	2,460,000	•	.....	.....	960,000	1,500,000	.....	.....	60.0	(Opened in Fall of 1872.)			.....	.....	—	100	....
Dec. 31, 1872	110.0	76.0	12.0	20.0	24	10	5	955	Chicago, Danville and Vincennes	Ill.	6,675,565	•	221,107	.....	2,975,000	3,325,000	345,068	.....	110.0	.....	.....	.....	627,930	277,853	—	100	....
Dec. 31, 1872	73.0	—	3.7	—	5	4	2	168	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	.....	73.0	(No information furnished.)			.....	.....	—	100	....
Dec. 31, 1872	117.0	14.0	21.5	—	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	6,500,000	•	.....	.....	2,500,000	4,425,000	.....	.....	131.0	(No information furnished.)			.....	.....	—	100	....
Dec. 31, 1872	80.0	—	8.0	30.0	15	6	3	—	Chicago and Iowa	Illinois.	4,100,000	•	.....	.....	1,350,000	1,750,000	1,000,000	.....	—	(Chic., Buri. & Quincy R. R. Co.)			140,000	.....	—	100	....
May 31, 1873	61.3	1.1	16.9	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	4,200,000	810,000	—	—	—	(Chic. & Northwestern R. R. Co.)			—	—	6	100	90
Dec. 31, 1872	170.0	25.0	19.6	55.0	28	12	7	605	Chicago and Michigan Lake Shore	Mich.	6,538,400	•	.....	.....	1,188,400	5,350,000	.....	.....	170.0	482,640	240,169	128,662	500,985	218,500	—	100	....
May 31, 1872	1,383	—	200.0	120.0	269	277	88	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	•	2,343,919	.....	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	2,510,016	11,402,161	4,402,136	—	100	56½
Dec. 31, 1872	67.0	—	....	193.0	—	—	—	—	Chicago and Paducah	Illinois.	1,800,000	—	—	—	1,350,000	540,000	—	—	—	(Operated by contractor—No report.)	(Being constructed.)		—	—	—	100	....
Dec. 31, 1872	60.0	—	6.0	100.0	—	—	—	—	Chicago, Pekin & South-Western	Ill. & Mo.	—	(No information.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	....
Mar. 31, 1873	493.0	120.5	142.8	—	197	66	36	3,940	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,716,723	•	7,889,906	2,109,406	25,000,000	8,972,000	154,351	4,589,683	660.0	4,340,995	956,734	1,289,890	6,657,050	3,139,267	8	100	98½
Mar. 31, 1873	35.0	—	—	167.0	—	—	—	—	Chicago and Southern Illinois	Ill. & Ind.	—	(Under construction—no information.)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	....
Dec. 31, 1872	269.0	82.0	16.9	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	13,500,000	—	—	—	7,000,000	5,000,000	1,658,551	—	—	(Chic., Rock Island & St. Louis R. City and Chicago R. R. Co.)			—	—	—	100	....
Dec. 31, 1872	36.3	—	2.1	—	—	—	—	—	Chillicothe and Brunswick	Mo.	885,000	—	—	—	365,000	500,000	—	—	—	(Marietta and Cincinnati R. R. Co.)			—	—	—	100	....
Dec. 31, 1872	7.0	—	3.0	....	—	—	—	—	Cincinnati and Baltimore	Ohio.	1,105,453	—	—	—	673,000	314,000	118,453	—	—	—	—	—	—	—	—	—	....
Mar. 31, 1873	60.0	—	118.2	—	33	30	13	429	Cincinnati, Hamilton and Dayton	Ohio.	3,974,655	1,127,251	1,889,230	262,965	3,500,000	2,052,000	1,052,450	669,651	60.0	549,574	760,687	564,542	1,204,865	495,373	8	100	....
Mar. 31, 1873	98.0	25.0	7.2	—	19	9	6	358	Cin., Hamilton and Indianapolis	O. & Ind.	6,187,645	•	.....	.....	(Sold under foreclose. for $1,000,000				123.9	.....	.....	.....	312,358	L. 17,967	—	100	....
Dec. 31, 1872	39.0	—	1.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	39.0	(Until recently leased to Ind. Cin. & Lafayette.)			—	—	—	100	....
Dec. 31, 1872	148.4	—	12.8	—	16	12	4	370	Cincinnati and Muskingum Valley	Ohio.	5,472,977	•	—	109,316	3,996,610	1,500,000	31,360	64,326	148.0	424,240	141,460	148,249	439,688	156,087	—	100	....
Mar. 31, 1873	36.0	—	2.6	—	5	1	4	167	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	56,965	382,600	565,000	61,360	—	42.0	.....	.....	.....	229,695	70,974	—	100	....
Dec. 31, 1872	91.5	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiana.	3,756,952	—	.....	.....	2,000,000	1,800,000	.....	.....	91.5	.....	90,118	72,204	187,252	61,470	—	100	....
Jun. 30, 1872	155.0	15.5	24.9	—	28	27	12	662	Cincinnati, Sandusky & Cleveland	Ohio.	7,982,936	•	—	—	4,729,037	3,261,330	18,108	—	215.5	741,280	254,436	283,393	850,755	339,244	—	100	94
Dec. 31, 1872	25.0	—	....	270.0	4	2	1	110	Cincinnati and Terre Haute	Ohio & Ind.	—	(Under construction—no report.)	—	—	—	—	—	—	25.0	20,860	4,032	.....	7,047	.....	—	100	....
Dec. 31, 1872	340.5	49.9	75.0	—	118	47	17	3,025	Cleveland, Col. Cin. & Ind	Ohio & Ind	16,395,579	•	1,929,844	1,427,649	14,981,275	3,005,000	1,446,285	310,412	471.4	3,877,159	572,396	1,444,354	4,593,171	1,379,526	7	100	71½
Dec. 31, 1872	67.8	12.4	10.3	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	—	—	2,059,200	1,164,000	—	—	—	(Atl. & Gt. Wtn. Railway Co.)			—	—	—	100	....
Jun. 30, 1872	102.0	—	5.0	42.0	11	6	4	460	Clev., Mt. Vernon and Delaware	Ohio.	2,575,125	•	.....	.....	1,200,000	2,300,000	.....	.....	114.5	133,000	135,607	176,909	300,347	126,728	—	100	....
Nov. 30, 1872	167.0	32.0	76.4	—	83	41	22	2,519	Cleveland and Pittsburg	Ohio & Penn.	12,490,700	2,538,644	659,162	219,062	11,236,150	2,834,344	396,663	440,411	225.0	2,316,159	654,758	1,681,912	Pa. R. R.	1,053,283	7	85	85
Dec. 31, 1872	681.0	—	68.0	—	158	54	27	1,652	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	37,014,719	•	.....	.....	13,328,689	23,555,174	130,974	—	681.0	4,690,846	646,459	1,390,597	4,411,095	783,881	—	100	27
Dec. 31, 1872	76.0	4.0	....	161.0	8	2	2	12	Colorado Central (3 ft.)	Colorado.	1,999,300	—	—	—	1,474,300	525,000	—	—	40.0	—	—	—	90,216	14,967	—	100	....
Dec. 31, 1872	76.0	13.0	12.6	—	25	8	4	1,601	Columbus and Hocking Valley	Ohio.	2,578,037	1,672,789	288,658	59,094	1,208,810	2,148,000	291,499	330,219	89.0	499,522	134,999	681,819	854,892	442,663	25	80	....
Dec. 31, 1872	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leased to Cin., Sand. & Clev. R. R. Co.)			—	—	—	100	....
Mar. 31, 1873	35.0	7.0	49.0	—	33	36	13	811	Concord	New Hampshire.	1,500,000	•	187,390	104,436	1,500,000	—	111,357	180,169	145.5	802,162	613,842	692,768	1,040,115	150,759	10	50	158
Mar. 31, 1873	41.0	—	5.0	—	—	—	—	—	Concord and Portsmouth	N. Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Concord R. R. Company.)			25,000	25,000	7	100	....
Jun. 30, 1872	110.3	—	15.2	—	22	15	7	746	Connecticut and Passump. Riv.	Vermont.	3,385,436	•	261,151	123,946	2,127,273	1,357,100	39,767	246,871	143.7	458,581	167,112	171,923	812,768	308,902	6	100	80½
Sept. 30, 1872	50.0	5.9	23.5	—	18	24	10	311	Connecticut River	Massachusetts.	2,055,527	225,814	139,686	510,977	1,850,000	250,000	415,226	405,778	55.9	324,058	985,504	383,770	729 311	215,481	10	100	127½
Sept. 30, 1872	45.0	—	4.7	—	6	12	5	140	Connecticut Valley	Connecticut.	2,403,589	246,175	—	—	1,033,500	998,000	973,000	7,360	45.0	66,293	205,441	16,077	144,851	7,290	—	100	....
Sept. 30, 1872	66.7	—	7.0	—	8	10	2	170	Connecticut Western	Connecticut.	3,797,665	295,321	.....	.....	1,504,026	2,436,500	96,328	—	68.3	146,880	151,638	60,467	223,565	66,612	—	100	....
Dec. 31, 1872	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	—	—	—	(Phila. and Trenton R. R. Company.)			—	—	6	50	....
Sept. 30, 1873	16.0	1.0	1.6	—	2	2	1	17	Cooperstown and Susquehanna	N. York.	458,914	•	—	—	308,405	100,000	22,240	—	17.0	.....	.....	.....	39,611	14,727	—	100	....
Dec. 31, 1872	74.0	7.0	26.0	—	19	17	6	871	Cumberland Valley	Penn.	1,725,143	•	656,432	187,732	2,094,250	352,300	72,174	600,583	141.6	275,889	288,817	322,017	581,064	287,989	8	50	....
Dec. 31, 1872	45.0	—	2.5	—	5	2	2	17	Danv., Hazleton & Wilkesbarre	Penn.	1,102,600	—	—	—	684,235	1,400,000	—	—	—	(Leased to Pennsylvania R. R. Co.)			—	—	—	100	....
Dec. 31, 1872	23.8	10.0	4.5	—	6	6	2	72	Danbury and Norwalk	Connecticut	1,108,448	145,383	.....	.....	600,000	407,500	86,050	25,681	33.6	101,583	169,330	44,653	172,120	69,796	10	50	....
Mar. 31, 1873	90.0	32.0	....	29.0	—	—	—	—	Davenport and St. Paul	Iowa & Minn.	5,000,000	•	—	—	2,000,000	2,440,000	—	—	90.0	(Recently opened —No report.)			—	—	—	100	....
Mar. 31, 1873	142.0	—	21.3	—	23	15	4	686	Dayton and Michigan	Ohio.	6,038,363	777,401	78,671	149,269	2,398,785	4,102,700	382,741	158,468	142.0	.....	.....	.....	1,034,567	279,623	3½	100	....
Jun. 30, 1872	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	612,015	—	.....	.....	86,000	527,445	.....	.....	31.8	116,316	64,344	94,955	134,148	52,209	—	100	....
Jun. 30, 1872	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	—	—	Sunk.	701,060	—	—	—	(Operated by Pitts'g, St. L. & Clnc. Co.)			—	—	—	100	....
Oct. 31, 1872	83.0	16.3	5.6	—	—	—	—	—	Delaware [1]	Delaware.	2,114,184	—	76,154	71,522	1,317,390	870,000	—	74,470	99.3	317,068	.....	.....	448,841	121,046	6	100	....
Dec. 31, 1872	46.0	—	65.0	—	46	8	1	4,259	Delaware and Hudson	Penn.	4,621,411	•	24,318,589	955,845	15,000,000	13,088,386	—	1,804,460	62.0	(Owned & operated by Del. & Hud. Canal Co.)			—	—	10	100	....
Dec. 31, 1872	115.0	—	119.0	—	128	20	9	10389	Delaware, Lack. and Western	Penn.	15,512,767	•	.....	.....	20,000,000	6,394,000	4,239,545	.....	115.0	3,254,260	249,378	3,347,671	4,746,678	2,867,965	10	100	100½
Dec. 31, 1872	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	•	.....	.....	2,500,000	2,500,000	.....	.....	121.0	.....	19,795	43,862	371,908	196,997	—	100	....
Dec. 31, 1872	118.0	31.0	5.6	732.0	10	11	2	292	Denver and Rio Grande	Col. & N. Mex.	5,000,000	•	.....	.....	2,000,000	3,000,000	.....	.....	155.0	(Operations by Co. commenced Jan. 1, 1873.)			—	—	—	100	....
Dec. 31, 1872	250.0	—	20.0	—	27	10	10	540	Des Moines Valley	Iowa.	18,803,285	•	.....	.....	6,523,600	5,070,000	930,000	—	250.0	447,679	108,599	198,360	770,254	127,223	—	100	....
Aug. 31, 1872	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	•	.....	.....	1,000,000	1,500,000	.....	.....	—	(Recently opened—no returns.)			—	—	—	100	....
Aug. 31, 1872	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,318,150	•	.....	.....	343,150	1,470,000	.....	.....	65.0	(Recently opened—no returns.)			—	—	—	100	....
Dec. 31, 1872	189.0	—	24.0	—	34	37	20	502	Detroit and Milwaukee	Michigan.	10,213,528	•	.....	.....	2,917,140	7,290,388	.....	19,259	189.0	775,746	438,074	330,559	1,381,603	442,155	—	100	....
Aug. 31, 1872	164.0	2.0	2.0	22.0	....	....	....	....	Detroit, Lansing & Lake Michigan	Mich.	5,777,000	•	.....	.....	1,707,000	4,070,000	.....	.....	166.6	.....	.....	.....	610,000	.....	—	100	....
Dec. 31, 1872	14.0	—	2.0	—	—	—	—	—	Dexter and Newport	Maine.	300,000	—	—	—	122,000	175,000	—	—	—	(Leased to Maine Central.)			—	18,000	6	100	....
Oct. 31, 1872	33.5	—	3.4	—	2	—	—	—	Dorcester and Delaware	Del. & Md.	.....	—	—	—	—	—	—	—	53.6	.....	12,338	7,781	22,792	7,176	—	100	....
Sept. 30, 1872	29.0	—	2.8	—	—	—	—	—	Dover and Winnipisseogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	—	(Boston and Maine R. R. Co.)			—	29,000	6	100	....
Dec. 31, 1872	142.9	—	15.4	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	5,893,200	—	—	—	5,000,000	820,000	—	—	—	(Leased by Illinois Central.)			—	—	6	100	57
Dec. 31, 1872	54.7	—	2.8	—	4	4	5	76	Dubuque and South Western	Iowa.	1,719,977	40,161	—	—	1,174,977	550,000	12,247	63,057	54.7	.....	.....	.....	161,468	72,488	—	100	....
Dec. 31, 1872	54.8	—	4.2	—	6	7	3	81	Dunkirk, Warren & Pittsburg	N. York.	2,770,565	•	.....	.....	1,286,000	1,400,000	189,907	.....	54.8	.....	.....	.....	109,262	2,064	—	100	....
Sept. 30, 1872	58.0	—	7.4	—	7	6	3	92	Dutchess and Columbia Counties	N. Y.	2,796,377	•	.....	.....	1,488,487	1,500,000	554,407	.....	58.0	.....	.....	.....	210,546	L. 26,996	—	100	....
Sept. 30, 1872	17.5	—	1.1	—	—	—	—	—	Duxbury and Cohasset	Mass.	384,519	—	—	2,870	350,000	—	42,230	2,150	17.5	.....	100,711	6,262	34,048	1,434	—	100	....
Oct. 31, 1872	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	—	—	—	(Pennsylvania R. R. Co.)			—	—	—	50	....
Oct. 31, 1872	36.0	—	15.5	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Phila. & Reading Co.)			—	—	6	50	....
Jun. 30, 1872	242.0	28.0	27.0	—	43	33	8	605	East Tenn., Va., & Georgia [1]	Tenn. & Ga.	9,167,851	•	34,750	661,293	1,970,024	3,889,900	168,693	3,735,377	270.0	.....	.....	172,395	1,201,492	366,092	—	100	....
Sept. 30, 1872	414	71.7	61.6	—	73	133	35	554	Eastern	Massachusetts.	7,436,949	1,767,261	1,382,235	1,579,678	4,262,600	6,746,100	701,841	405,582	264.6	1,403,179	5,000,399	424,320	1,973,923	574,201	—	100	91
Dec. 31, 1872	23.0	6.0	3.1	—	3	2	—	86	Eastern Kentucky	Kentucky.	.....	.....	.....	.....	.....	.....	.....	.....	98.0	49,312	22,107	41,308	129,306	21,728	—	100	....
Dec. 31, 1872	40.0	—	1.7	—	2	.....	.....	.....	Eastern Shore [1]	Maryland.	895,000	•	.....	.....	295,000	600,000	.....	.....	40.0	.....	(No statement furnished.)		.....	.....	—	100	....
Dec. 31, 1872	185.0	—	9.7	—	.....	.....	.....	.....	Elizabeth and Paducah	Kentucky.	6,000,000	•	.....	.....	3,000,000	3,000,000	.....	.....	185.0	(Recently opened—no returns.)			25,000	25,000	6	100	....
Dec. 31, 1872	46.8	—	3.3	—	.....	.....	.....	.....	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	—	(Northern Central R. R. Co.)			25,000	25,000	6	100	....
Dec. 31, 1872	78.0	—	14.0	—	.....	.....	.....	.....	Elmira and Williamsport	Penn. & N. Y.	2,620 000	—	—	—	1,000,000	1,620,000	—	—	—	(Northern Central R. R. Co.)			165,000	162,000	5	50	....
Sept. 30, 1872	459.0	495.0	505.5	—	488	302	76	10088	Erie	New Jersey, N. York & Pa.	97,048,084	11,181,473	508,131	1,133,267	86,530,910	20,398,800	2,517,301	—	954.0	12,216,504	3,598,988	5,564,274	18,371,884	4,720,284	1½	100	434
Sept. 30, 1872	12.8	—	9.8	8.7	—	—	—	—	Erie and Genesee Valley	New York.	191,302	—	.....	.....	144,900	120,000	.....	.....	12.3	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	66.0	—	3.0	109.0	5	4	3	81	Erie and Louisville	Ohio.	2,328,636	•	96,300	47,046	1,045,450	890,000	536,502	—	66.0	52,000	86,166	38,344	76,404	27,338	—	100	....
Dec. 31, 1872	114.0	—	11.3	—	29	10	4	1,319	Erie and Pittsburg	Pennsylvania.	5,397,000	•	.....	.....	2 000,000	3,297,000	.....	.....	114.0	749,260	265,985	1,141,437	(Pa. Co.)	385,937	7	50	....
Dec. 31, 1872	114.0	3.0	6.0	—	15	15	5	302	European and North American [1]	Maine.	8,725,907	•	.....	.....	1,272,550	4,753,773	3,230,360	—	114.0	154,290	298,092	.....	367,574	165,389	—	100	....
Aug. 31, 1872	109.0	23.0	16.0	—	17	10	5	340	Evansville and Crawfordsville	Indiana.	2,879,748	•	24,440	92,138	1,144,258	1,127,600	20,630	704,462	132.0	359,515	144,038	.....	500,679	218,645	—	100	....
Dec. 31, 1872	55.0	—	3.1	—	8	6	3	222	Evansville, Terre Haute & Chi.	Ind. & Ill.	1,500,000	•	—	—	750,000	750,000	—	—	—	(Chicago, Danville & Vincennes R. R. Co.)			—	—	—	100	....
Sept. 30, 1872	5.6	—	—	—	—	—	—	—	Fall River, Warren & Prov.	R. I. & Mass.	331,107	4,200	71,504	469,159	150,000	284,633	271,986	216,261	5.6	11,988	106,787	—	42,378	15,606	—	100	....
Oct. 31, 1872	12.7	—	0.8	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	—	(Pitg. & Connells. R. R. Co.)			—	—	7½	50	....
Sept. 30, 1872	50.3	43.3	84.7	—	38	46	12	876	Fitchburg	Massachusetts.	3,503,372	560,000	227,503	.....	4,000,000	—	—	511,300	93.3	716,246	1,869,497	740,123	1,350,289	323,935	8	100	130
Dec. 31, 1872	13.6	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,098	—	—	—	160,000	—	264,066	—	—	(Bely. Delaware R. R. Co.)			—	19,227	L. 16,186	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Opened.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	238.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	61,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville. N. Y.	493,732	*	.....	.....	300,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	318,000	25,000	.....	1,050,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1873	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	60	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,778	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,080	2,051,468	552,840	.....	.....	85.0	86,210	8,664	27,637	160,424	98,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,658	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	280.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Central	R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk †.....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,803	91,697,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western †.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,782,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,778	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	2	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	.....	.....	—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	189.0	7	3	1	72	Gulf Western Texas and Pacific.†..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	359,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri..Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	27½
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,580	.....	40,000	68,151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	...
Sept. 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	3,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	37.0	—	37	33	16	703	Hartford and New Haven..Conn. & Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill†.R.I., Ct. & N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	841,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)	.....	75.0	.....	.....	100,379	54,401	35,629	40	100	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine.....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R. R. Co.)		—	100	...
Sept. 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,884,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern†.....Texas.	3,361,581	*	751,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central*.....Illinois.	34,061,196	*	10,248,460	614,081	25,500,500	19,423,707	.....	.....	1,107.0	5,388,226	1,352,156	2,039,321	8,026,754	2,106,107	10	100	99½
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jan. 30, 1873	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette.Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,066	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O. & Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654,822	.....	261.0	1,782,260	291,787	690,971	2,110,681	780,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,206	—	100	...
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R. R. Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	116,876	45,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,196,000	.....	.....	156.0	(Leased	by Michig	an Central	l.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)	.....	140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	182,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)	.....	.....	—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.2	—	1.8	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	18,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln .....Maine.	2,725,798	*	.....	138,305	861,492	2,896,000	.....	107,611	49.0	(Com	pleted Oct	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	38.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn.	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,704	—	50	...
Dec. 31, 1872	80.3	—	2.5	93.0	—	—	—	—	Lafayette, Bloomington & Miss..Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & We	stern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet	in operatio	n.)	.....	.....	—	100	...
Dec. 31, 1872	541.3	595.2	533.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P., O. Ind. & Ill.	63,047,176	12,384,187	7,315,307	1,515,979	60,000,000	26,495,000	6,350,020	1,417,680	1,136.5	13,417,534	2,112,833	4,382,243	17,591,629	5,118,508	8	100	75½
Jan. 30, 1872	37.0	—	....	68.0	6	—	—	38	Lake Shore and Tuscarawas Valley..Ohio.	2,589,669	87,519	138,142	72,922	744,038	2.000 000	93,314	.....	—	(Opened t	hrough in	July, 187	3.)		—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Siding.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. H. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$		$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,850	190,000	.....	.....	2,662,921	583,000	92,929	—	74.0	101,685	163,267	69,137	219,368	60,974	—	100	.....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,787	.....	.....	261,000	188,500	156,475	—	—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	.....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	—	.....	.....	265,000	—	—	—	—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford. N.Y., Ct. & Ma.	12,861,474	1,640,686	1,465,563	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,879	4,483,554	1,769,809	10	100	129¾
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,486	614,211	229,677	911,021	401,914	9	100	.....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	—	—	1,000,000	—	—	—	—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	.....
Jun. 30, 1872	36.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	600,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	.....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina ¶.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	563,413	592,030	483,241	223.0	478,580	140,397	113,126	(R'hm.&	Danv.)	—	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern ¶ .....South Carolina.	2,148,181	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	.....
Jan. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	—	(No a	ccounts o	btainable.)	—	—	—	—	72.0	—	—	—	—	—	—	—	—
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,624,750	.....	3,473,500	4,042,500	63,394	—	67.7	617,092	389,571	880,119	1,336,938	592,322	5a	50	90
Dec. 31, 1872	95.0	45.3	38.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,683	—	5,819,968	261,561	3,533	140.3	748,338	212,080	313,664	894,774	180,541	—	100	.....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	6,284	Northern Central ¶.....Md. and Penn.	11,656,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,896	4,598,820	1,161,769	6	50	52
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,968	3,068,400	102,000	266,900	154,576	82.6	506,848	195,406	411,888	706,355	217,103	8	100	101
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	—	872,548	.....	1,000,000	400,000	.....	—	—	(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	.....
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,906,838	601,394	.....	.....	50,000p.m	.....	.....	559.0	—	(No sta	tement pu	blished.)	—	—	100	.....
Sept. 30, 1872	59.4	7.0	13.1	—	20	16	6	642	Norwich and Worcester ¶.Conn. & Mass.	2,463,963	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	128
Jun. 30, 1872	113.0	32.0	14.6	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	146.0	.....	194,167	242,210	328,841	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,028	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	536,755	171,894	417,373	1,005,979	263,867	6	100	55
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	98	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	.....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,782	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	30¾
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6¾	50	20
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,096,554	*	441,553	556,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,488	630,249	6¾	100	112¾
Dec. 31, 1872	0.9	2.0	3.1	...	33	—	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	—	11.9	—	2,964	817	203,094	24,633	—	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	882	Orange, Alex. and Manassas Gap ¶....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	983,371	403,598	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	200,000	25,000	—	—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p.c.	—	100	.....
Sept. 30, 1872	23.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	.....	.....	300,000	612,100	27	—	—	(Leased	by Rome,	Watertow	n & Ogd.	R.R.Co.)	—	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,279	.....	.....	1,144,400	180,000	.....	—	35.0	232,089	171,932	232,801	354,880	73,878	9	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	—	—	.....	.....	1,500,000	1,500,000	.....	—	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	.....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific of Missouri* ¶.....Missouri.	—	—	.....	.....	7,000,000	(Assume	d by Le	ssees.)	—	(Leased	by Atlant	ic & Pacifi	c R. R. C	o.)	5	100	29
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	406,512	—	63.5	469,289	22,920	21,589	95,261	35,845	—	100	.....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	—	—	—	11.5	(Under	construct	ion: no re	turns.)	—	—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,630	1,232,602	10¾	100	100
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0	—	(No	statement	furnished	.)	—	100	.....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	.....	.....	630,000	—	—	—	—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8¾	100	.....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	.....	.....	250,000	500,000	.....	—	—	(Leased	by Erie R	ail'y Co.)	—	35 p.c.	—	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	.....	.....	248,000	100,000	.....	—	—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	.....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	*	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	by Tol. Wa	b. & Wtn.	Co.)	.....	—	100	.....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	.....	.....	342,150	160,000	36,542	—	—	(Leased	by United	Co.)	31,729	31,729	6	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	.....	.....	500,000	375,000	.....	—	—	(Leased	by N. Jer.	Sth'n R.R.	Co.)	.....	—	100	.....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,268	*	.....	.....	1,995,000	2,779,000	142,262	—	165.0	—	83,491	46,333	109,918	Loss.	—	100	.....
Dec. 31, 1872	354.9	99.0	546.9	—	593	292	112	11499	Pennsylvania .....Pennsylvania.	31,283,395	11,154,553	53,506,985	20,413,980	53,271,987	35,072,309	19,395,491	8,918,154	787.7	13,339,957	5,250,393	7,844,779	22,012,528	8,247,852	10	50	88
Dec. 31, 1872	47.0	15.9	57.0	—	28	8	—	2,640	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,967,500	.....	4,000,000	536,500	375,000	—	47.0	.....	3,486	1,376,772	23,033	—	20	50	240
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware. Penn. & Del.	1,200,000	—	.....	.....	483,297	700,000	.....	—	—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	.....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York. N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	—	145.6	.....	190,309	1,268,527	1,603,287	437,135	—	50	.....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....	—	—	(Leased	by Chic. R	. I. & Pac	Co.)	125,000	8	100	.....
Dec. 31, 1872	83.0	—	11.0	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,229,700	2,000,000	.....	—	83.0	260,093	77,372	124,505	302,552	.....	—	50	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,381	—	—	(Oper. b	y Penna.	R. R. Co.)	.....	—	—	50	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg ¶.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,088	—	82.0	228,000	44,392	57,238	288,944	133,851	—	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent. Penn. & Md.	1,806,209	177,474	.....	.....	220,866	2,600,000	53,413	—	58.1	176,312	315,515	134,307	295,594	105,205	—	100	.....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie ¶....Pennsylvania.	21,822,990	—	2,248,693	.....	8,448,000	14,750,000	892,983	—	287.6	2,912,351	839,793	2,028,568	3,990,753	846,319	—	50	35
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	—	—	—	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	167
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	53	14139	Philadelphia and Reading...Pennsylvania.	45,922,674	*	24,888,327	2,676,996	84,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,883,991	9,573,405	12,125,038	4,823,300	10	50	164
Dec. 31, 1872	36.3	—	36.3	—	—	—	—	—	Philadelphia and Trenton...Pennsylvania.	1,534,479	—	329,626	.....	1,259,100	—	—	—	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	118¾
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318,306	175,398	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,186,614	8	50	110
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	—	7.0	.....	9,800	12,854	20,483	Loss.	—	50	.....
Dec. 31, 1872	198.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	—	201.0	3,160,500	606,902	1,429,115	3,856,649	799,501	—	50	.....
Dec. 31, 1872	468.3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,855,286	*	.....	.....	22,214,286	13,671,000	17,230	—	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	89
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	—	—	—	14.0	—	(In opera	tion only	three mon	ths.)	—	50	.....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton..Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	—	173.8	1,703,000	781,924	980,780	1,437,392	Loss.	—	50	.....
Sept. 30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	.....	.....	450,000	—	—	—	—	(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	.....
Jun. 30, 1872	—	—	178.0	—	—	—	—	—	Plymouth, Kankakee & Pacific. Ind. & Ill.	.....	—	.....	.....	719,290	450,000	.....	—	—	(Leased	by Pennsy	lvania Co.	)	—	—	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	—	41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	.....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,662,000	*	.....	.....	.....	2,340,000	.....	—	—	(Earnings	used in co	nstructio	n.)	—	—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	—	27.5	17,215	2,880	6,375	14,221	.....	—	100	.....
Aug. 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,930,854	*	45,000	10,296	636,097	1,120,000	200,053	—	52.5	141,640	120,009	60,790	181,561	38,078	—	100	.....
May 31, 1872	51.3	—	7.4	—	19	—	—	167	Portland, Saco and Portsmouth .....N. H.	1,500,000	*	.....	.....	1,500,000	—	—	—	—	—	(Leased b	y Eastern	R.R. Co.)	—	10	100	122
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0	—	(Operated	for benefit	of contra	ctors.)	—	—	25	.....
May 31, 1873	71.	—	4.9	30.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	1,500,000	770,000	2,000,000	.....	—	—	(Leased b	y Eastern	R.R. Co.)	—	6	100	87
Sept. 30, 1872	4 5	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	53,514	70,013	10,40	53,079	14,038	—	100	.....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,900,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	567,586	1,605,257	521,866	895,807	239,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	418,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	"	32,200	.....	260,000	269,000	2,600	.....	21.0	38,850	12,560	38,231	27,437	9,989	—	100	53
Dec. 31, 1872	41.7	—	1.4	88.8	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	"	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	"	155,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,006	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1872	73.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,459,628	"	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	100
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	"	2,046,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	526,732	134,485	176,705	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	"	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	"	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	39.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	"	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No return	s obtained.	.....	.....	—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,803	"	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie R	ailway Co.)	.....	34,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	"	.....	.....	6,490,579	2,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	"	.....	.....	250,844	.....	.....	.....	20.0	.....	(No infor	mation.)	.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	"	.....	.....	2,998,900	1,735,606	38,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	5,787,902	"	1,256,719	.....	6,641,300	1,701,000	1,180,628	.....	239.0	(Leased	to Central	Verm't.)	434,740	405,381	—	100	6
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	64.0	5.0	5.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	"	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	35,592	161,771	45,953	—	100	....
Dec. 31, 1872	159.0	13.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	"	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	360,130	149,499	416,215	507,119	220,002	—	100	....
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,565,951	1,951,989	1,088,796	153,783	10,000,000	5,461,000	.....	.....	210.8	983,393	567,575	683,674	2,146,639	687,639	3	100	56
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	"	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicag	o & Alton	R.R. Co.)	240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,531	St. L., Kansas City & Northern..Mo & Ia.	23,134,445	"	2,360,765	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	b	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	"	.....	206,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	"	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	288.0	462,489	235,279	152,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	"	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	186,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	"	.....	.....	987,500	2,307,000	.....	.....	160.0	.....	178,661	153,506	574,951	37,802	—	50	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	"	529,789	1,171,804	4,479,677	3,242,200	1,671,999	.....	347.0	636,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	"	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	: very s	mall.)	—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke.Va. & N. Carolina.	1,488,400	"	.....	105,689	1,278,400	210,000	107,000	.....	80.0	236,679	26,309	162,582	566,619	266,336	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	"	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	"	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	100	53
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	"	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec. 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul....Iowa & Minn.	4,422,132	"	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by c	ontractors	: no retu	rns.)	.....	—	100	....
Sept. 30, 1872	183.0	—	9.2	—	—	—	—	—	South and North Alabama.....Ala.	7,481,764	"	.....	.....	3,458,067	4,906,000	.....	.....	181.0	.....	41,327	74,837	199,051	60,286	—	100	....
Dec. 31, 1872	187.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	"	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.0	856,782	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	b7.0	233,990	617,899	88,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	"	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	6	245	Southern Pacific.....California.	11,500,000	"	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	932,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	3,176,500	"	.....	.....	4,000,000	4,460,000	140,000	.....	.....	.....	(Not in o	peration a	t date.)	.....	—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	12	2	378	Syracuse, Binghamton and N. York..N.Y.	3,906,297	"	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	583,355	718,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley.....N. Y.	1,165,062	61,986	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	"	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99.3	.....	190,997	834,850	1,070,354	128,448	—	100	....
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	"	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	"	.....	.....	5,700,000	2,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,093	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	152	71	42	4,207	Toledo, Wabash and Western.O. I. & Ill.	34,683,000	"	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	58
Sept. 30, 1872	84.9	—	9.0	—	11	12	c	222	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,599,000	1,899,000	66,369	.....	55.3	190,543	262,763	191,122	516,563	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	"	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	.....	165,688	.....	.....	—	100	31
Dec. 31, 1872	165.0	—	160.0	—	242	281	3	1,762	United Companies of New Jersey..N. Jer.	22,450,328	"	13,216,919	427,838	18,990,627	17,615,608	797,681	472,455	455.9	3,906,741	7,580,795	2,536,804	8,286,228	2,261,060	10	100	116
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	"	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	"	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,020	775,500	.....	.....	92.2	201,688	184,583	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,131	.....	.....	2,908,600	.....	.....	.....	120.0	228,887	246,101	178,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	"	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermo	nt Central	R. R. Co.	at 8 p.c.)	8	100	48
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	"	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	58.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	"	90,785	191,899	2,860,000	900,000	68,899	157,751	88.1	242,299	275,181	131,458	587,196	169,523	2	100	....
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	"	245,588	193,945	454,072	2,929,236	96,869	.....	140.0	181,288	82,372	49,431	408,220	102,918	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,828,191	"	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co.)	.....	—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	"	.....	.....	1,300,000	1,261,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	525,749	215,353	7	100	53
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,438,176	128,877	128,778	.....	909,700	130,400	321,248	346,178	44.0	81,861	27,693	19,418	81,285	7,943	—	100	....
Aug. 31, 1872	132.0	28.0	16.5	—	26	16	6	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,536	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,584	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned b	y State	of Georgi	a & lease	d to a co	mpany for	$300,00	0 a year.)	138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.2	13.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,356,392	"	208,500	17,069	682,893	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,088	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	"	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsy	lvania R.	R. Co.)	.....	—	53	....
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,258,355	"	1,486,466	178,462	1,389,700	1,396,000	162,583	.....	128.9	330,555	642,723	28,443	864,777	291,363	8	100	104
Mar. 31, 1873	197.0	—	10.0	—	20	14	10	660	West Wisconsin.....Wisc.	6,640,000	"	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	"	.....	.....	500,000	79,642	.....	.....	32.0	30,328	53,176	11,638	48,164	480	—	53	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	2,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	82,892	.....	760,083	2,332,300	108,610	.....	63.6	230,554	132,365	264,573	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	18.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶....N. Carolina.	3,004,044	"	61,436	296,303	1,456,200	1,619,100	77,042	299,581	181.0	519,184	124,995	.....	635,371	230,353	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	"	.....	.....	1,667,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	"	55,701	48,143	1,425,400	310,300	36,515	673,774	45.7	359,641	381,964	388,042	587,359	196,453	12	100	128
									CANALS, &c.																					
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	"	268,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,406,309	"	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,250	"	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97
Dec. 31, 1872	166.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,936,209	.....	15,000,000	12,000,000	.....	.....	108.0	.....	.....	1,569,557	86,970	loss.	10	100	112
Dec. 31, 1872	43.0	22.8	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	"	.....	.....	5,847,000	.....	.....	.....	43.5	.....	.....	.....	967,557	386,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,900	"	.....	.....	5,784,650	15,767,856	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	57
Dec. 31, 1872	55.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	"	.....	.....	1,004,150	110,000	8,054	.....	55.0	.....	.....	2,059,984	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	"	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	90
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,098,350	"	.....	.....	4,487,150	2,588,000	1,048,209	.....	360.0	.....	.....	967,573	556,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,128	2,285,573	271,467	.....	4,385,798	8,576,332	267,198	.....	108.3	(Leas.to	Ph.&R'g.)	1,200,181	649,352	634,169	1	50	10
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	"	.....	.....	2,092,700	2,767,810	165,811	.....	45.0	(Leas.to	Ph.&R'g.)	426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	"	.....	.....	2,907,850	360,000	35,000	.....	54.0	.....	.....	124,960	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	8,030,844	"	.....	.....	1,100,000	748,800	295,219	.....	.....	(Leased	to Pennsy	lvania.)	.....	.....	—	50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	18½
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,582,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	88
Camden and Amboy,* guaranteed..	5,847,800	10	10	115½
Camden and Atlantic, preferred....	768,549	7	3½	80
Cayuga and Susquehanna,* guar....	889,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	99½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	398,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	104
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	73½
Cinc., Sand. and Cleveland, pref....	429,000	6	0	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	85
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	57
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed....	492,500	....	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref. & *guar.	500,000	7	7	76
" " com. & *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	69
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	36
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Min, pref.	190,750	7	....	....
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	....
" " 2d pref....	4,436,250	6	....	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,376	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	64½
Mine Hill,* guaranteed.....	3,856,450	8	8	102
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	92½
Nesquehoning Valley,* guar.....	2,000,000	10	10	100
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	116
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	110
" " *com. & guar.	8,500,000	8	8	121
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	128
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55
" " pf. & *guar.	2,000,000	8	8	94½
Ohio and Mississippi, preferred.....	4,030,000	7	7	58
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	100
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norristo'n,*guar.	2,231,900	12	12	107
Philadelphia and Reading, † pref....	1,551,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	116
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	89
Pittsfield and North Adams,* guar..	450,000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	122
Rochester & Genesee Valley,* guar.	557,560	...	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	43
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	....	30
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	....	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	....	34½
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,460	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	....	....
" " 2d pref..	1,000,000	7	....	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,090,000	4	4	45
Shuylkill Navigation, preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	45 —	@	46 —
Gartsherrie.....	— —	@	48 —
Glengarnock.....	42 —	@	43 —
Eglinton.....	— —	@	— —
Pig, American, No. 1.....	32 —	@	34 —
Pig, American, No. 2.....	28 —	@	30 —
Pig, American, Forge.....	26 —	@	28 —
Bar, Refined, English and American.....	— —	@	— —
Bar, Swedes, assorted sizes.....(gold).	— —	@	137 50
—Store Prices.—			
Bar, Swedes, ordinary sizes	162 50	@	— —
Bar, Swedes, Plow sizes.....	172 50	@	— —
Bar, Refined, ⅜ to 2 in. rd. & sq. 1 to 6 inch x ⅜ to 1 in.....	— —	@	77 50
Bar Refined, 1½ to 6 by ⅜ & 5-16 in.....	— —	@	82 50
Bar Refined, 1 & 1½ by ½ & 5-16.....	— —	@	82 50
Large Rounds, 2¼@2½ to 3¾ @4 in.....	82 50	@	100 —
Scroll.....	100 —	@	135 —
Ovals and Half-round.....	105 —	@	125 —
Band, 1 to 6 in. by 3-16 to No. 12.....	100 —	@	— —
Horse Shoe.....	115 —	@	— —
Rods, ⅜@1-16 inch.....	82 50	@	130 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14...	117 50	@	157 50
Nail Rod..... per lb.	— 9	@	— 9½
Sheet Russia, as to assortment.....(gold)	— 17½	@	— 18
Sheet, Single, D. and T. Common.....	— 4½	@	— 5½
Sheet, Doubles and Trebles, Charcoal....	— 6½	@	— 8
Sheet Galvanized.....	List 10 per ct. disc.		
Rails, English.....(gold).....per ton.	— —	@	— —
Rails, American, at Works in Penna...c'y.	— —	@	— —
Anvils (Eagle).....per lb. currency.	— 9	@	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 17	@	— 21
English Spring (2d and 1st quality).....	— 9½	@	— 10½
English Blister (2d and 1st quality).....	— 14	@	— 18½
English Machinery	— —	@	— 14½
English German (2d and 1st quality).....	— 12½	@	— 14½
American Blister.....	— —	@	— 11½
American, Cast, Tool.....	— —	@	— 17
American, Cast Spring.....	— —	@	— 11
American Machinery.....	— 11½	@	— 12
American German Spring.....	— 9	@	— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	4 25	@	4 50
8d. and 9d. "	4 50	@	4 75
6d. and 7d. "	4 75	@	5 —
4d. and 5d. "	5 —	@	5 25
3d. "	6 50	@	6 75
2d. and 3d. Fine.....	8 25	@	8 50
Cut Spikes, all sizes.....	4 50	@	4 75

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold).per lb.	— 32	@	— 32½
Straits.....(gold).	— 27½	@	— 28
English.....(gold).	— —	@	— 26½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	10 25 @10 75	11 50 @ 12 —
I. C. Coke.....	8 — @ 8 62½	9 — @ 9 62½
Coke Terne.....	8 75 @ 8 25	7 75 @ 9 25
Charcoal Terne.....	9 25 @10 —	10 50 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	—	5½@	— —
Crude 40@47 gravity (in shipping order)..	—	10½@	— 10½
Refined, Standard White (in ship'g order).	—	14 @	— 14½
Refined, S. W. (in jobbing lots).....	—	14½@	— 14½
Refined, S. W. (in tin).....	—	19 @	— 22
Naptha, Refined (65@78 gravity).....	—	8½@	— 9
Residuum....(in shipping order).per gall.	—	8½@	— 9

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	—	@	— 33
Copper, Bolts.....	—	@	— 35
Copper, Braziers' (over 16 oz.)	—	@	— 35
Copper, Nails	—	@	— 40
Copper, Old Sheathing, &c., mixed lots.....	—	20 @	— 23
Copper, American Ingot.....	—	24½@	— 24½
Copper, English Pig.....	—	@	— —
Yellow Metal, New Sheathing & Bronze...	—	@	— 26
Yellow Metal, Bolts.....	—	@	— 32
Yellow Metal, Nails, Sheathing & Slating ..	—	@	— 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6 87½	@	— —
German Ordinary.....(gold)	6 87½	@	— —
English.....(gold)	6 87½	@	7 —
Bar.....	— —	@	9 25
Pipe.....	— —	@	10 50
Sheet.....	— —	@	10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	—	@	14 —
Liverpool House Cannel.....	—	@	20 —
Anthracite (by cargo) ...per ton of 2,000 lb.	5 50	@	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10
Boston, Hart. & Erie....	3½	2½	3	2½	2½	2½
Canton Co.....	63	63½	65	69½	68	70
Central Pacific 6s.....	93	93½	....	93	....	95½
Central of N. Jersey....	96½	95	97	98	98½	99½
Chicago & Alton.....	99	....	....	100	....	100½
" pref.....	104	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	95	....	95	....	96
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern .	49½	49	51½	53½	54½	56½
" pref.....	70½	69½	70	71½	71½	73½
" 1st M.....	96	....	....	....	....	99
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	88	....	89	....
Chic., Rock Isl. & Pac..	94½	94	95½	97	97½	98½
Chi., R. I. & Pa. 7s, 1896.....	....	....	103	103½	103	....
Clev., Col., C. and Ind.....	....	....	72	....	....	71½
Clev. & Pittsburg guar..	82	81½	82	82½	83	85
" 2 M.....	....	....	....	....	....	....
" 3 M.....	96	....	....	....	....	....
" 4 M.....	....	....	....	....	88	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	25½	25½	26½	26½	27	27
" 1 M.....	80½	81	81½	....	....	81½
" 2 M.....	....	61	....	....	....	....
Del. & Hudson Canal ..	112	....	112	112	112	112½
Del. Lack. & Western..	97½	96½	98½	99½	99½	100½
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	98½	....	....	97	....	....
Erie Railway.....	45½	....	46	46½	46½	43½
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	97½
" 3 M. 7s, 1883.....	....	....	....	....	....	96½
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	78	....	79	79	79	....
Hannibal & St. Joseph.	25	24½	25½	27½	27½	27½
" pref.....	35½	....	37	....	....	36
" 8s, conv.	77	....	....	78½	78½	....
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central	....	....	98½	....	....	99½
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	71½	72½	73½	75½	76½	75½
Marietta & Cin. 1st pref....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	74	74	75	73	74	....
" S. F. 8s, 1882.....	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.....	99	....	....	....	....	100½
" 2 M.....	95	....	95	....	....	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Milw. and St. Paul.....	35½	35½	36½	39½	40½	41
" pref.....	59½	60½	60½	62½	63½	64½
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	101	....	....	....	103	....
" 7 3-10s con.....	....	....	....	....	....	93
" 7s, gold.....	82½	....	82	....	82	....
Missouri 6s.....	90½	93	93	93½	....	....
" H. & St. J. 8s.....	....	90	....	90	90	90
Morris and Essex.....	92	92½	....	....	92½	92½
" 1st mort.....	102	....	....	....	102	102½
" 2d mort.....	97½	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	92½	92½	93½	95	95½	95½
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s. S.F. 1883	90	....	....	....	....	....
" 6s, S.F. 1887	90½	....	....	....	....	....
N. York and Harlem...	119	119	119	122	121	121
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York. N. Hav. & Hart.	124	124½	124½	127	126	126½
N. Carolina 6s, old.....	....	....	....	26	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	28½	28½	28½	29½	30½	30½
" pref.....	....	....	58	....	....	....
" 2d M.....	73½	74	....	75	75	....
Pacific Mail S. S. Co....	38½	39½	40½	40	40½	38½
Panama	93	91	95	96	96	100
Pitts., Ft. W. & Chi. gtd.	....	89	....	....	....	89
" 1 M.....	103	....	....	....	....	....
" 2 M.....	97½	....	....	....	100	100
" 3 M.....	....	89	....	....	....	....
Quicksilver Mining Co..	24	24	27½	29	28	22½
St. L., Alton & T. H.....	....	....	....	....	....	....
" pref.....	26	....	....	27½	28	30
" 1 M.....	....	99½	....	....	....	....
" 2 M. pref.....	....	88	....	....	88½	....
" Income bds.....	....	....	....	....	....	....
Tennessee 6s, old.....	....	76	....	80	....	....
" new.....	75	75	77½	....	79	....
Tol., Wab. & Western..	47½	47½	50½	52½	53½	53½
" pref.....	....	....	....	71½	....	....
" 1 M.....	....	....	....	....	....	94
" 2 M.....	87	....	....	....	86	....
" Equipment.	70½	70½	....	70½	....	....
" St. Lou. Div.	82	....	82	82½	....	84
Union Pacific.....	27½	27½	28½	29½	31½	31½
" 1st mort...	80½	81	82½	83½	83	85
" L. Gt. 7s...	71½	72½	73½	74½	75½	76½
" Inc. 10s....	67	66	....	67	67½	69
Virginia, 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	50	....	50½	....
" def. certs.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	Th.4.	F.5.	Sat.6.	M.8.	Tu.9.	W.10
FEDERAL STOCKS:—						
U. S. 6s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	....	109⅜	110	110	110½
U. S. 5s, 10-40s, coup	110⅜	110	110	110	110¼	111
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	110	....	....	110	....	111
U. S. 6s, 1881, reg	114⅛	114	114¼	114¼	114⅛	114⅛
U. S. 6s, 1881, coup	117⅛	117⅛	....	118⅛	117⅛	....
U. S. 6s, 5-20s, reg. '62	....	....	110⅝	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	113½	....	....	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	112	112½	113⅛	113⅜	113⅜	114⅛
U. S. 6s, 5-20s, reg. '65	....	....	113	....	112⅜	....
U. S. 6s, 5-20s, c. 1865	112⅛	112⅜	113	....	113⅛	....
U. S. 6s, 5-20s, r. n. '65	....	112⅜	112⅛	....	....	....
U. S. 6s, 5-20s, c. n '65	116	116	....	116⅛	117	117⅛
U. S. 6s, 5-20s, reg. '67	113	113	....	113⅜	113⅛	....
U. S. 6s, 5-20s, c. 1867	117	116⅜	116⅜	116⅜	115⅜	117⅛
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	117	116⅜	....	116⅛	....	117⅛
U. S. 6s, Pac.R.R.issue	110	109⅜	109⅜	110⅜	110¼	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	W.3.	Th.4.	F.5.	Sat.6.	M.8	Tu.9
Catawissa preferred	40⅛	....	....	....	....	41
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	93	....	93	91¼	93	91⅜
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	26⅛	25⅜	25⅛	27⅛	28	28⅛
" 6s, 1884	88⅜	....	....	....	....	....
" Gold L	....	88⅛	....	....	....	....
" R. R. L	....	....	....	88⅛	....	....
" Conv. L. '77	71	....	....	....	....	....
Lehigh Valley R. R	57⅜	57⅛	57	57⅜	58⅛	58
" 6s new coup	93	....	....	....	93⅛	93⅛
" 6s new reg	....	....	....	....	....	....
Little Schuylkill R.R	....	....	....	....	46	....
" 7s	....	....	....	....	....	....
Minehill	51	51	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref	....	....	....	118	....	....
North Pennsylvania	45	....	....	....	....	....
" 6s, 1885	....	....	....	....	....	99
" 7s	96⅛	....	....	....	97	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv	....	15	....	....	....	....
" 7s	....	....	....	....	....	....
Pennsylvania R. R	44⅛	43⅜	43⅛	44⅛	44⅛	44
" 1st M	100⅛	....	....	....	101	....
" 2d M	96⅛	....	....	....	....	....
" Gen. mort	....	....	....	....	....	....
" " reg	....	....	....	....	....	....
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	105⅛	105⅛	....	....	....	....
" 6s, 3d series	....	....	....	....	....	109
Philadelphia City, 6s	....	94⅛	....	....	....	94⅛
" new	100	100⅛	100⅛	101⅛	100⅛	100⅛
Philad., Germ. & Nor	....	....	....	....	....	83⅛
Phila. & Reading	54	53⅛	53	53⅜	54	54
Philadelphia and Erie	....	....	....	17⅛	17⅜	17⅛
" 6s	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Phila., Wilm. & Balt	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref	....	....	....	....	....	....
" 6s, 1882	73	....	....	72⅛	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	78	....
United Co. of N. Jersey	116	116	116	116	....	115⅛
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	20	....	....	20⅛	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 9.

	W.3.	Th.4	F.5.	Sat.6.	M.8.	Tu.9
Baltimore City 6s, 1875	95⅛	95⅛	95⅛	....	95⅛	95⅛
" 1886	97	....	97	....	....	97⅛
" 1890	96	....	96⅛	....	97	98
" 1884	....	....	....	....	....	....
" 1900	....	....	96⅛	....	95⅞	96
Balt and Ohio	160	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885. 95	....	....	....	....	....	....
Marietta & Cin. 1st M	100⅛	100⅛	....	....	101⅛	101⅛
" 2d M	88⅛	88⅛	....	....	88⅛	88⅛
" 3d M. 8s	79⅛	....	80	....	81	....
Northern Central	....	....	26	....	....	26
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s. 89	....	....	....	....	....	90⅛
N. W. Va. 1st mort	....	....	....	....	....	....
" 2d mort	....	....	....	....	....	....
" 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	50⅛	49⅛	....	50⅛	49⅛	50⅛
" Defer. Certif	....	10	....	....	....	....
City Passenger R R	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 10.

	Th.4.	F 5.	Sat.6.	M 8.	Tu.9.	W.10
Boston and Albany	136	136	....	135⅛	135⅛	135⅛
Boston and Lowell	....	....	....	....	....	....
Boston and Maine	103	....	107⅞	....	107⅛	107⅛
Boston and Providence	....	....	146	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	26⅛	25⅛	25⅛	26⅛	26⅛	26⅛
Cheshire, pref	....	....	....	....	....	....
Chi., Burl. & Quincy	94⅛	94⅛	94⅛	94⅛	....	95
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	137⅛	....	....
Eastern	....	91⅛	91	91	91⅛	91
Fitchburg	....	....	....	....	....	130
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	76	74⅛	74	74	72⅛	72
Northern, N. H	100	....	....	100⅛	....	101
Ogdens. & Lake Champ	55	....	....	55	....	....
" pref	94⅛	....	....	....	....	....
Old Colony	112	112⅛	112⅛	....	....	....
Ph., Wil. & Baltimore	54⅛	54⅛	....	....	55⅛	55
Portl'd, Saco & Porta	....	....	....	....	....	....
Union Pacific	....	....	....	....	29	....
" 6s	....	....	....	....	81⅛	....
" Land Grant 7s	....	....	....	....	....	....
" Income 10s	....	....	63⅛	....	66	67
Vermont & Canada	....	....	51	....	50	48
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	....	....	....	....	....	....
Metropolitan	52	52	51⅛	51	51	51
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	24	....	....	23⅛	23⅛	....
Franklin	4⅛	....	....	....	....	....
National	....	....	....	....	....	....
Quincy	39	39	38⅛	....	38⅛	

London Stock Exchange.

	Closing Prices. Nov. 21.	Nov. 28.
Atlantic & Gt. W. 1st mort., $1,000	70 — 72	70 — 72
Do. 2d mort., $1,000	55 — 57	56 — 56
Do. Con. mort. B'nds Bisch's Cert.	24⅛— 24⅛	25 — 26
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	87 — 89	87 — 89
Detroit & Milwaukee 1st mort. Bonds	60 — 65	65 — 70
Do. 2d do.	60 — 65	65 — 70
Erie shares 100 dol. all paid	36⅜— 36⅜	37⅛— 37⅛
Do. 6 per cent Convertible Bonds	90 — 92	92 — 94
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— — —	— — —
Illinois Central $100 shares all paid	82 — 84	82 — 84
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	97 — 99	97 — 99
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	80 — 90	80 — 90
Panama 2d mort	68⅛— 69⅛	73 — 75
Panama General mort	96 — 98	96 — 98
Pennsylvania, 2d mort	97 — 99	97 — 99
Do. General mort	97 — 98	96 — 98
Do. $50 shares	37⅛— 38	38 — 39
Philadelphia and Erie 1st mort	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, December 13, 1873.

Stock Exchange and Money Market.

The movements in the Money line through the past week have shown more steadiness, with call loans quoted from 6@7, and choice to very good mercantile credits at 9@15 per cent per annum. The demand for accommodation has been active, but not particularly, urgent and in most instances has been quite promptly met at the ruling figures. The foreign financial advices have been favorable to ease in the local market. The City banks have made further considerable additions to their specie and legal tender reserves, increasing their average of gold $21,320,300 as against $19,868,000 the preceding week; and their greenback average, to $37,732,500, as against $35,399,000, on the previous return. Their deposits stood at 182⅛ millions, giving an increase of 7⅛ millions. The loan item was 252 millions, against 248 millions on the former exhibit. The circulation was 27⅛ millions, against 27¼ millions the week before. The amount of loan certificates outstanding has been reduced to about $8,000,000. These, it is thought, will all be withdrawn before the close of the year, without causing any more disturbance than the withdrawal of the $18,565,000 which has already taken place, the maximum amount outstanding at any time during the panic having been $26,565,000. The banks are almost daily sending currency to the South for cotton purposes, but not in sufficient sums to particularly effect their reserves, which are gaining, in part from the augmented disbursements of the Treasury Department.

The U. S. Sub-Treasury, last week, enlarged its currency balance $1,791,342, and its coin reserve $69,433. Its currency balance at the close of the week was $15,032,176; and its coin reserve $49,248,001.

Gold has been moderately active, and less variable as to price. The speculative inquiry has been less confident. The customs drain has been very light. The export movement limited. The extremes of the price have been 108⅜@109¼, closing on Wednesday at 109⅜ as against 108⅞ on Wednesday of the preceding week. The specie outflow, last week, was $571,468. The imports of specie at this port last week were $561,495; and since Jan. 1, have been $17,890,422 as against $5,468,096 same time last year.

The customs demand for Gold last week averaged only $230,667 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $114,648,745, against $138,807,085 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $62,897,175, against $72,801,661 during the same time in 1872. The export drain of specie since January 1, 1873, has been $46,915,196 against $69,089,961 during the same portion of 1872.

Foreign Exchange has been in fair request and held with more confidence. Bankers' sixty day bills on London closed on Wednesday at 108¼@108⅜; sight bills on London, at 109¼@109⅜. The week's exports of Domestic Produce have been to the currency value of about 5½ millions.

Government securities have been in moderate supply and generally in good request, mainly on investment account, at much firmer and well supported prices.

U. S. sixes of 1881 closed on Wednesday of this week at 117⅞@118¼; U. S. Five-Twenties of 1862, 111¼@111½; U. S. Five-Twenties of 1864 at 113¾@114; U. S. Five-Twenties of 1865 114¼@114½; U. S. Five-Twenties of 1865 consolidated 117@117½; U. S. Five-Twenties of 1867, 117¾@118; U. S. Five-Twenties of 1868, 117¼@117¾; U. S. Ten-forties at 110½@111; U. S. Fives of 1881 (Funding Loan) 110½@110¾; Six per cent. currency Sixes from 110¼@110½.

A livelier movement has been noted in Railway and Miscellaneous securities, prices of which, however, have been quite variable, closing buoyantly.

State and Railway bonds have been in good demand, and quoted firmer. Central Pacific first mortgage six per cents closed at from 95@95½.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $5,093,110, as compared with $3,943,566 same week last year. The exports of domestic produce are $5,170,064, as against $4,586,084 last year. The exports of Gold and Silver, $517,467, as against $699,632 last year. The customs in Gold deposited during the week in the

New York Office of the Treasury amounted to $1,386,400, comparing with $1,941,815 same week last November.

General business has been quite active. Breadstuffs, Provisions, and Cotton have been quite quite freely dealt in. Prices have been quoted stronger, but close irregularly. Petroleum, Naval Stores, and Tobacco have been moderately sought after. Wool, has been much brisker, and has been quoted 2@3cts. per lb. dearer, closing buoyantly. Groceries have been in fair request, Coffee again advancing. Hides have attracted more attention, and have been quoted firmer. Building materials have been quiet and weak as to values. The Metal trade has been generally dull. Copper has been in less demand with prices ruling lower; sales, 300,000 lbs. Lake at 24½c.@24¾c., cash; closing at 24¾c., cash, and 25c., January. Scotch Pig-iron has been quiet and firm. Of Wrought Scrap, 150 tons, from yard, were sold at $38 50. We quote: Eglinton Pig at $40@$41; Glengarnock $42; Coltness, 45@$46; Gartsherrie, $48; No. 1 American Pig at $32@$35; No. 2 do. $28 50@$30; Gray Forge, $25@27; English Rails at $60, gold; American Rails, at works, $65; Old Rails, 35 50 @$36; Wrought Scrap, $38 50. Pig-lead has been in light demand, with foreign quoted at 6⅞d. @7c., gold, for ordinary, and domestic at 6c.@6⅛c., gold; Bar, 9¼c.; Sheet and Pipe, 10½c.; Spelter has been dull at 7⅜c., gold, for foreign. Pig-tin has been dull, with Straits quoted at 28c., gold; English at 26c., and Banca at 32½c.@33c.; Plates have been in fair demand and firm; sales, have been 1,000 bxs. Charcoal, $10 50, gold; 2,000 bxs. Coke, January, $1 25, do.; 1,000 bxs. Charcoal Terne, $4 75, do.; 500 bxs. Coke Terne, $8 25, do.; 500 bxs. Charcoal Terne, $9 50, do.; Charcoal Plates quoted at $10 25@$10 75; Charcoal Terne, $9 50@$10; Coke, $8@$8 50; Coke Terne, $7 25@$8 25, gold, per box. At the Live Stock market, trade has been fair, and prices closed about steady. Ocean freights have been lower, and moderately active.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Chicago and Northwestern consol. gold bonds, 79; Clev., Col., Cin. and Ind. 1st mort., 99; Boston, Hartford and Erie 1st mort., 26⅜; Albany and Susq. 1st mort., 100½; do. 2d mort., 93; Long Dock bonds, 91; Lake Shore div. bonds, 90; Pacific R. R. 7s, guar. by Mo., 98; Gt. Western 1st mort., 1888 91½; Central of New Jersey 1st mort. new, 103½; Ohio and Miss. 7s, consol., 89⅝; do. consol. S. F., 91; Milwaukee and St. Paul 1st mort. LaC. div., 90½; do. Iowa div. 80; do. H. and D. div., 76; Michigan Central 7s, 91½; Western Pacific R. R. bonds, 80; Clev., Painesv. and Ash. 7s, old, 98; do. new, 90; Louisville and Nashville 7s, 1898, consol., 85½; Canada Southern 1st mort., 64¾; Quincy and Toledo 1st mort., 83; Toledo, Wabash and Western 7s, consol., 72½; Toledo, Peoria and Warsaw 7s, W. D., 66; Cleveland and Pittsburg 7s, consol., 92; Lake Shore and Michigan Southern 7s, consol. reg., 92; North Missouri 1st mort. 81½; St. Louis and Iron Mt., 56; do., 1st mort., 94¾; do. 2d mort., 78¾; St. Louis, Kansas City and Northern pref., 34⅞; Atlantic and Pacific pref., 18½; Pacific R. R. of Mo., 29; Western Union Telegraph, 78⅛; Quicksilver pref., 34; Consol. Coal of Md., 50; Maryland Coal, 19; Spring Mt. coal, 40; Am. Exp., 59; U. S. Exp., 91; Adams Exp., 91; Wells Fargo Exp., 75; South Carolina 6s, new, Jan. and July, 11; Rhode Island 6s, 100; Louisiania 6s, old, 43; N. Y. State 7s, B. L. reg. 104¾; Brooklyn 6s, W. L., 91½.

Philadelphia.— Pennsylvania R. R. dividend scrip, 91; Nesquehoning R. R., 50; Lehigh Valley 7s, 100½; Catawissa R. R., 15⅞; do. new pref., 32½; do. 7s, new, 96½; Philadelphia and Reading 6s, 1844-'80, 96½; do. 7s, 1893, 101; do. Gen'l mort., 7s, reg., 102; do. coupon, 96½; do. 7s, new conv., 98¾; do. deben. bonds, 80; Allegheny Valley 7 3 10s, 89; Pennsylvania and New York 7s, 97½; Susq. Canal, 5⅛; do. 6s, 70; Westchester and Philadelphia 7s, 100; Sunbury and Erie 7s, 99½; West Jersey R. R. 7s, 100; Pittsburg, Cincinnati and St. Louis 7s, 60; Huntington and Broad Top Mt. 2d mort., 90. The latest quotations are: City 6s, 94¼@—; do. free of tax, 100¼@100½; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 105@105½; do. 3d series, 108@109; Philadelphia and Reading 53⅞@54; do. Gen'l mort. 7s, coup., 96@97½; do. reg., 101¾@102¼; do. mort. 6s, 1880, 96@98; do. 7s, new, conv., 99@99¼; United New Jersey R. R. and Canal Co., 115⅛@116; Camden and Amboy mort. 6s, 1889, 91@91½; do. 1883, 90@90; do. 1889, 85@87; Pennsylvania R. R., 44@44; do. div. scrip, 91@91¼; do. 1st mort., 100@101; do. 2d mort., 96⅝@—; do. General mort. coupon, 88@90; do. reg., 90⅛@91½; Little Schuylkill R. R., 46¼@—; Morris Canal, 46@50; do. pref., 118@120; do. 6s, 80@—; Susquehanna Canal, 5@6; do. 6s, 70@71; Schuylkill Nav., 5¾@7; do. pref., 11¾@12¼; do. 6s, 1882, 73@75; do. 1872, 77½@80; Elmira and Williamsport pref., 35@40; do. 7s, 1878, 95@97; do. 5s, 50@60; Lehigh Coal and Navigation, 29@29; do. 6s, 1884, 88@89; do. R.R. Loan, 87½@88; do. Gold Loan, 88@89; North Pennsylvania, 44@49; do. 6s, 98½@99½; do., 7s, 97@99; do. Chattle 10s, 103@105; Philadelphia and Erie, 17@18; do. 6s, 83@87; Minehill, 50½@51½; Catawissa, 15½@16¼; do. pref., 40@41½; do. 7s, 1900, 96@96½; Lehigh Valley, 57⅞@58; do. 6s, new coupon, 93¼@93½; do. reg., 93½@94; do. 7s, 100½@100¾; Fifth and Sixth streets, (horse,) 52@55; Second and Third, 57@59; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 28@30; Green and Coates 41@—; Chestnut and Walnut, 54@—; Hestonville, 18@20; Germantown, 30@40.

Boston.—Boston and Maine 7s, 1892, 101; Vermont Central 1st mort., 20; do. 8s, guar., 63¾; Michigan Central 8s, 1890, 99; do. 7s, 1902, 90; Chicago, Burlington and Quincy 7s, 88½; Boston, Clinton and Fitchburg 8s, 1882, 95; Mansfield and Framingham 8s, 1882, 94; Cape Cod R.R. 7s, 1881, 98; Atchison, Topeka and Santa Fe 7s, 47½; Cheshire R. R. 6s, 1880, 90¾; Salem and Lowell 6s, 1878, 90¼; Boston and Albany 7s, 1892, 102¾; Eastern R. R. 7s, 1887, 98; Old Colony 7s, 101; do. 6s, 1876, 96; Western R. R. 6s, 1875, 97¾; Summit Branch, 84½; Chicago, Iowa and Nebraska R. R., 90; Worcester and Nashua R. R., 128; Rutland pref., 43; Cincinnati Sandusky and Cleveland R. R., 9¼; Burlington and Missouri River R. R. in Iowa, 90; do. in Nebraska, 52½; do 8s, in Nebraska, 1894, 92¼; do. new, 88; Vermont and Canada R. R., 48; Connecticut and Passumpsic Rivers R. R., 80¼; Norwich and Worcester R. R., 128; Boston Water Power Co., 12⅝; Cary Imp., 6⅞; Brookline Land, 4; Essex Co., 130; Boston 6s, 1880, currency, 98; do. 5s, 1886, gold, 92; Charlestown 6s, 1892, 94; Chicago 7s, 1877@1894, 94¾; Cleveland 7s, 1878, 97½; Salem 6s, 1891, 92¼; Worcester 6s, 93½; Rochester, N. Y., 7s, 1903, 95; Cook Co., Ills. 7s, 94; Lawrence 6s 90; Norwich 7s, 100; Chicago 7s, 95; Cambridge 6s, 1882, 93¾; Lowell 6s, 1890, 92½; Allouez Mining Co., 1½; Calumet and Hecla, 136¾; Duncan, 75c.; International, 20c.; Mesnard, 1¼; Petherick 1¼.

Baltimore.—Central Ohio R. R., 40; do. 1st mort., 87½; Orange, Alex. and Manassas 7s, 80½; Orange and Alexandria 3d mort., 73; do. 4th mort., 74; Northern Cenral 6s, 1900, gold, 89; Virginia consols, coupons, 79; Maryland Defense 6s, 105. The latest quotations are: Wilmington, Columbia and Augusta bonds, 72@73; Pittsburg and Connellsville 7s, 1898, 90½@94; Baltimore and Ohio, 158@162; do. 6s, 1875, 96@98; do., 1880, 95@95; do., 1885, 95@95¼; Parkersburg Branch, 9@11; Northern Central, 26@29½; do. 6s, 1885, 89@90; do., 1900, 83@85; do., 6s, 1900 gold, 89@92: N. W. Va. 3d mort., 1885, 90@95; Marietta and Cincinnati 1st mort. 7s, 1892, 101⅛@—; do., 2d mort., 7s, 88@88⅜; do., 3d mort., 8s, 81@82; Central Ohio, 88@40; do. pref., 34⅛@40; do. 1st mort., 87¼@87½; Western Md. 1st mort. 6s, 1890, 78@—; do. 1st mort. guar., 96@96; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 93⅛@96; do. 2d mort. pref., 35@55; do., 2d mort. guar. by Washington Co., 83@87; Richmond and Danville 1st mort., 69@70; Orange and Alexandria 1st mort. 6s, 80@93; do., 2d mort. 6s, 80@82½; do., 3d mort. 8s, 74¾@75½; do., 4th mort. 8s, 72@74; Orange, Alex. and Manassas 7s, 80@81; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 71½@74½; do. 8s, 3d mort., 83@88; Baltimore 6s, 1875, 95⅜@95½; do., 1884, 94@95; do. 1886, 96⅛@98; do. 1890, 97@97; do., 1893, —@97; do. 1893, exempt, 99@100; do., 1900, exempt, 95¾@96; do. 1900, new, 95@96; do. 1902, 96½@98; Memphis City 6s, 40@47; Maryland Defense Loan, 1883, 105@105; Virginia 6s, old, 30@35; do. coupon old, 32@33; do. consol. 6s, 50½@51; do. coupons, 79@80; West Virginia, 10@12; City Passenger R. R., 16½@20; George's Creek Coal, 122@135.

☞ The earnings of the Union Pacific Railroad for October, 1873, were $1,170,586 41, the expenses (including $99,947 84 taxes) $594,763 67, and the net earnings $575,822 74. In October, 1872, the earnings were $980,706 11, the expenses, $538,878 35, and the net earnings $441,827 76—showing an increase in earnings of $189,880 30, with an increase in expenses of $55,885 32, making the increase in net earnings $133,994 98. From January 1 to October 31, 1873, the earnings were $8,536,611 02, the expenses $4,287,646 42, and the net earnings $4,248,964 60—showing an increase in gross earnings compared with 1872 of $1,817,583 64, and an increase in net earnings of $1,116,338 44.

☞ The Fredericksburg, Orange and Charlottesville Railroad has been taken possession of by the State of Virginia, the charter being forfeited by non-compliance of the company with the terms of the charter, the road not being completed at the specified time.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending November 29, at 338,972 tons, and for the coal year 18,634,344 tons, against 17,858,179 tons to corresponding time last year, being an increase of 776,165 tons. The bituminous tonnage for the week is 70,829 tons, and for the year 3,093,285 tons, giving a total of all kinds for the week of 459,799 tons, and for the year of 21,727,629 tons, against 20,476,030 to same time last year, being an increase of 1,251,599 tons.

☞ The earnings of the Central Pacific Railroad for the month of November, 1873, were $1,296,812, against $1,293,957 in November, 1872, and $897,282 in November, 1871. For the first eleven months of 1873 the earnings have been $11,906,402, against $11,886,969 for the first eleven months of 1872, and $8,794,718 for the first eleven months of 1871—an increase this year over 1872 of $1,019,433, and over 1871 of $3,111,689.

☞ The Baldwin expedition has arrived at Salt Lake City, and reports the discovery of what is claimed to be the only practicable route for the proposed railroad, to connect that section of the country with the Texas and Pacific Railroad on the thirty-fifth parallel. It passes through the iron and coal region of Iron county, Utah, to St. George, and thence down the Virgin and Colorado rivers.

☞ The location of the Lowell and Andover Railroad has been filed with the commissioners of Middlesex county, and the building of the road will be at once begun. Mr. D. B. Bartlett has been elected secretary and treasurer of the company.

☞ The semi-annual dividend on the preferred stock of the Ohio and Mississippi Railroad Company due December 1, is payable in scrip, the scrip being payable March 1, 1875, and bearing 7 per cent interest.

☞ The earnings of the Erie Railway Company for the week ending Nov. 30, 1873, were $359,025, and since Oct. 1, $3,442,444—a decrease compared with the corresponding period of the previous year of $120,654.

☞ The Richmond and Danville Railroad Company has mortgaged its Railway and other property to secure $1,500,000 bonds, to be issued to discharge its obligations. The trustees are Isaac H. Carrington and John C. Williams.

☞ The Secretary of the Interior has accepted the portion of the Cairo and Fulton Railroad between Little Rock and Fulton, 126 miles—in accordance with the report of the commissioners.

☞ Alexander Rieman has been appointed president *pro tem.* of the Western Maryland Railroad Company.

☞ Oliver Ames has been elected a trustee of the Union Pacific Railroad, to fill the place made vacant by the death of Oakes Ames.

☞ The Mississippi Central Railroad has been completed to Cairo.

☞ Cars are now running over the Nashua and Rochester Railroad from Rochester to Lee.

Illinois Central Railroad.

The statement of this Company for the month of November, 1873, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,326.28	for	$10,812 63
Acres Interest Fund Lands Sold	.....	for	.....
Acres Free Lands Sold	120.00	for	1,640 00
Total sales during the m'th of November, 1873	1,446.28	for	$12,452 63
To which add Town Lot Sales	.....	for	.....
Total of all	1,446.28	for	$12,452 63

Cash collected in Nov., 1873 ..... $38,396 83

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$310,902 00	$98,328 00	$409,230 00
Passengers	94,527 50	35,595 10	130,122 60
Mails	6,375 00	3,059 24	9,434 24
Other sources	71,125 00	2,520 76	73,645 76
Tot'l Nov. '73	$482,929 50	$139,503 10	$622,482 60
Total actual earn'gs, Nov., 1872	$573,592 00	$122,883 30	$696,475 30

☞ The passenger equipment of the Connecticut and Passumpsic River Railroad is being fitted with the Westinghouse Air brake.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, No. 31 NASSAU ST., NEW YORK, Dec. 10, 1873.

INTEREST FOR SIX MONTHS TO 1ST JANuary next, on the Seven per Cent. Certificates of this Company will be paid at this office on the 2d proximo. The transfer-books for said certificates to be closed after the 15th inst. and until the 5th proximo.

L. V. F. RANDOLPH, Assistant Treasurer.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger-price $7,000 each, now ready for lettering. Also a 80 ton new Locomotive ready for use.

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Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.

Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.

67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.

Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.

It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen. Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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American Railroad Journal.

New York, Saturday, December 20, 1873.

Boston and Maine Railroad.

The annual meeting of the stockholders of this corporation was held in Lawrence, Mass., on the 10th inst. The meeting was called to order by the President, Mr. N. G. White. The call for the meeting, together with the records of the last annual meeting, and the special meeting held June 4th, having been read by Mr. C. P. Judd, the clerk of the corporation, the president presented the report of the directors, (an abstract from which is given in our present issue,) which was accepted by a unanimous vote. In answer to an inquiry whether the last dividend had been paid from earnings, or from money hired for that purpose, the president replied that it was paid with money hired for the purpose. The earnings had been expended in construction. A question was asked if a dividend was ever paid before it was earned. The president replied that there never was. The present dividend had been earned, but the money had been expended in construction. An inquiry was then made as to what interest was paid on the money hired for the last dividend. The President stated that some of the money for the last dividend had been hired at seven per cent, and some at eight and nine per cent, and its payment was delayed on account of the money panic, in order to avoid paying one or one and a half per cent a month.

The president then submitted an amendment to the by-laws providing that the directors of the company be nine instead of seven in number, which was adopted, and the following gentlemen elected directors for the ensuing year:

Nathaniel G. White, Lawrence; George C. Lord, Boston; Amos Paul, South Newmarket, N. H.; Nathaniel J. Bradlee, Boston; William S. Stevens, Dover, N. H.; James R. Nichols, Haverhill; John F. Osgood, Boston; Samuel E. Spring, Portland, Me.; Nathaniel W. Farwell, Lewiston, Me. The first four named are re-elected.

The following resolutions, presented by Wm. G. Means of Andover, were adopted almost unanimously:

Resolved, That the true policy of the Boston and Maine Railroad is to keep entirely clear of all entangling alliances with the Eastern Railroad; and that our directors and attorney, present and prospective, be, and hereby they are, instructed to use their best efforts and incur all needful expense to prevent any and all consolidation schemes, whether by legislative enactment, by leasing the Eastern Railroad or being leased by it, or in any other way whatever.

Resolved, That though the cost of the extension of our road into Portland has been more than was expected, yet we have undiminished confidence that by careful and economical management it will in the future as in the past pay its stockholders fair and reasonable dividends, and with which they will be satisfied.

The next article of the call was to act upon the question of funding the debt of this company and providing means for the completion of its road by the issue of bonds or otherwise, and the President submitted the following vote, which was unanimously adopted:

Voted, that the Directors be and hereby are authorized to issue the bonds of this corporation to an amount not exceeding two million dollars of which a portion shall be $500 bonds, payable not more than twenty years from date, with interest at a rate not exceeding seven per cent in currency or six per cent in gold per annum, payable semi-annually, for the purpose of providing means for the completing its road and of funding the floating debt of the corporation.

The president stated that the completion of the road would add about $20,000 to their debt, but the land damages would be much larger. He thought the vote would complete the road and build the depots, etc.

At a meeting of the new board of directors held on the 13th inst., Nathaniel G. White, of Lawrence, was unanimously elected President, and Chauncy P. Judd Clerk.

Philadelphia and Reading Railroad.

The following is a correct statement of the coal tonnage of the Philadelphia and Reading Railroad for 1873:

The total shipments of Anthracite paying freight was	5,880,149
Bituminous received at Harrisburg	310,267
Total tons paying freight	6,190,416
Anthracite consumed by Co.	343,050
Bituminous "	13,088
	356,138
Total quantity transported in 1873	6,546,554
" " 1872	6,185,434
Increase in 1873	361,120

Of the above quantity of Anthracite, 407,261 tons were derived from the Lehigh and Wyoming regions, against 321,146 tons in 1872—increase, 86,115 tons in 1873.

There were 310,267 tons of Bituminous coal received at Harrisburg against 452,835 tons in 1872. Decrease, 142,568 in 1873.

The 5,880,149 tons of anthracite coal was sent as follows:

Main line and Lebanon Valley	4,187,687
Over laterals per canal	785,047
West over Northern Central	301,888
South and West from Pinegrove	107,686
Consumed on laterals	190,771
Received from Lehigh and Wyomi g	407,261
Total, as above	5,880,149

While the coal tonnage shows an increase of only 361,120 tons over last year, the advanced tolls and transportation for the year will give a large increase in the revenue of the company for 1873 over 1872.

☞ The directors of the Baltimore and Ohio Railroad have unanimously re elected John W. Garrett president for the ensuing year. In the absence of Mr. Garrett in Europe, John King, Jr., was unanimously elected president pro tem.

Union Pacific Railroad.

The Union Pacific Railroad Company report the number of acres of land sold in November, 1873 at 13,865, for $68,990 50
Average price per acre..... 4 97
Total sales to Nov. 30, 1873, 832,966 acres for $3,774,191 99
Average price per acre..... 4 53

Lands belonging to the company remaining unsold, 11,247,083 acres.

Land grant bonds issued.....		$10,400,000 00
Less canceled by department.....	$1,456,000	
Less canceled by trustees	352,000	
		1,808,000 00
Leaving bonds outstanding...		$8,592,000 00
Land notes on hand, principal, (interest not included Nov. 30, 1873		$1,996,797 00

Boston and Maine Railroad.

The following is a comparative statement of the earnings and expenses of this road for the years ending September 30, 1872, and 1873:

Earnings:	1871-'72.	1872-'73.
From passengers..	$1,092,600 49	$1,302,190 55
" freight.....	813,204 26	820,512 44
" rents.....	43,423 35	42,022 16
" mails.....	14,625 83	14,551 25
" interest.....	41,470 86	78,409 35
" expresses ...	40,917 90	42,407 93
	$2,046,142 19	$2,300,093 68
Expenses, viz:		
Repairs of road....	$199,019 83	$216,657 51
" bridges.....	47,277 92	27,530 20
" fences, etc..	15,793 15	10,324 31
" stations....	99,345 87	91,253 67
" locomotives.	79,747 08	88,658 86
" cars.....	136,775 77	88,466 67
Removing ice & snow	990 11	6,264 88
Switch, gatemen, etc	60,938 31	77,516 20
Passenger expenses.	195,721 87	232,349 84
Freight expenses ..	165,679 80	188,430 84
Wood.....	60,988 34	56,960 75
Water.....	8,461 77	6,282 37
Oil and waste.....	21,031 49	26,109 18
Gratuities & damages	21,641 86	11,585 44
General expenses...	39,924 19	37,364 20
Taxes.....	81,525 04	86,168 61
Insurance.....	8,027 14	10,749 89
Danvers R. R. rent..	7,500 00	7,500 00
Coal for locomotives.	146,315 58	204,816 52
Renewal of rails....	137,824 77	188,868 13
Interest paid.....	.....	74,434 55
Telegraph.....	4,793 27	5,678 93
Bond interest due July 1, 1873.....	.....	33,862 50
	$1,538,823 11	$1,727,825 00
Net earnings...	$507,319 08	$572,268 68
Add balance September 30, 1872.		1,016,686 48
Total.....		$1,588,955 16
Deduct dividend 4 per cent May 15, 1873.....		280,000 00
		$1,308,955 16
Less profit and loss account.....		290,677 46
General reserve account, March 31, 1873.....		$1,018,277 70

The above balance of $1,018,277 70, is invested as follows: in Newburyport Railroad bonds, $303,766; in Danvers Railroad bonds (guaranteed by this corporation) $78,000; in the Danvers Railroad contract and stock, $27,430; in the Dover and Winnipiseogee Railroad stock, $268,144 48—and the remainder in expenditures on the road, rolling stock, etc., in addition to the capital received from the sale of stock. It is therefore only an element indicating in some measure, the value of the stock above par; but it is not available for the payment of debts or dividends. The president in his report says:

The gross receipts of the year ending September 30th, 1873, were..	$2,300,093 68
The operating expenses were.....	1,727,825 00
Net earnings for the year	$572,268 68

Being a little more than eight per cent upon the whole capital authorized.

The gross earnings of the twelve months ending September 30, 1872, were $2,046,142 19, and the expenses for the same time were $1,542,026—showing an increase in the receipts of the present year over the previous year of $253,951 49, and in the expenses of $185,799. The net income for the year ending September 30, 1872, was $504,116 19—showing an increase in the net income of the present year over the previous year of $68,152 49.

The expenses of the past year have been large; this results in part from the severity of the last winter, which for the transaction of railroad business was the most severe known for years, and put to the severest test all our rolling stock, increasing greatly our expenses.

The extra cost of steel rails over that of iron has been about forty dollars per ton, all of which has been charged to our running expenses.

We have applied the Miller platform to most of our cars, and the air brake to many of our cars and engines, both of which outlays the public demanded. These improvements have cost us a large sum of money, but we believe they add much to our safety in the running of trains.

The passenger and freight business of the past year, as compared with that of the year previous, stands as follows:

	1872.	1873.
Passengers carried.....	4,135,469	5,008,074
Do. carried one mile....	57,247,475	61,760,456
Tons of freight carried...	420,722	542,004
Do. carried one mile....	20,769,207	20,927,664

Showing a net gain of 872,605 passengers; and for one mile, 4,512,981; and in freight a gain of 21,282 tons; and for one mile, of 158,457 tons.

During the year we have added to the equipment 18 new passenger cars, including 3 parlor cars; 1 long baggage car, besides 177 freight cars; 1 long freight buggy car, and 1 snow plow. We have also added two first class passenger, and four first class switching engines. We have now 120 passenger cars, including 3 parlor cars, 1,400 freight cars, and 69 locomotives. Our road bed and superstructure has been kept in good condition, and at the present time is believed to be equal to the best road in New England. We have constructed a new draw in our bridge over Miller's River at an expense of twenty-seven thousand dollars, and finished the widening of our bridge over Charles River, on account of which we have paid during the past year $54,356,79. We have built a new brick house at Lawrence, and a new passenger house at Reading, at a point about one half a mile above the present station. All our local Reading trains will run to and depart from this new station. This is done for the purpose of developing a large territory most eligibly located for building purposes. Already some half a dozen first-class dwellings have been erected near the site of our new station in anticipation of the increased railroad facilities to be secured at that point. About four acres of land have been secured to us by those interested in the building up of this new territory. This land will be required by us for additional room for the erection of car houses, an engine house, etc.

A new brick passenger house is now being constructed at Dover. Also, a new passenger house has been contracted for, to be erected at Bradford, so soon as the necessary consent can be obtained from the selectmen and the Railroad commissioners for a change in the location of the station at that point.

On the sixth day of December last, the last rail was laid on our extension to Portland, and on the fifteenth day of February, thereafter, through freight trains commenced running over our road from Boston to Portland, and a month later, through passenger trains. Since that time we have run our regular passenger and freight trains between the two cities. We have not yet obtained that connection at Portland with the Maine Central road, for either passengers or freight, which we believe the public are entitled to by the charter of that road, and the laws of the State of Maine. The public are compelled, by the policy adopted by the Maine Central Railroad managers, to tranship at Portland at great expense and inconvenience, all freight, and all passengers and their baggage.

We know well that this opposition by the Maine Central road to the opening of a through line from Bangor to Boston over the Boston and Maine Railroad, is a much greater hardship to the people of the State of Maine than to the stockholders of this road. We are content to await the final action of the courts, and the people, who will most surely apply a remedy that will hereafter set at defiance the iron monopoly to which they are now subjected.

We have now completed our road to Maple Street, the point designed for the location of our permanent passenger station in Portland.

Near this point we cross commercial Street to our wharf. By means of this crossing, we form an indirect connection with the Grand Trunk road for freight purposes. We hope soon to make the direct connection with this great and important line of road to the West, and thus secure the same facilities for passengers which are possessed by other roads.

The subject of obtaining communication with deep water in Portland early suggested itself to your directors, and after more than fifteen months negotiations with the owners of various wharf property in that city, they, on the fifteenth day of May last, brought these negotiations to a close by the purchase of Smith's wharf, at an expense of $200,000. This wharf is situated directly opposite the grounds intended for our permanent passenger house. The wharf property contains about eight and one half acres, about five of which is solid, and the balance dock, with a frontage on Commercial Street of four hundred and twenty-six feet, and a depth of about one thousand feet, on which are several large and substantial warehouses of brick and wood, with a track for both broad and narrow gauge cars extending the whole length. By means of this purchase, and the rail connection secured thereby, we are enabled to place our cars within the yards of the largest lumber dealers in Portland, and within the means of close connection with steamers for Halifax, St. John, Bangor, Mt. Desert, etc. This property is now largely occupied by lumber and coal dealers, and pays us in rental a little more than five per cent on our investment, and since its connection with our main track by means of the frog across Commercial Street, and the indirect connection with the Grand Trunk road, our freight receipts from this connection alone have been increase at least two hundred dollars per day. At the close of business on the 30th day of September last, there had been expended on account of the extension in Maine, $3,941,822 76, as follows:—

Graduation and masonry.....	$1,545,664 70
Land.....	1,106,228 42
Engineering and other expenses...	157,242 86
Superstructure, including iron.....	649,744 01
Bridges.....	311,834 75
Stations and buildings.....	145,807 71
Fences.....	25,300 31
	$3,941,822 76
Less amount expended as per last report.....	2,140,029 48
Amount expended year ending September 30, 1873.....	$1,801,293 28

This amount exceeds the expectation of your directors; but a look at the items will disclose to you the very large amount expended for land,

which includes not only your right of way as settled for, but also most of the lands purchased along the line of your extension, in the various towns and cities through which we pass, and at Portland, together with your extensive wharf property in Portland.

Some of this land can be disposed of at a considerable advance on the sum paid for the same, when our road is fully completed, and we are enabled to see what we requre. In this connection it is proper to say, that this extension of your road in Maine, in respect to its allignment and grades, and consequent facility of operation, the adaptation of the location of its business, the strength and stability of its masonry and bridges, and the general thoroughness of the work, challenges a comparison with any other forty-four miles of railroad ever built.

By an act of the Legislature of Massachusetts, approved March 15, 1873, this corporation was authorized to build a wharf in Somerville, on the southerly side of Mystic River. On the twenty-second day of May last, operations were commenced under the authority of said act, and have progressed favorably. We have built of pile structure about twelve hundred feet in length by thirty one feet wide; have constructed on the west side of our bridge at this point a substantial sea wall, 625 feet long, and 10 feet high; and have dredged already a space some 60 feet wide, the whole length of the pile structure to the full depth required. We hope to have the whole completed early next year. We have expended up to October 1, 1873, on this improvement at Mystic River, not including the original land purchase, the sum of $61,412 53.

We have expended in construction during the past year on our new location between North Andover and Bradford, $13,406 95, making the whole expenditure for this improvement to the present time, $205,504 64.

On the nicth day of January last, the West Amesbury Branch Railroad, which is leased to this corporation, was opened to the public, since which time trains have run three times each way daily, between West Amesbury and Newton Junction, connecting at that point with trains on our main line.

By the extension of this branch about four miles to Amesbury Mills, our main road would add considerably to its present business from the branch.

In accordance with your vote passed on the fourth day of June last, your directors have entered into an agreement for a lease of the Lowell and Andover Railroad, which we have reason to believe will be constructed at an early day, and prove beneficial to this road.

The whole length of road constructed by this corporation is 126¼ miles. The whole length now operated by us, including the Danvers, Newburyport, Dover and Winnipisseogee and West Amesbury Branch Railroads, is 192¼ miles.

The question of title to that portion of our freight premises, in Boston, seized by the Eastern Railroad Company, under the authority of an act of the Massachusetts Legislature, has been submitted to the courts, and decided against us. The land thus taken is very valuable, but has not yet been paid for; a commission to be appointed will fix the value of the same.

Since our last annual report, business has received severe blows from many disturbing elements. Early in the fall of 1872, came the horse distemper, affecting not only the business of Boston but that of all New England. Following close upon this came the terrible conflagration in Boston, on the 9th and 10th of November, the results of which created enormous disturbances in all business relations and connections, by the laying waste of about seventy acres of land, and the absolute loss of nearly $80,000,000 of property; and more recently the money panic, seriously affecting the general business of the country, and especially all business upon which railroads rely for their support.

Notwithstanding all these disturbing elements, the business of our road during the past year has been satisfactory, with a handsome increase over the year previous.

CONDENSED BALANCE SHEET, September 30, 1873.

Construction		$8,817,441 27
Equipment—locomotives and cars		1,335,404 21
Shop stock, iron rails, ties, fuel, etc.		388,091 70
Assets, viz:		
Cash	$10,559 48	
Freight bills, etc	98,908 75	
Land improvements, D. and W. R. R	24,607 41	
Notes receivable	1,134 64	
Steamer Mt. Washington	69.408 49	
Danvers Railroad bonds	73,000 00	
Danvers R. R. account	27,430 00	
Newburyport Railroad, per agreement	303,768 00	
Great Falls and Conway Railroad bonds	20,000 00	
Insurance scrip	640 00	
Dover and Winnipiseogee Railroad stock	263,144 48	
Boston and Maine R. R. stock	27,000 00	
Sundry accounts	15,303 51	
		934,904 96
		$11,425,842 14
Capital stock		$6,921,274 52
Liabilities, viz:		
Seven per cent bonds, 1893, issued	$1,227,500 00	
Notes payable	1,629,699 08	
Uncalled for wages	2,458 80	
Uncalled for dividends	6,862 00	
Uncalled for interest	1,177 50	
Danvers Railroad rent	1,885 00	
Cash receipts from Sept. 30, to Oct. 15, on account of freight bills, etc	107,919 24	
Sundry accounts	182,766 92	
Deposits on account of Newburyport R. R. bonds	480 00	
Amount payable on account of Newburyport Railroad bonds	1,490 00	
		3,162,238 54
Profit and loss. Net earnings six months ending Sept. 30, 1873		290,677 46
Suspense account		33,373 92
General reserve account, being undivided earnings to March 31, 1873		1,018,277 70
		$11,425,842 14

President.—NATHANIEL G. WHITE.

Directors.—Nathaniel G. White, Lawrence; George C. Lord, Boston; Amos Paul, South Newmarket, N. H.; Nathaniel J. Bradlee, Boston; William S. Stevens, Dover, N. H.; James R. Nichols, Haverhill; John F. Osgood, Boston; Samuel E. Spring, Portland, Me.; Nathaniel W. Farwell, Lewiston, Me.

Treasurer.—A. BLANCHARD.

Superintendent.—JAMES T. FURBER.

The Mexican Railroad Charter.

The Galveston *News* has mail advices that the company which has obtained the right to build a railroad from the Rio Grande to the city of Mexico is that of "The Fourteen Merchants," and says:

The difficulty of dealing satisfactorily with the railroad question at the Mexican capital is that, while the Mexicans want railroads, and want American capital and enterprise to build them, they want to have no trace of American nationality connected with their business management or their public utility.

It would also appear from the statements of the Mexican press that the company to which the Mexican Congress has awarded the contract for an international railroad system, though calling itself distinctively Mexican, contains a larger foreign ingredient, and less guarantee of an administration purely Mexican, than either of its competitors. There is something under the surface doubtless—some wheel within a wheel—to explain this seeming contradiction.

Abstract of the Report of the Postmaster General.

The report of the Postmaster-General for the fiscal year ended June 30th, 1873, furnishes the following information of the workings of the Department:

The ordinary revenues of the Department for the year were $22,996,741 57, and the expenditures of all kinds $29,048,945 67. In 1873 there was an increase of revenue over 1872, of $1,081,815 20, or nearly five per cent, and an increase of expenditures of $2,426,753 86, or over nine per cent. The increase of revenues over 1871 was nearly fourteen and a half per cent, and the increase of expenditures nineteen and a quarter per cent.

If, in addition to the ordinary revenues, the Department is credited with the amounts drawn and expended for subsidies to mail steamship lines ($725,000), the amount drawn from the general Treasury under the appropriations to meet deficiencies during the year will be $5,265,475, against $3,817,765 94 in 1872. To the deficiency for 1872, however, are to be added the standing appropriations for free matter amounting to $700,000, which have since been repealed.

The estimated deficiency for the year ending June 30th, 1875, is $4,686,863. This does not include mail steamship subsidies, amounting to $1,225,000. The net balance of deficiency appropriations to June 30th, 1873, is estimated at $4,272,681.

The number of adhesive postage stamps issued during the year was 601,931,520, representing	$16,681,189 00
Stamped envelopes, plain, 65,014,600 representing	1,722,512 00
Stamped envelopes, "request," 52,201,250, representing	1,544,567 00
Newspaper wrappers, 18,956,760, representing	140,567 50
Postal cards, 31,094,000, representing	810,940 00
The total number of stamps, stamped envelopes, newspaper wrappers and postal cards was 764,198,120, of the value of	20,399,775 50

The increase in the issue of adhesive postage stamps during the year has been over five and a quarter per cent; of stamped envelopes, requests, nearly eleven per cent, and the decrease of newspaper wrappers nineteen and three-quarter per cent. The aggregate increase was nearly seven per cent, and this does not include the use of postal cards of the value of $310,940, of which no sales were made during the preceding year.

The number of packages of postage stamps lost in the mails during the year was three, representing $59, and of stamped envelopes one, representing $8 45, and of postal cards none; being the smallest losses ever incurred during any year. This is undoubtedly owing to the fact that all packages of postage stamps, stamped envelopes, newspaper wrappers, and postal cards are registered, and illustrates in a most effective manner the security of the registry system.

There were in the service of the Department, on the 30th of June, 1873, 5,930 contractors for the transportation of the mails on public routes. There were, at the close of the year, 2,359 "special" offices, each with a mail-carrier, whose pay from the Department is not allowed to exceed the net postal yield of the office. Of public mail routes in operation there were 7,424, aggregating in length 256,210 miles; in annual transportation, 119,909,650 miles; and in annual cost, $13,635,841. Adding the compensation of railway post office clerks, route agents, mail route

sengers, local agents, mail messengers, and baggage masters in charge of registered packages, amounting to $2,525,682, the aggregate annual cost was $16,161,034.

There was an increase over the preceding year in length of routes of 4,812 miles; in annual transportation, 4,925,328 miles; and in cost, $1,063,077. Adding the increased cost for railway post-office clerks, route, local and other agents, $318,749, the total increase in the cost was $1,281,826.

The railroad routes have been increased in length 5,546 miles, and in cost $754,425 against an increase last year of 8,077 miles in length and $777,792 in cost.

The readjustment of pay on railroad routes is to be made on returns of service for the month of October, which have not yet been received, but the readjustment will date from the beginning of the present fiscal year. The number of new railroad routes put in operation during the year was 61.

Post route maps of Illinois, Missouri and Iowa have been published and distributed during the year. The fines imposed on contractors amounted to $75,277 53, but some were remitted, leaving the total amount of fines and deductions for failures and delinquencies, $66,660 45.

The through mail tables exhibit an improvement in the service between New York and San Francisco, the average time westward, during the year ending 30th Sept., 1874, being 179 hours 4 minutes, a little less than seven and a half days, against 216 hours 23 minutes, or more than nine days, the preceding year; and the average time eastward, 174 hours 59 minutes, a little over seven and a quarter days, against 197 hours 45 minutes, or nearly eight and a quarter days, the preceding year. Between Washington and New Orleans the average time was about four hours more going north, than during the preceding year.

The number of recorded complaints for the past year of missing letters was 6,465, of which 3,980 were unregistered, and 2,185 registered, containing in the former, as reported, in bonds, drafts, and currency, $309,123 53, and in the latter $70,421 91. Of the registered letters, 899 were accounted for, 313 are reported as actually lost, and 973 are still in the hands of special agents for investigation. During the year 302 persons were arrested for various offences against the postal laws and regulations. Of these 94 have been convicted, 20 have been acquitted, 193 are awaiting trial, and 95 have been discharged for want of proof sufficient to insure conviction.

The number of railway post-office lines in operation on the 30th of June, 1873, was 59, extending over 14,866 miles of railroad and steamboat routes—an increase of two lines and 749 miles over the preceding year. The number of clerks employed was 752, at annual cost of $941,000—an increase of 108 clerks and $119,400. Counting all the lines both ways, the aggregate service is 24,925 miles daily.

The total number of letters exchanged during the year with foreign countries was 27,450,185, an increase of 3,096,685 over the number reported for 1872. Of this number, 14,332,674 were sent from and 13,126,511 were received in the United States. The number of letters (single rates) exchanged in the United States and European mails was 19,585,514, an increase of 1,902,515, over the number reported for 1872. The total postages on the letters exchanged with foreign countries amounted to $2,021,810 86, an increase of $150,053 61 over the amount reported for 1872.

The aggregate amount of postage (sea, inland and foreign), on the letter mails exchanged with Great Britain and Ireland, Germany, France, Belgium, the Netherlands, Switzerland, Italy, Denmark, Sweden, Norway and Spain, was $1,406,507 50, an increase of $102,654 45 over the amount reported for 1872. The postages on letters sent exceeded the postages on letters received from the same countries, in the sum of $22,934 58, being 1.63 per cent of the aggregate amount. The postages collected in the United States amounted to $865,511 47, and in Europe to $540,996 03; the excess of collections in the United States being $324,516 44, or 23 per cent of the entire postage receipts on European correspondence.

Comparing the year 1873 with the year 1872, the rate of increase in the total number of letters exchanged with foreign countries was over 12 per cent, and the rate of increase in the amount of postages thereon was 8 per cent. The increase in the number of letters exchanged with European countries was 10¾ per cent. and the increase of postages thereon amounted to 7¾ per cent.

The cost of the United States trans-Atlantic mail steamship service for the year 1873 was $226,745 77, being an increase of $6,440 07 over the cost of the same service for the year 1872.

The total cost of the United States ocean mail steamship service for the year 1873 (including $725,000 paid from special appropriation for steamship service to Japan and China, to Brazil and to the Hawaiian Islands) was $1,047,271 35.

A postal convention has been concluded with Belgium, reducing, on and after July 1, 1873, the single rate of letter postage from 10 to 8 cents, by closed mail, *via* England, and to 6 cents by direct steamers. An exchange of postal cards with Canada, and also with Newfoundland, has been established on a basis of a prepaid postage of 2 cents.

A similar arrangement has been concluded with the Post Department of North Germany for the mutual exchange of United States and German postal cards, on prepayment of a postage of 2 cents on cards from the United States for Germany, and of one silber greschen on cards from Germany for the United States.

A proposition to the British office for a like arrangement for an exchange of United States and British postal cards has been declined by that office.

A postal convention, establishing and regulating an exchange of correspondence between the United States and the Empire of Japan, by means of direct lines of steamships plying between the seaports of the two countries, has been formally agreed upon and executed with the Charge d'Affairs of Japan at Washington, and is to be carried into effect six months after its ratification by the government of Japan.

The number of post offices established during the year was 2,462; number discontinued, 1,081; increase, 1,381; number now in operation, 33,244; number filled by appointment of the President, 1,363; by appointment of the Postmaster General, 31,881. The total appointments made during the year numbered 8,788, of which 4,802 were in consequence of resignations, 383 because of death of postmasters, and 945 on account of removals. The free delivery system has been in operation during the year in fifty two of the principal cities, with the following aggregate results:

Number of letter-carriers	1,499
Mail letters delivered	140,958,887
Local letters delivered	38,340 049
Newspapers delivered	43,390,665
Letters collected	137,065,699
Newspapers collected	15,500 373
Whole number of pieces handled	374,915,664
Amount paid carriers, including incidental expenses	$1,422,495 48
Average cost per piece	3.8 mills
Amount of postage on local matter	$1,112,251 21

The per centage of increase in receipts of local postage was two-tenths of one per cent. and of cost of service only two hundredth of one per cent. The average of population to each carrier is estimated at 3,690, and the Postmaster-General expresses the opinion that the free delivery system might be advantageously used for cities having a population of 10,000. The department officers and employes number 354, against 346 last year, and other officers and agents 47,010, against 44 655 during last year. These are divided as follows: 33,244 postmasters, 5,930 contractors, 4,025 clerks, 1,499 letter carriers, 862 route agents, 752 railway post office clerks, 171 mail route messengers, 110 local agents, 63 special agents.

The operations of the Dead Letter Office were as follows:

Number of domestic letters received, 4,133,928; number of foreign letters, 268,420; total 4,402,348, representing an actual or nominal value of $5,795,764 11. Of this number, 1,826,108, representing $5,377 923 27, were delivered to owners or writers; 31,888, representing $132,993 33, which could not be delivered, were filed for reclamation; 11,280 remained either on hand not acted upon, or were outstanding in the hands of postmasters for delivery June 30, 1873, and representing $284,847 51; and 2,533,482, which either could not be delivered, or from various causes were worthless, were destroyed. The number of applications for dead letters was 6,598, and in 2,075 cases the letters were found and forwarded to applicants or owners.

The amount received from the Dead Letter Office and deposited in the Treasury was $10,351 61. The number of money order post offices during the year was 2,775, and on the 7th of July, 299 additional offices were established and 5 discontinued. The aggregate value of money orders issued was $57,516,216 69, and the excess of issues over payments was $221,204 42. The amount of fees paid for orders was $354,602 55. These returns show an increase in the value of orders issued and paid of eighteen and a half per cent, and of fees paid of one and a quarter per cent. The excess of receipts over expenditures of the money order system was $68,584. Twenty-three remittances, amounting to $5,557 31 were reported lost, and of these $2,034 27 were recovered, and claims amounting to $780 are pending. Payment of twenty-two orders amounting to $613 80, was secured, it is claimed, through forgery, being at the rate of one fraudulent payment for 150,673 legitimate payment. In twenty-one cases the amount of the orders was recorded, and in six cases the postmasters were held responsible for the payment. The number of international postal orders issued in this country was 88,207, amounting to $1 863,512 37. The number of such orders paid here was 22,699, amounting in value with the exception of those from the German Empire, to $213,897 19. The net revenues derived therefrom was $38,442 83. The issues of postal cards, from May 1st to June 30, numbering 31,094,000, and the total issues to September 30th, 64,302,300. The practical working of the Post-office Department has been much improved by the abolition of the franking privilege. The stamps issued to the several departments, under the new law, numbered 20,055,410, valued at $896,213 70. The stamped envelopes numbered 5,423,400, valued at $157,322 56. The largest issues were to the Post-office, Treasury and Interior Departments. Notwithstanding the abolition of the franking privilege the value of issues of stamps has increased during the first quarter of the present year nearly five and a half per cent over the issues for the corresponding quarter of last year. The average per centage of increase since 1869 has been seven and eight-tenths per cent. The sale of postal cards and the issue of official stamps increased the total per centage of issues over those of the first quarter of 1871 by over 35 per cent. It is not expected, however, that this per centage will be maintained throughout the year. The annual cost of free matter, if charged with the regular rates, is estimated to have been two millions and a half of dollars.

The Postmaster recommends that newspapers and periodicals be transmitted through the mails without stamping, but that publishers be required to prepay postage on the estimated number of copies to be sent through the mails during the succeeding three months, the estimates to be sworn to as true and corrections of the number to be made in the succeeding estimates. Also that the postage on matter of the third class which includes samples of all kinds, be made uniform at one cent for each two ounces or fraction thereof, and that the maximum weight of packages be increased from two to four pounds. Also that persons be permitted to write forms of presentation on books, magazines and articles of the third class

without extra charge. He also recommends the establishment of Post-office Saving Banks and of the Postal Telegraph, and enters into an elaborate argument to show the necessity for both.

Finances of Wisconsin.

The receipts into the State Treasury of Wisconsin for the fiscal year ending with September, 1873, were (including $239,109 balance from previous year) $2,018,667; and the disbursements for the same period $1,798,023—leaving a balance in the Treasury of $215,644. The State debt, which is due principally to the school, normal school, university and agricultural college funds, is $2,252,057, all told. The estimates for the fiscal year ending with September 1874, were $846,142. Of this sum $284,400 was for state prison and charitable institutions, and $172,082 for interest. To meet this there were revenues amounting $525,082, including $250,000 from railroad licenses, and a tax levied, which is now about to be collected, amounting to $321,110. The Secretary of State estimates the expenditures for the fiscal year ending with September 1875 at $856,576, of which $247,400 is for charitable and penal institutions, and $171,857 for interest on the debt. The amount of trust fund land sold during the present year, so far as the accounts are closed, is 256,895 acres, not far from the amount sold last year. The price per acre was from 75 cents to $3.

Indebtedness of Southern Railroads.

The Washington correspondent of the *New York Journal of Commerce*, who has for some years past devoted one letter a year to the condition of southern railroads and their attitude to the government, writes now more cheerfully on the subject than ever. He says:

At the end of the war the government had in its possession an immense amount of rolling stock and other railway material in the South, and in order to help the railroads there and to realize the value of the property, the Secretary of War, under executive orders, sold it to the different Southern Railroad Companies on credit. The demoralization of business interests by poverty, freedom of slaves, reconstruction, &c., delayed prosperity, but some of the companies paid up promptly and discharged their indebtedness. Others lost money, went into bankruptcy and the government got its share. Others asked extensions and got them, but on the whole they paid up very well under the surrounding circumstances, and showed that their intentions were not at fault. From advanced sheets of the Quartermaster General's report the following statement appears:

At the close of the war, under executive orders of 8th August and 14th October, 1865, there were sold on credit to various railroad companies, principally in the South, railroad material to the appraised value of	$7,556,032 95
There remained due and unpaid from certain of these railroads on 30th of June, 1872	4,784,442 48
During the past fiscal year, interest and expenses accrued upon this debt to the amount of	101,573 96
Payments during the year, on account have amounted to	151,303 44
On the 30th June, 1873, the debt uncollected amounted to	4,658,924 07
Exclusive of the sum of $25,788 87 due from the New Orleans and Ohio Railroad, which debt is lost by the bankruptcy of the company. The total collections on account of this debt, to 30th June, 1873, amount to	5,116,605 53

There were originally fifty railroads indebted. On the 30th of June, 1872, there were twenty so indebted, but of these the Alabama and Florida paid in full January 8, 1873; the postal earnings of the Alabama and Chattanooga will more than liquidate its debt; the Indianola discharged its debt May 24, 1873; the Mississippi and Tennessee discharged its debt May 31, 1873, and the Pacific Railroad of Missouri paid in full July 12, 1873.

The roads yet indebted are as follows:

	Value of property sold.	Payments to July 1, '72.	Total due July 1, '73.
Alexandria, Loudoun and Hampshire	$82,592 98	$73,554 15	$6,813 53
Alabama and Florida for repairs	27,109 04	15,728 22	.....
Alabama and Chattanooga	30,248 52	22,773 29	3,930 02
East Tennessee and Georgia	306,153 02	150,441 22	372,015 33
East Tennessee and Virginia	295,655 65	130,396 70	248,649 28
Edgefield and Kentucky	114,772 86	1,865 59	179,460 23
Indianola	20,000 00	5,000 00	.....
Knoxville and Kentucky	12,335 63	6,639 40	10,816 25
McMinnville and Manchester	46,503 54	3 75	74,337 25
Mississippi, Gainesville & Tuscaloosa	33,476 39	9,856 09	42,513 45
Mobile and Ohio	505,143 70	498,307 51	92,502 05
Mississippi and Tennessee	127,750 52	150,032 72	.....
Memphis, Clarksv'le and Louisville	336,932 36	47,209 93	469,791 14
Memphis and Little Rock	153,673 89	118,760 13	87,241 29
Nashville and Chattanooga	1,566,551 73	343,842 66	1,823,600 13
Nashville and Northwestern	525 400 26	59,127 70	766,207 68
Nashville & Decatur	405,193 92	209,008 08	305,808 63
Pacific Railroad of Missouri	125,433 65	120,821 71	.....
Southwest Branch Pacific Railroad of Mo.	57,115 24	1,000 00	41,856 25
Selma, Rome and Dalton	183,276 49	129,583 25	133 328 14
Total	$4,965,351 27	$2,097,932 79	$4,658,924 07

In addition to the above the following named companies discharged their indebtedness to the government, amounting, principal and interest, to $2,867,367 30, except the New Orleans and Ohio Company, which became bankrupt, and the amount ($25,788 87) was therefore dropped from the list of indebted companies:

Richmond, Fredericksburgh and Potomac; Georgia Railroad and Banking Company; Southwestern; Macon and Western; South Carolina; Muscogee; Petersburgh; Memphis and Charleston; Mobile and Great Northern; New Orleans, Jackson and Great Northern; Mississippi Central; Virginia and Tennessee; Montgomery and West Point; Virginia Central; Rome; Western and Atlantic; Orange and Alexandria; Manassas Gap; Wilmington and Weldon; Alabama and Florida; New Orleans, Opelousas and Great Western; Norfolk and Petersburgh; Western North Carolina; Atlantic and North Carolina; Macon and Brunswick; Selma and Meridian; San Antonio and Mexican Gulf; Washington, Alexandria and Georgetown; Memphis and Ohio; New Orleans and Ohio.

These companies discharged their indebtedness in the order named between the dates of January 1, 1866, and October 27, 1871.

According to the detailed report of Major M. I. Ludington, quartermaster, in charge of this business, seven companies, the Alexandria, Loudoun and Hampshire, the Alabama and Chattanooga, the East Tennessee and Georgia, the East Tennessee and Virginia, the Nashville and Chattanooga, the Nashville and Decatur, and the Southwest Branch Pacific Railroad of Missouri, reduced their indebtedness $94,389 02. These companies also paid on account of interest $1,756 62, making their total payments during the year $96,095 64.

The indebtedness of nine companies, the Edgefield and Kentucky, the Knoxville and Kentucky, the McMinnville and Manchester, the Mississippi, Gainesville and Tuscaloosa, the Mobile and Ohio, the Memphis, Clarksville and Louisville, the Memphis and Little Rock, the Nashville and Northwestern, and the Selma, Rome and Dalton, has increased $83,528 20. The companies have, however, paid to the United States during the year $15,976 40.

As remarked above, the companies have done well. Now that thirty-four out of fifty companies have paid in full, and the other 16 paid in part, the Secretary of War wants to settle the business. Accordingly Senator Alcorn of Mississippi has introduced and will probably pass the following bill:

Whereas, The Secretary of War was directed and authorized, by the act of Congress approved March 3, 1871, to compromise certain suits instituted by the United States against certain railroad corporations which purchased material from the Quartermaster's Department under the provisions of executive orders of August 8 and October 14, 1865; and

Whereas, Issues have been raised and are pending in the settlement of the accounts of other railroad corporations which made purchases under said orders, and against which the government has not been forced to institute suits; therefore,

Be it enacted, &c., That the Secretary of War be and is hereby, authorized to compromise, adjust and settle the same upon such terms as may be equitable and just.

It is not doubted that this will cause an end to the whole business by the last of next June, by enabling the Secretary of War to make the best compromises he can with every company still indebted.

The New Route Between Philadelphia and New York.

Mr. Robert R. Corson, Secretary and Treasurer of the National Railway Company, gives the following particulars of the building of the new railroad between Philadelphia and New York.

A number of well known capitalists, prominent among whom are R. J. Capron, a Wall street broker; Charles J. Dobbins, of New York, and Joseph T. Crowell, of Rahway, New Jersey, have taken a controlling interest in the road, and just as soon as the affairs of the company are audited and put in proper condition, work on the new road will be pushed forward. There is sufficient means to meet all the old debts, and to successfully carry through the new enterprise. Nearly one-fourth of the road is now graded. The portion which extends from Bound Brook, where it connects with the Central Railroad of New Jersey, can be put in operation in a very short time. The bridge over the Delaware river, at Yardleyville, belongs to the corporation. The abutments for a bridge over the Raritan river are constructed. A large portion of the right of way between the two cities has been secured. The construction of the road was interfered with last Fall by the injunction granted restraining the building of a through road in New Jersey. The "General Railroad law" afterward passed, enabled the friends of the enterprise to organize a new company—the National Company—which took the line of the National Railway Company. The former received a charter having similar limitations to that of the Pennsylvania Company. The new board of managers have been selected from the old company. The new directors are composed of experienced railroad men. The officers of the National Company at present are: President, Joseph T. Crowell, Rahway, New Jersey; Secretary and Treasurer, Robert R. Corson, Philadelphia. The officials of the National Railway Company remain as formerly—President, Jacob Riegal; Secretary and Treasurer, Robert R. Corson.

☞ The Rutland (Vt.) *Herald* says that only two months time and $250,000 more are required to put the whole New York, Boston and Montreal Railroad in working order. Even if work is not again commenced until April, the cars will be running by the 1st of July.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,851	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,656
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	294,422	286,562	342,743	2,300,767
1869	212,604	218,982	291,308	485,048	568,270	566 080	532,057	511,854	609,788	579,642	535,380	467,659	5,670,883
1870	413,104	394,176	488,382	633,758	768.720	729,274	783,100	807,816	787,184	828,447	777.513	588,692	7,995.116
1871	538,499	495,490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592.223	571,836	875,768	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 567	1,299,900	1,007,125	12,900,126
1873	852,860	694,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,392,125	1,423,875	1,296,812	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,864	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	516,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,008	441,197	404,264	4,849,405
1871	353.235	342.369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	455,607	377,687	5,278,910
1872	371,708	332,902	373,217	379,879	409,264	419,196	488,352	559,882	497,261	540,756	421,315	352,004	5,156.326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,669	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.. ....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.686	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	585,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808.524	797,475	1,000,086	1,200,216	1,010,892	712.369	9.299,430
1867	696,147	574,664	765,398	774,280	895,712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180.933	1,076,674	1,251,940	1,507.479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,087,974	1 305 673	1,371,780	1,140.145	845,708	13,356.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,333	1,037,964	773,494	12,203,403
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,953	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,306	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,966
1870	203,069	226,897	244,182	244,644	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	381,113	373,619	341,104	326,268	401,252	417 328	439,581	399,830	358,743	4,492,625
1873	358,612	408,549	465,517	432,928	394,485	340,675	361,576	426,283	432,139	406,922	311,935	.....	.....
Erie.													
1871	1,055,469	971,193	1,201,500	1,253,965	1,443,272	1,656,415	1,720,078	1,564,554	1,794,397	1,694,651	1,483,454	1,417 211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,981	1,550,023	1,525,243	1,643,474	1,743 752	1,704.374	1,392,615	18,694,096
1873	1,316,831	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,028	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	828,901	727,510	613,329	7,160.992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,987	931,530	685,401	681,041	7,817,629
1869	659,138	624,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	908.225	811,708	697,751	8,678,955
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	763,184	755,436	688,131	8,401,142
1872	637,436	531,627	575.393	559,871	643,956	659,363	609,846	783.255	744,782	881,693	696 475	698,063	8,026,754
1873	580,499	562,949	651,962	544,035	687,630	724,983	672,917	748,634	876,413	763,673	622,433	.....	.....
Kansas Pacific:													
1871	133,673	152,264	207,411	303.915	306.944	266,086	282,723	332,555	365,446	387,999	303 305	210,197	3,321 518
1872	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314.513	223,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,519	295.217	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,339,380	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459 350	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1,694,543	1,650,963	1,585,368	1,451,702	1,582,531	1,776,420	1,742,516	1,575,556	.....	.....
Marietta and Cincinnati:													
1868	92,433	81,590	98,452	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,096
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140.473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,996	153,531	144,028	141,376	1,418,869
1871	130,883	126,224	140,740	113,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,963	181,868	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	334,120	320,636	386,527	411,514	403,646	366,023	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326 891	378,880	467,990	511,447	453,873	387.827	4,755,958
1871	418,755	442,665	486,980	470,703	480,647	427,096	422.015	529,890	628,680	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	598,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873	379,836	440,261	587,314	566,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	458 830	6,517,646
1869	454.590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,564	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	885,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	491,113	606,557	815,346	841,150	644,625	473,295	6,990,695
1872	460,986	387,565	426,223	474,183	580,432	594,769	488,348	565,729	811,961	950,945	702 858	613,787	6,957,771
1873	334,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	1,193,209	1,012,689	771,800	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283.221	263,328	280,449	343,195	353,677	341,373	321,659	236.103	3,438,930
1871	212,065	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,830,606
1872	254,319	238,828	303,594	305,758	269,560	304,512	265,406	315,699	338,497	384,193	337,920	360,404	3,678,982
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,734	325,003	332,098	353,168	308,632	.....	.....
Philadelphia and Reading:													
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873.153	956.658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744.188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499.463	830,680	1,232,903	1,454.026	1,294.621	1,235,386	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,382	614,493	593,966	617,058	569,697	1,1:9,489	1,241,903	1,199,094	1,143,309	899,258	9.642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,610,088	1,213,383	1,359,533	1,418,141	1,413,643	1,423.278	837,080	12,500,044
1872	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071.407	1,142,241	1,19 ,695	1,322,847	1,127,03)	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,383	130,545	140,408	143,987	204,597	196,910	210,473	174.500	163.696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172,247	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,890	139,761	163,571	165,107	188,442	186,489	152,515	102,995	1,786,547
1872	164 525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,177	177,927	158,700	1,927,471
1873	144,209	169,454	177,617	167,729	170,218	165,269	151,532	165,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,987	2,270,840
1873	146,100	168,284	229,280	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,808	323,279	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	410,720	422,389	323,377	434,284	4,242,348
1870	257,664	295,645	295,279	318,699	340,892	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,965	5,736,666
1872	439,780	431,949	460 646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	499,341	466,081	5,944,570
1873	370,290	406,110	471,801	446,527	470,693	541,191	483,399	642,209	593,504	638,251	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,500	617,585	755,467	999,665	837,388	716,829	5,709,182
1870	528,529	500 139	589,288	706,603	802,586	744,450	643,053	664 061	728.521	719,606	570.168	606.053	7,654,094
1871	479,573	373,925	490,509	584 540	724,466	728,174	678,698	691,565	800,402	777,362	708,142	469,932	7,521,382
1872	373,936	384,115	566,861	741,902	880,442	885,459	743,282	759,567	863,764	960,706	915,727	757,851	8,892,606
1873	433,975	441,783	708,259	831,266	1,007,951	959,163	876,632	837,277	1,068,937	1,170,598	.....	.....	.....

Journal of Railroad Law.

RAILROAD COMPANIES—DUTY OF COMMON CARRIERS TO TRANSMIT ALL SPECIAL INSTRUCTION TO THE NEXT CARRIER WHEN GOODS GO BEYOND HIS ROUTE.

The facts in the recent case of The Little Miami R. R. Co. *vs.* Washburn (22 Ohio, 324), are fully and clearly stated in the following opinion by—

WEST, J.—A common carrier who receives goods, under an agreement to transport them over the whole or any part of his own route, and then to forward them to a destination beyond, acts in the two fold capacity of carrier and forwarder. In the latter capacity, alleged negligence in which is a single ground of controversy presented by this record, he acts as agent of the consignor, and as such, is bound to transmit with reasonable exactness, to the next succeeding carrier, the instructions of his principal. If these instructions be without restriction as to the subsequent route, intermediate consignment, or mode of transit of the goods, but are in general terms to forward them to a designated destination, he will have discharged his duty as forwarding agent, by accompanying their delivery in good order to the carrier of the next usual route of transit, with the like general instructions, in terms sufficiently explicit and unambiguous to inform him of their ultimate destination. Briggs *vs.* Boston and Lowell R. R. Co., 6 Allen, 249. But if the instructions of the consignee be special and restrictive, the carrier will not have performed his duty as forwarding agent, if he shall have neglected or omitted to transmit, with the delivery of the goods to the next carrier, any material or substantive part of such special instructions. Whence it follows, as a necessary consequence, that he shall stand responsible for and make good any loss to which such negligence or omission shall have contributed. Redfield on Carriers, sec. 186.

The jury, on the trial below, must have found—and we cannot hold the finding not warranted—but the consignor of the goods, the loss of which is disclosed, gave special instructions in regard to their transmission; that these instructions were written in the freight way-bill, which came into possession of the plaintiff in error, and are in these terms: "H. H. Washburn, Martinsburg, Mo., N. M. R. R. *via* Cincinnati and St. Louis," that the plaintiff in error, when it delivered the goods to the Cincinnati Transfer Company, which was the next succeeding carrier, failed to transmit the whole of said instructions, but omitted therefrom the letters "N. M. R. R.;" that these letters are well known to all competent western carriers to be the initials of the North Missouri Railroad, having its eastern terminus at the City of St. Louis; that the presence of these initials in the shipping bills indicated that the North Missouri Railroad Company was an intermediate consignee of the goods at St. Louis; and that their omission left the goods without consignee at that place.

The instructions, thus transmitted by the plaintiff in error to the Cincinnati Transfer Company, showing no consignee of the goods at St. Louis, the agent of the latter volunteered to constitute a consignee thereof at that city which he would not have done if the instructions had contained the omitted initials. On this point, the testimony of Healey, agent of the Transfer Company is explicit. He says, "If the way-bill, which I received from the Little Miami Railroad Company, had been marked with the initials "N. M. R. R.," I would not have consigned the goods to the care of C. A. Scott & Co., and they would have been shipped to the North Missouri Railroad. The St. Louis Transfer Company would have carried them from the Ohio and Mississippi Railroad, in St. Louis, to the depot of the North Missouri Railroad.

Thus it is apparent that the act of the Cincinnati Transfer Company, which resulted in the loss of the goods, was, in point of fact, induced or influenced by the omission of the plaintiff in error to transmit to the next carrier *en route* the consignor's special instructions.

It is asserted for the plaintiff in error, however, that the interpolation of an intermediate consignee, into the instructions transmitted by it to the Cincinnati Transfer Company, without providing against the contingency of a failure, or refusal, to receive the goods by him, made the Transfer Company liable; that otherwise the Ohio and Mississippi Railroad Company would not have been limited to its discretion to the delivery of the goods to a particular carrier at St. Louis, but would have had the option to make the transit of the city effectual by the employment of any carrier willing to accept the service.

It is also insisted that the Ohio and Mississippi Company, to whom freight was guaranteed, made itself liable by refusing to guarantee freight to Scott & Co., in consequence of which the goods were suffered to perish.

In the view we have taken of the questions presented, it is not necessary to consider or controvert either of these positions. Both are probably tenable, and the plaintiff in error may sustain to the Cincinnati Transfer Company the relation of consignor, whose instructions have been departed from, in consequence of which, a right of recovery has accrued to the former. But whatever may be the liability of others, either among themselves, or to the defendant in error, the fact that the negligence of the plaintiff in error contributed to a loss for which others may be severally liable may, notwithstanding, give a right to a separate recovery against it also.

This conclusion is not varied by the fact that the packages bore labels containing the omitted initals, it not appearing that these inscriptions came to the knowledge of the transfer company's agent, charged with the duty of receiving and transmitting shipping bills. Packages are often sent forward in close coaches without reshipment or inspection. The accompanying papers are presumptively correct, and the carrier receiving them may well rely on the accuracy of the instructions therein written without resorting to the inscriptions on the packages.

At the trial below, counsel for the plaintiff in error asked the court to give certain instructions, which were submitted in writing. The court having examined and approved them, instead of reading them to the jury, directed the manuscript to be handed to them, the counsel at the time not objecting. It was too late, after verdict, to except to this mode of instructing the jury. If it is ground of exception at all, the exception should have been noted at the time.

In the light of the whole record, then, we can not say, as matter of law, that the omission, by the plaintiff in error, of a material part of the consignor's special instructions from the transmitted way-bill, which the jury found contributed, in point of fact, to the alleged loss, created no liability. The judgment of the Superior Court will be affirmed, with costs.

Judgment affirmed.

Commerce of New York.

The foreign imports at New York for the month of November, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$10,395,475	$7,311,918
Do. for warehousing	7,679,647	7,819,080
Free goods	5,574,918	5,653,953
Specie and bullion	155,482	3,866,460
Total entered at port...	$23,805,522	$24,151,411
Withdrawn fr. wareh'use	8,374,885	7,496,162

The foreign imports at New York for eleven months from January 1, were:

	1872.	1873.
Entered for consumpt'n.	$185,080,376	$162,254,405
Do. for warehousing...	164,115,364	118,378,907
Free goods	50,441,530	80,112,843
Specie and bullion.....	5,420,911	17,137,821
Total entered at port....	$405,008,181	$376,883,476
Withdrawn fr. wareh'se.	147,937,704	112,197,906

Customs received at New York from January 1:

	1872.	1873.
1st quarter.....	$42,124 009 14	$35,758,588 97
2d quarter.....	31,698,700 62	26,222,977 68
3d quarter.....	39,860,448 27	33,991,787 89
In October.....	10,655,390 80	7,656 384 95
In November....	7,274,100 46	5,588 338 86
Eleven months..	$131,612,644 99	$109,217,977 85

The exports from New York to foreign ports in the month of November, were:

	1872.	1873.
Domestic produce.....	$22,462,482	$27,182,751
Foreign free goods.....	180,202	291,264
Do. dutiable.....	982,532	1,071,867
Specie and bullion.....	4,863,953	2,545,842
Total exports .....,....	$28,489,169	$31,041,724
Do. exclusive of specie.	23,625,216	28,495,882

The exports from New York to foreign ports for eleven months from January 1, were:

	1872.	1873.
Domestic produce.....	$204,939,336	$264,499,136
Foreign free goods....	1,436 205	2,018,212
Do. dutiable	9.042 436	8,482,807
Specie and bullion....	67,975,466	46,212,390
Total exports.....	$283,393,443	$321,207,045
Do. exclusive of specie.	215,417,977	274,994,655

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending December 6, at 222,227 tons, and for the coal year 18,782,583 tons, against 18 021,589 tons to corresponding time last year, being an increase of 760,994 tons. The bituminous tonnage for the week is 37,737 tons, and for the year 3,141,180 tons, giving a total of all kinds for the week of 185,932 tons, and for the year of 21,923,718 tons, against 20,686,308 to same time last year, being an increase of 1,237,405 tons.

☞ The Ohio *State Journal* says that the Erie and Atlantic and Great Western Railroad companies are to take possession of the "Bee Line" on the 1st of January, and that several important changes will take place.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstandin.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13 280,000	J. & J.	July '73 3½
Allegheny Valley 50	2 2 6 350	— & —	.....
Atlanta and West Point.100	1,272,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693 200	— & —	.....
" " pref..100	538 976	J. & J.	July '71 3½
Atlantic and St. Law*...100	39,494,900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesee & Mt M.*100	194,250	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov.'73 5
Washington Br.....100	1,650,000	A. & O.	Oct. '73 6
Parkersburg Br. pref... 50	5,650 685	— & —	.....
Berkshire*.....100	600,000	J.A J&O	Oct. '73 0
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '73 3
Bost.,Conc. & Mont.*pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,852.900	J. & J.	Jan. '74 4
Boston and Maine.....100	6,816,807	M & N.	Dec. '73 4
Boston and Providence..100	3,950,000	M & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A.	Aug. '73 5½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " pref.100	1,485,900	M & S.	Sept.'73 5
Camden and Amboy* ...100	6,847,800	J A J.O.	Oct. '73 2½
Camden and Atlantic.... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Nov.'73 3½
Cape Cod 50	1,020,330	J & J.	Jan.'72 $2
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*.....100	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850 400	M. & N.	Nov. '73 1½
" " pref.100	769,800	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J & J	July '73 5
Central of New Jersey..100	20,000,000	J.A J&O.	July '73 4
Central Ohio*.....100	2,425,000	J. & J.	Jan. '74 3
" pref.....50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept.'73 3
Chemung*.....100	880 000	J.A J&O	Oct. '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '73 5
" pref...100	2,425,400	M. & S.	Sept.'73 5
Chicago, Burl. & Quincy.100	18 652 910	M. & S.	Sept.'73 5
Chicago, Iowa & Nebras*100	3,916 8 0	J. & J.	July '73 4
Chicago & N. Western..100	15,033,480	J. & D.	Dec. '72 3
" pref.100	21,259,568	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov.'74 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl.'73 4
Cin., Sand. and Clev * ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '73 2
Clev., Col., Cin. & Ind...100	14,991,276	F. & A.	Aug.'73 3½
Cleveland & Mahoning*. 50	2,057,500	M. & N.	May '73 3½
Cleveland & Pittsburg*.. 50	11 236,150	F.M.A.N	Nov. '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Sept.'73 2
Colum. & Hocking Val.100	2,500 000	F. & A	Aug '73 5
Concord 10	1,500,000	M. & N.	Nov. '73 5
Concord and Porta.*..... 10	850,000	J. & J.	July '73 3½
Conn. & Passump. Riv..1 0	2,100,000	F. & A	Aug. '73 3
Connecticut River..... 100	1,850,000	J. & J.	July '73 5
Cumberland Valley..... 1	1,494,250	A & O.	Oct. '73 4
Danbury and Norwalk*.. 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	July '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee*.. 50	822,100	— & —	.....
" " pref. 50	2 095,000	J. & J.	Dec.'69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania*..... 50	1,500,200	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.)..... 100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug. '73 3½
Elmira & Williamsport* 50	503,000	M. & N.	Nov.'73 2½
" " prof. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,00	.....	Oct. '73 1
" pref.....100	8,538,910	.....	Oct. '73 1½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept.'73 1½
Fitchburg.....100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	July '73 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug.'70 3½
" pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov.'73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 3½
Illinois Central 100	25,239,510	F. & A.	Aug.'73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana*100	300 000	J. & J.	July '73 4
Lake Shore & Mich. So...100	49 466,500	F. & A.	Aug.'73 4
" " (guar.).100	533,500	F. & A.	Aug.'73 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	3,739,800	M & N.	May '67 5
Lehigh Valley 50	21,466 800	J.A. J.O.	Oct. '73 2½
Little Miami*..... 50	5,871,450	J.A. J.O.	Oct. '73 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '73 5½
Long Island 50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '73 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200.000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.A.N	Feb. '75 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 25	6,312,725	J. & D.	Jan. '69 3
Michigan Central 100	18,738 204	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J. & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'73 5
Naugatuck 100	1,877 900	F. & A.	Aug. '72 5½
Nesquehoning Valley*.. 50	1,000,000	M. & S.	Sept.'73 5
Newark and N. York*..100	977,400	J. & J.	July '73 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N.Castle & Beaver Val.* 50	1,800,000	J. A. J.O.	July '73 2½
N Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Oct. '73 2½
New London Northern*100	1,418,800	J. & J	July '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,800,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '74 5
N. Y., Provid. & Boston.100	2,000,000	J.A. J.O.	Oct. '73 2½
Niag Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,000,000	Irregular.	Jan. '73 3
N. Eastern (N C.) pref..100	111,000	M. & N	May '67 4
North Pennsylvania..... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	5 842,000	M. & N	Nov.'72 3
Northern N. Hampsh....100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	July '73 4
Norwich & Worcester* 100	2 823,400	J. & J	July '73 5
Ogdensb. & L. Champl.*100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,250,450	J A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	July '73 1½
Oswego and Syracuse*..100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	Jan. '74 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newark*..100	500,000	J & J.	.....
Paterson and Ramapo*..100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*.. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	July '73 5
" " pref... 50	1,551,800	J. & J.	July '73 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O	Oct. '73 5½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	July '73 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J A. J.O.	Oct. '73 2½
" Special Imp..100	2,000 000	J.A. J.O.	Oct. '73 1½
Pittsfield & N. Adams..100	410,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	July '73 3
Yarmouth certificates..100	202,400	A. & O.	Apl. '73 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '73 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'73 3½
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" " pref.100	12,000,000	.....	Nov. '72 4½
Saratoga and Schenec.*..100	300,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottav.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '73 3
South Carolina 100	8,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island..... 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	448,700	J. & J.	July '67 4
Stony Brook*.....100	297,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	July '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 3
Vermont and Mass 100	$2,800,000	M. & N	May '73 2
Warren (N. J.).....100	1,800,000	J. & D.	Dec.'71 5½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg*100	500,00	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '74 $5
HORSE-POWER R. R.			
Albany City 100	110,200	— & —	..... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleecker st. & F Fy.(N Y)100	900,00	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl.'73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jan.'70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 5
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 5	500,000	J. & J.	July '73 7
Citizens' (Pbg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brooklyn.100	800,000	— & —	.....
D. Dock, E. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry ..100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Phil.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.)..... 50	1,000,000	J. & J.	July '73 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton....100	170,000	J & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105 00	A. & O	Oct. '71 6
Lynn and Boston..... 10	200 000	— & —	.....
Malden and Melrose.....100	200 000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov.'73 5
Middlesex (Boston) 100	400,000	A. & O.	Apl.'73 4
Ninth Avenue (N. Y.)....100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	760,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J & J.	July '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 3
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third St.(Ph.) 50	902,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750.000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July '73 1
Somerville (Boston) 100	75,000	M. & N.	Nov.'73 3
South Boston 50	400,000	J.A. J.O.	Oct. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'73 3
Chesapeake and Ohio ... 25	8,229,694	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug.'73 4
Delaware and Hudson....100	15 000 000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J A. J.O.	Oct. '73 2½
Erie of Pennsylvania..... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '73 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'73 30c
" " (pref.) 50	2,898,977	F. & A.	Feb'73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D	Dec. '73 2
American Coal..... 25	1,500,000	M. & S	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 164	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,600	— & —	.....
" pref..... 100	8,683,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov.'73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Nov.'73 3
Quicksilver, common 100	5,700 000	— & —	.....
" preferred 100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '73 5
Spruce Hill Coal 10	1,000 000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 6
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '70 3
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 4
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 69

NATIONAL AND STATE SECURITIES.

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Dec. 1, 1873.					
Loan of June 14, 1858 ..... registered	$6,255,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,745,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	18,702,000	6	Jan. & July.	1880	116¼
.. .. coupon	4,652,000	6	" "	1880	120¼
Oregon War Bonds of March 2, 1861... coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,671,500	6	Jan. & July	1881	116¼
.. .. coupon	63,649,850	6	" "	1881	120¼
Loan of Feb. 25, 1862 (5-20s).....registered	16,879,000	6	May & Nov.	1882	111½
.. .. .. (5-20s).....coupon	155,779,350	6	" "	1882	116
Loan of March 3, 1863.....registered	53,608,900	6	Jan. & July.	1881	116½
.. ..coupon	21,391,100	6	" "	1881	120¼
Loan of March 3, 1864 (5-20s).....registered	946,000	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s).....registered	24,821,150	6	May & Nov.	1884	114½
.. .. .. (5-20s).....coupon	33,260,050	6	" "	1884	116¼
Loan of March 3, 1865 (5-20s).....registered	33,858,950	6	May & Nov.	1885	114½
.. .. .. (5-20s).....coupon	118,852,400	6	" "	1885	116¼
.. .. 2d series (5-20s).....registered	56,871,450	6	Jan. & July.	1885	115
.. .. .. (5-20s).....coupon	146,761,550	6	" "	1885	119¼
.. .. 3d series (5-20s).....registered	67,210,450	6	Jan. & July.	1887	119
.. .. .. (5-20s).....coupon	223,443,750	6	" "	1887	119¼
.. .. 4th series (5-20s).....registered	13,750,000	6	Jan. & July.	1888	116½
.. .. .. (5-20s).....coupon	23,724,000	6	" "	1888	118¼
Loan of March 3, 1864, (10-40s)....registered	140,682,300	5	Mar. & Sept.	1904	112½
.. .. .. (10-40s).....coupon	53,385,000	5	" "	1904	113¼
Consols of July 14, '70 & Jan. 20, '71.registered	164,404,450	5	F. M. A. & N.	1881	108
.. .. coupon	118,829,650	5	" "	1881	113¼
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'96-'99	112½
U. S. Notes and Fractional Currency.....	316,043,025	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'.0 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,'00,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	....
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,485,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500) .					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,886,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).....	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	78
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900,'00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110,675	6	" & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'98-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	450,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'78-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—($18,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,837,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	690,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	95
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1883	102

	Amount outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,000 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	92½
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	96
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	150,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,668,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	....
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'78-'91	88
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'75	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	97½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,092,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,606):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,10 ,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	72-'73	....
.. Canal Stock.....	2,672,000	6	" "	'74-'76	107
.. Canal Stock.....	880,000	6	" "	1877	106
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	....
.. Bounty Loan Bonds, 1867, coupon	1,874,000	...	" "	1877	103
North Carolina—($29 900,045):					104½
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	....
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	24
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	....
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	16
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	....
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	17
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15½
Ohio—($9,022,721):					14
.. Loan of 1830 Bonds, stg f'd.....	832,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,600,000	6	" "	1875	....
.. Loan of 1860 Bonds, stg f'd.....	1,495,309	6	" "	1881	99
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	102
Oregon—($290,527):					103
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	....
Pennsylvania—($27,272,956):					....
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	90,400	6	" "	'77-'82	100
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	77-'82	....
.. Loan of Feb. 1867 (15-25s).....	723,950	6	" "	'82-'92	107
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	....
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	110
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					....
.. War Bonds of Aug. 1862.....	1,040,000	6	Mar. & Sept.	1882	....
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	97½
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					....
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	....
.. Funding Stocks and Bonds	899,000	7	" "	1888	14
.. Blue Ridge R. R Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	800,000	6	April & Oct.	1889	....
Tennessee—($30,952,156):					....
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	....
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	81½
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	....
Texas—($3,397,325):					80
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	....
Vermont—($822,000):					95
.. War Loan Bonds, coupons.....	621.000	6	June & Dec.	'71-'78	....
.. .. .. registered	201,000	6	" "	'71-'78	100
Virginia—($46,926,208):					....
.. State Stock (old) registered	22,081,302	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,885,000	5	" "	'86-'00	35
.. Funded Interest, 1856-'67.....	6,092,425	6	" "	'8- 87	....
.. Funded Interest sterling, 1867.....	466,280	5	" "	85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1926	....
Allegheny Valley:						
General Mortgage	4,000,000	7-3	Jan. & July.	New York.	1896	89½
Special Mortgage to Penn.	3,500,000	5	.....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated(285 m.)free U.S.tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R. R.)	484,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,986	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	95
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	95
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	77
3d Mortgage (guar by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	75
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	102½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	163,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	27
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. L. (sec'r'd by $4,000,000 Her.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	101

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,360,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	650,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	98½
Stock (common) Bonds	1,377,840	8	" "	"	1880	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,567,971	8	Jan. & July.	Boston.	1894	91½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	50
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,760,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1906	61
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free.	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	220,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	...
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	20½
Cedar Rapids & Mo. Riv. (C. & N. W.):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	52½
1st Mortgag 2d Div. $10,000 p. m.	682,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1991	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	....
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104
Loan of Leh. C. & Nav. Co. (assu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	95½
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,050,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna.	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	800,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	800,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'80	91½
Chester Creek:						
1st Mortgage guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund	256,000	7	May & Nov.	New York.	1877	102
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (" ") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	109
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	650,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,983,225	7	Jan. & July.	Boston.	1896	88½
1st Mort. (Am. Cen. R.R.) guar.	786,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar.	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han.) guar	800,000	8	Jan. & July.	" "	1889	96
1st Mort. (Car. & Burl.) guar.	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,280,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicgago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	71½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C. & N W	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C. & N W	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.)	750,000	7	May & Nov.	" "	1885	85
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	100
Appleton Ext. (23 m. & 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,775,000	7	Feb. & Aug.	" "	1882	99
2d Mort. (Gal. & Chic. 248 m.)	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 79m. & land)	331,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C. & N.W.R'y)	3,105,000	7	F. M. A. & N.	" "	1915	88
Consol. gold bonds for	$48,000,000	4,534,000	7*	June & Dec	" "	1902	80
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi. & Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9 500	7	June & Dec.	" "	1898	....
1st Mort. (Chic. & Mil.R.W.) guar	1,141,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel. & Mad. R.R.) guar.	306,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000 pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000 pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000 pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C.B.&Q):						
1st Mortgage for $1,600,000 gold	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I. & Pac.)	8,600,000	7	" "	" "	1896	104½
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for	$41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd	$5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C. & W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1896	....

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	...
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Morigage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	80
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	77½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	89½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)	272,000	7	June & Dec.	" "	'73-'94	....
1st Mort. (Bell. and Ind. R.R.)	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning (A. & Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	85
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	85½
2d Mortgage Consol. skg fund	8,679,900	7	Feb. & Aug.	" "	1909	65
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1860	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	"	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1, 2, 3, 4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowaneseque Valley:						
1st Mortgage, gold	100,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk:						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv. Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,931,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	100
2d Mort. (Del., Lack. & Wtn)	1,632,000	7	March & Sept.	" "	1881	100
Convertible b'ds (Del. Lack. & W.)	5,000,000	7	June & Dec.	" "	1892	95½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ama.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,620,000	8	" "	" "	1886	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
3d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	94
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end.$16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	101
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.)						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	97½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	130,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	96
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,485,000	7	May & Nov.	New York.	1897	98
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	99
3d Mortgage	4,582,000	7	" "	" "	1883	96½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY& London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free	2,089,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds(1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M.(& 1st on 5d, &2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line)skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series(52,091)tax f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1885	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov	N. Y. & Lond.	1900	....
Fonda, Johnston & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1899	....
2d Mortgage (Equipment)	N,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	84
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	661,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1836	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4,867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples(T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1908	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds(222m)	5'',000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	78½
1st Mort. (Q. & Palm.R.R. 16 m.	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort.(K.City& Cam.RR55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.)skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.)skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe(F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund,gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgag	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	98
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1896	82
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	100½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	8	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1886	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,586,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,900,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $10,000 guar.		8	Feb. & Aug.	New York.	1900	98
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1896	96½
2d Mortgage	500,000	8	March & Sept.	" "	1883	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	498,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind.& Mad.)guar.	297,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville R.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1886	....
2d Mortgage	798,000	7	March & Sept.	" "	1895	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guarnteed	500,000	6	Jan. & July.	Philadelphia.	1882	83
2d Mortgage not guaranteed	300,000	6	April & Oct.	" "	1900	84
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1900	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1886	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.& M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1896	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	639,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 120 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1898	....
Consolidated Mort. (280m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL.& G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	8,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (2,000,000 acres)gld	1,921,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	66
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,360	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.)	844,000	7	March & Sept.	New York.	1885	....
3d Mortgage (Kent. Cen.)	237,000	7	June & Dec.	" "	1885	....
Keok., Iowa C.& Minn.(TW.& W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	98
Lackawanna & Bloomsb(D.L.& W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1890	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1891	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW.& W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW.& W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y. B'n.& Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	4,138,000	7	J. A. J. & O.	" "	1490	91
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	95
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore) Ap. 1, '69	1,500,000	7	" "	" "	1899	90
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99½
2d Mort. Oct. 1, '67 "	1,000,000	7	April & Oct.	" "	1892	95
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855 M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	100½
2d Mort. Oct 31, 1857 "	2,696,000	7	" "	" "	1877	95
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1, 1868 "	3,000,000	7	April & Oct.	" "	1893	97
1st Mort. Aug. 1, 1856 (D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	94
1st Mort. Sept. 1, 1869 (K.& W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867 (Sch.& Th.R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867 (Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M. July 1, '68 (Kal. A.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort. July 1, 1863 (J.& Frank.)	400,000	7	" "	" "	var	....
2d Mort. Jun. 1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Pt. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia	1896	....
Leavenworth, Lawr. & N. West'n						
1st Mort. guar. by Pac. of Mo.	336,000	7	Feb. & Aug.	New York.	1890	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	55
Lehigh and Lackawanna:						
1st Mortgage tax free	800,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,600	8	May & Nov.	Philadelphia	1873	....
1st Mortgage (new loan) tax free	2,548,000	6	June & Dec.	"	1898	98½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1888	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	81
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,600	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1880	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York	1892	92
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	98
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1896	....
General Mortgage	775,000	7	" "	" "	1900	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	343,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'76	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'86	....
Consol. M. for $5,000,000 (392 m.)	6,647,000	7	April & Oct.	" "	1898	84
Louisv., N. Al. & St. Lo. Air-Line						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'86-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,000,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1893	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,360	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'94	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	638,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.)						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	101½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	86½
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	81
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	6	June & Dec.	Boston.	1878	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1887	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,295,000	7	March & Sept.	New York.	1890	48
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.D'v.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	356,000	8	April & Oct.	New York.	1852	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1862	107
Trust Mortgage for $10,000,000.	7,000,000	7	Jan. & July.	" "	1902	92
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	May & Nov	" "	1890	99½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	109
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv. & W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1888	....
Midland of Canada:						
1st Mortgage sterling £234,000	1,143,867	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,121,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	80
1st Mortgage (Minn. Cent.)	182,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,006,000	7	" "	" "	1870	75
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	103
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	93
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	224,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	.....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,254,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,000,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000 p.m.	1,560,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,161,000	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jan. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	8,600,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	500,000	7	" "	" "	1880	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6*	May & Nov.	Mob. & Lond.	1892	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,580	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	800,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	102½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	92½
Construction bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	83
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.& Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1859	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1888	....
New H., Middlet'n & Willman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1,000,000	7	Jan. & July.	N. Y. & N. H.	1898	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfield bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's						
New Jersey Midland (NY.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1883	....
New Jersey Southern:						
1st Mortgage	3,000,000	7	May & Nov	New York.	1892	40½
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.)						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(" " gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La.	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,620	6	May & Nov.	New York.	1883	91
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for R.& N. S't. (")	76,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	90½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" — S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	108½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,050,500	7	April & Oct.	New York.	1875	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'78-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	306,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1898	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	" "	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1886	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	99½
Chattel Mortgage	360,000	10	April & Oct.	"	1877	100
North Shore (L. I.)						
1st Mortgage	155,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	89
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	83
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	89
Income Mortgage conv.	1,300,000	7	April & Oct.	"	1890	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold	50,000pm	7.3	Jan. & July.	New York.	1900	29
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan	$400,000	5	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	....	" "	" "	1875	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds	600,000	6	March & Sept.	"	1880	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,684,000	7	Jan. & July.	New York.	1898	90
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	2,520,000	7	April & Oct.	New York.	1911	....
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	" "	1874	77
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1962	....
Sinking Fund Bonds	50,000	7	May & Nov.	" "	1883	91
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Erie)	580,000	7	April & Oct.	"	1892	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	60
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96
Plain Bonds	486,000	6	April & Oct.	"	1879	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold	$10,000pm	7.3	Jan. & July.	New York.	1941	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1899	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,156,500	6	Jan. & July.	" "	1875	73
3d Mort. " "	698,000	6	May & Nov.	Richmond.	1873	75
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74½
Consolidated Mort.	1,845,500	7	Jan. & July.	New York.	1912	80
Orange and Newark:						
1st Mortgage	846,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1898	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (S.W. & O.):						
1st Mortgage	800,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1901	....
Oswego and Syracuse (D.L. & W.):						
1st Mortgage, guaranteed	185,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by (C.B. & Q.)	1,200,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville:						
1st Mortgage for $1,500,000		8	Feb. & Aug.	New York.	1897	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug	New York.	1888	84
2d Mortgage sinking fund	8,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	" "	" "	1892	56
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lex. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,500,000	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,850	98,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T.W.& W.):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,500,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Phg.)	4,972,000	7	Jan. & July.	Philadelphia.	1880	100½
2d Mortgage (")...	2,594,000	6	April & Oct.	"	1875	97½
2d Mortgage (")stg.	2,282,246	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,004,500	6	J. A. J. & O.	Philadelphia.	1910	90
State lien for $17,500,000, skg Fd	5,758,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage	350,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	98
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.B.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
1st Mortgage(whole road 287[m])	5,000,000	6	" "	"	1881	80
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1885	88
Gen'l M. for $20,000,000, gold sr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$519,000	6	April & Oct.	Philadelphia.	1897	80½
Perth Amboy & Woodbr.(C& A):						
1st Mortgage	100,000	6	Feb. & Aug.	New York.	1874	....
Peterburg:						
1st Mortgage (instalments)	841,500	8	Jan. & July.	New York.	'72-'82	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36½ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)	300,000	6	April & Oct	"	1891	....
2d Mortgage (Pa. & Md. 45 m.)	400,000	7	Jan. & July	"	1900	....
Philadelphia and Reading:						
Loan of 1843	1,139,500	6	Jan. & July.	Philadelphia.	1883	80
Loan of 1870, convertible	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-46 & 49.	1,521,000	6	" "	"	1880	95½
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	101
Mortgage Loan of 1836 stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg	976,500	6*	" "	"	1880	....
Mortgage Loan of 1836 stg	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	97
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	101½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
Consolidated Mortgage June 1, 1871. — Gold or stg reg.	624,000	6*	" "	"	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.	2,305,630	7	Jan. & July.	"	1893	100½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,800	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866	400,000	6	April & Oct.	"	1876	95
Loan of 1867	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed	350,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $16,000,000	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	65
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	70
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free	4,000,000	7	Jan. & July.	Baltimore.	1908	81½
2d Mort. (Balt. Loan) of 1866	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Gr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1859	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	80
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	96
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000		7	Jan. & July.		1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000		7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000		6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1863	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien)	250,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for $450,000		7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd	1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage	300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:						
1st Mortgage gold	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W. & W.):						
1st Mortgage, guaranteed	600,000	7	May & Nov.	New York.	1890	85½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	Boston.	1890	87
Reading and Columbia (P. & R.):						
1st Mortgage, guaranteed	350,000	7	March & Sept.	New York.	1888	....
2d Mortgage, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage	300,000	7	" "	"	1880	....
3d Mortgage	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitehall)	400,000	7	March & Sept.	New York	1906	....
1st Mort. (Troy, Salem & Rutl.)	600,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds	157,800	6	" "	"	1875	....
Consolidated Mortgage	1,722,000	6	May & Nov.	New York.	'78-'98	99
Rich., Fredericksburg & Potomac						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	6	" "	Richmond.	1861	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage	176,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st Mortgage tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1913	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1880	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	86,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	" "	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm.	8*	" "	" "	1900	....
St Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	83½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
3d Mortgage Income (Series E).	1,700,000	7	" "	" "	1894	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	84½
St. Louis, Lawr. & Denv.(Pacific)						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1896	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,668,000	7	May & Nov.	" "	1895	....
2d Mortgage (B.) convertible....	1,000,000	7	" "	" "	1896	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)40m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M.(W.Line) R.R. & Lands..	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1890	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.						
1st Mortgage for $150,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1880	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	506,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,460	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.& H.Can.)						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	3,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	250,000	10	" "	" "	1931	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.).						
1st Mortgage.....	850,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1873	....
Domestic (G) Bonds.....	342,500	6	Jan. & July.	"	'72-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,200	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	.....	....
South Georgia & Florida (A. & G):						
1st Mort. assumed by Atl. & Gulf	404,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1894	....
South and North Alabama.						
1st Mort. endor. by Ala., gold..	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1898	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct	Boston.	1880	92
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	46
3d preferred bonds	418,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,500,000	8	April & Oct.	New York.	'76-'85	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	.....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1880	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv.....	891,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	800,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	850,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York.	1901	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1916	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1900	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	.....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	.....	....
Suspens. Brid. & Erie Junc.(Erie)						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.& W)						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec	" "	1897	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1878	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m....	1,600,000	7	June & Dec.	New York.	1894	....
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	61
2d Mortgage (W. Div.) 117 m..	1,800,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund..	94,000	6	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	....
Tom's River & Waterf.(N.J.So.):						
1st Mortgage guaranteed.....	80,000	7	.....	New York.	1883	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, nar....	100,000	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1895	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	$48,000	7	"	" "	1898	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	83
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	86¾
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	79
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	70½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	74½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	86
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	85¾
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1899	77
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	74
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,505,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	92
Loan of 1875 (New Jersey Co.)	800,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	88
Loan of 1880 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1859	5,000,000	6	May & Nov.	Philadelphia.	1889	91½
Sterling Loan £389,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.		....	66
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage — 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage — 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage — 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage — 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1900	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.& Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	83
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AllR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1892	83
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1890	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome(R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	94
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	85
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt.	575,000	6	" "	"	1900	93
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	85
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. by C.& A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	100
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	72
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	"	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	85
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	82½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	85
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	100
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage re-registered — 1st series, Nov. 1, 1867	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage re-registered — 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	101½
1st Mortgage re-registered — 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	100½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	88
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	89½
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	87½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	71
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,955	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	64
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	72
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	70½
2d Mortgage	700,000	6	" "	"	1888	....
3d Mortgage stg.	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	500,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterisk* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac ..... New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	.....	.....	—	100	.....
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central † ..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)... New York.	7,468,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud. Cana	l Co.)	1,341,228	423,821	7	100	86
Sept. 30, 1872	51.0	—	2.0	—	2	4	1	21	Alexandria and Fredericksburg † ..... Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	—	51.0	.....	.....	.....	.....	.....	—	100	.....
Jan. 31, 1873	132.0	—	44.9	112.0	.....	.....	.....	.....	Allegheny Valley..... Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	—	132.0	.....	.....	.....	2,239,156	960,684	—	50	.....
Nov. 30, 1872	35.8	—	1.6	—	—	—	—	—	Allentown ..... Pennsylvania.	1,147,225	—	.....	.....	567,544	—	579,681	—	35.8	.....	.....	.....	.....	.....	—	50	.....
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5	.....	(Phila. & R	eading R.	R.)	.....	—	50	.....
Dec. 31, 1872	57.0	—	2.8	28.0	.....	.....	.....	.....	Arkansas Central (3 ft.) † ..... Arkansas.	.....	.....	.....	.....	.....	.....	.....	—	.....	.....	.....	.....	.....	.....	—	100	.....
Mar. 31, 1873	28.6	—	1.9	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	.....	.....	.....	246,018	15,000pm	.....	—	.....	.....	.....	.....	.....	7,500	—	100	.....
Nov. 30, 1872	465.0	—	23.3	200.0	.....	.....	.....	.....	Atchison, Topeka & Santa Fe.... Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	(In prog	ress to N.	Mexico.)	.....	.....	.....	—	100	154
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield..... Massachusetts.	805,873	7,555	44,400	.....	520,000	293,400	44,606	8,814	30.4	44,320	26,778	17,198	39,032	10,555	—	100	.....
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point ..... Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	—	86.7	.....	.....	.....	.....	.....	8	100	.....
Sept. 30, 1872	887.3	38.2	149.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	80,992,240	*	.....	.....	24,000,000	56,992,240	.....	—	565.8	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf † ..... Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	5,451,229	855,370	—	100	.....
Sept. 30, 1872	406.0	20.0	31.0	160.0	78	29	18	832	Atlantic, Mississippi and Ohio... Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	—	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	.....
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina † .N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	—	95.0	.....	(No return | ns furnish | ed.)	.....	.....	.....	—	100	.....
Dec. 31, 1872	364.0	—	18.2	200.0	.....	.....	.....	.....	*Atlantic and Pacific* † . Missouri & Ind. Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	—	328.2	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,488,848	201,089	—	—	.....	.....	.....	.....	.....	—	100	.....
Nov. 30, 1872	53.0	—	2.7	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	—	.....	.....	.....	.....	.....	4	100	.....
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Geneseo and Mount Morris .. N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	7	100	.....
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)	36,000		50	.....
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio † ..... Md. & W. Va.	31,170,756	7,996,856	13,423,332	3,424,536	16,704,762	12,466,639	700,873	28,152,289	454.6	9,172,997	.....	.....	10,564,472	4,532,072	8	100	157½
	30.0	—	39.9	—	—	—	—	—	Washington Branch † ..... Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.. ..... W. Virginia.	10,000,000	—	—	—	5,680,665	593,500	—	—	103.5	1,008,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.2	—	3.2	89.0	.....	.....	.....	.....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	32.2	(Opened	to Washi	ington, Ma	y 1, 1872.)	.....	.....	—	100	7
Dec. 31, 1872	33.4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	—	—	650,000	250,000	.....	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	.....
Dec. 31, 1872	67.0	—	0.7	—	50	21	8	567	Belvidere Delaware ..... New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	.....
Sept. 30, 1872	22.0	—	2.0	—	—	—	—	—	Berkshire..... Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	468,000	—	—	—	—	—	—	—	—	—	5	100	—
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,118	Boston and Albany..... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,438	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	136
Sept. 30, 1872	25.2	—	2.0	0.8	4	4	2	50	Boston, Barre and Gardner..... Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12,147	28.0	52,064	85,157	17,499	69,356	7,550	—	100	.....
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg ..... Mass.	1,430,328	546,052	110,250	95,736	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	.....
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	473	Boston, Concord and Montreal ..... N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	139.0	.....	171,511	92,186	670,849	131,716	6p	100	.....
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell..... Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,283,969	241,016	8	500	106
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine..... Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,996	4,135,469	520,722	2,004,672	504,116	10	100	106½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	452	Boston and Providence..... Mass. & R. I.	3,691,138	207,400	573,542	258,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	147
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa..... Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	—	85.0	.....	.....	.....	.....	.....	—	100	.....
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany † ..... Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	.....
Sept. 30, 1872	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Erie	Railway	Co.)	.....	.....	40,600	—	100	.....
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,546,930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie.. N.Y. & Penn.	3,339,000	—	.....	.....	950,000	2,380,000	.....	—	—	(Erie	Railway	Co.)	.....	233,100	7	500	.....
Sept. 30, 1872	117.0	—	5.9	—	.....	.....	.....	.....	Buff., New York and Phila. N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	.....
Dec. 31, 1872	219.0	79.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota. Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	—	332.0	.....	.....	.....	995,129	283,802	—	100	.....
Dec. 31, 1872	120.0	—	6.0	100.0	.....	.....	.....	.....	Burlington and Southwestern. Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	—	....		(In progr	ess.)		.....	—	100	.....
Feb. 28, 1873	158.0	—	....	143.0	.....	.....	.....	.....	*Cairo and Fulton*..... Arkansas.	10,000,000	*	.....	.....	12,000,000	3,000,000	.....	—	....	(Compl	eted to Mo	. Line Ma	y, 1873.)	.....	—	100	.....
Dec. 31, 1872	160.0	—	8.0	—	.....	.....	.....	.....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,520,000	.....	—	160.0		(Recently	completed	.)	.....	—	100	.....
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy..... New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	.....
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic..... New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	23.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	—	—	6	100	.....
Dec. 31, 1872	28.5	—	4.8	81.0	.....	.....	.....	.....	Canada Central..... Canada.	685,156	*	—	5,688	.....	683,467	3,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	.....
Jun. 30, 1873	229.0	63.0	29.2	—	.....	.....	.....	.....	Canada Southern..... Canada.	.....	.....	.....	.....	8,000,000	3,760,000	.....	—	.....		(Recently	completed	.)	.....	—	100	.....
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod ..... Mass.	1,245,594	237,393	46,392	16,547	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	50	.....
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneestown.... Illinois.	562,650	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	.....
Sept. 30, 1872	18.0	—	0.5	10.0	2	—	—	3	Carthage, Water'n & Sack. Harbor.. N.Y.	561,139	*	.....	.....	455,433	150,000	.....	—	18.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	.....	.....	—	24.0	.....	.....	.....	.....	.....	—	100	.....
Oct. 31, 1872	94.0	4.5	8.5	—	21	9	5	602	Catawissa..... Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	—	—	(Leased	Nov. '72 to	Ph. & Rdg.	)	572,104	183,169	6	25	.....
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Cazenovia and Canastota..... New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	7 p.	50	33
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Illinois	Central.)		128,646	113,400	—	100	.....
Dec. 31, 1872	271.6	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,233,000	—	.....	.....	7,619,000	3,614,000	.....	—	—	(Chic. &	North We	stern R. R.	)	.....	—	100	.....
Dec. 31, 1872	100.0	—	15.0	250.0	6	6	3	131	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	101.0	(No re	turns furn	ished.)	.....	.....	—	100	.....
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia..... Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	841,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	...
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	202.0	.....	.....	.....	.....	.....	—	100	.....
Sept. 30, 1872	22.0	4.0	3.0	—	3	7	—	22	Central of Long Island..... New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	.....
Dec. 31, 1872	74.0	6.7	211.8	—	227	123	47	9,082	Central of New Jersey..... New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	101
Dec. 31, 1872	187.0	—	31.2	—	40	28	34	787	Central Ohio..... Ohio.	5,499,999	*	.....	.....	2,845,500	2,500,000	.....	—	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	863.0	339.0	110.4	600.0	187	168	40	3,307	*Central Pacific* † ..... Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,287	54,283,190	81,939,680	422,041	7,433,960	1,158.0	.....	.....	.....	11,963,641	6,952,362	—	100	.....
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta.... S. Car.	5,512,000	*	256,000	.....	2,578,000	3,100,000	.....	—	194.6	.....	.....	.....	852,107	439,718	—	100	.....
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers ..... Pennsylvania.	1,127,313	—	—	13,897	623,060	500,000	8,150	—	22.8	39,140	.....	.....	60,440	20,440	—	50	.....
Sept. 30, 1872	423.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio..... Va. & W. Va.	26,542,490	*	789,786	2,836,883	18,398,407	18,624,968	3,387,461	—	227.0	511,475	141,873	115,475	777,632	288,687	—	100	.....
Jun. 30, 1872	40.7	0.8	2.0	—	2	.....	.....	.....	Chester and Tamaroa..... Illinois.	1,690,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	.....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Quarterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. E.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	83	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,185,131	694,565	384,284	3,297,300	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	455,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952,158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	86,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,732	*	.....	.....	360,000	300,000	41,382	.....	10.0	35,056	99,890	25,897	78,023	38,198	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	123,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,896	650,000	112,698	30	—	(Boston	,Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,060	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson.Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,658	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	6	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilman, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	111.0	67,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	857.0	52.0	371.0	—	361	260	90	4,636	Grand Trunk ¶.....Canada.	106,900,746	*	5,197,216	1,348 999	16,977,803	91,697,296	4,870,346	1,515	1,877.0	6,754,570	1,718,273	1,535,296	8,935,970	1,803,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western ¶.....Canada.	33,941,675	*	.....	.....	24,167,467	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	6	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—		(Not r	egularly o	perated.)		—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17,528	17,488	9,553	30,358	12,528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.¶..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	.....	68,000		9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackensack and New York..New Jersey.	191,246	*	.....	.....	92,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	23,397,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,484,670	670,529	—	100	27
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123,550	.....	40,000	68,151	7.9	21,996	79,998	14,397	71,032	20,296	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123,424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	700,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,661	6,500,000	580,000	50,547	1,043,724	78.5	782,172	1,303,168	721,348	2,106,674	752,702	44	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill¶..R.I.,Ct.&N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100,000	200,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & S	t. Paul C	o. for $2,1	00,000.)		75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	35,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	400,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern¶.....Texas.	3,361,861	*	751,494	539,503	2,400,000	1,925,915	45,956	260,487	123.0	123,257	24,819	36,583	260,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central ¶.....Texas.	15,000,000	*	.....	.....	820,000	10,040,000	.....	.....	849.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	238,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	.....	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,362,156	2,039,321	8,026,764	2,103,107	10	100	100
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	*	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Buri. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	...	...	...	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	.....	1,359,691	.....	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette.Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,754,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,333,000	654,822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec 31, 1872	188.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill.Cen	. R.R.Co.)	837,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept. 30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103,302	.....	35.6	82,960	20,367	121,600	110,942	51,708	—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,641	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Centra	l.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.)		140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,855	224.0	1,061,102	658,633	468,236	1,287,280	469,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana....Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	3	100	...
Oct. 31, 1872	4.6	—	0.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	215,230	.....	132,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	R.R.Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	268	Kansas City, St. Joseph & Co. Bl. Mo.& Ia.	3,625,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,688,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,713	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln ..... Maine.	2,725,798	*	.....	138,305	861,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct.	19, 1871.)	87,612	35,973	—	100	...
Oct. 31, 1872	80.0	—	28.0	—	25	10	4	1,515	Lackawanna and Bloomsburg.....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	193,261	.....	80.0	436,206	362,294	2,213,010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept. 30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,456	.....	.....	.....	1,727,553	792,000	96,097	.....	—	(Not yet i	n operatio	n.)			—	100	...
Dec. 31, 1872	541.3	595.2	433.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P.,O. Ind.& Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,833	4,382,243	17,591,629	3,118,598	8	100	76½
Jan. 30, 1872	37.0	—	....	68.0	5	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,938	2.000 000	93,314	.....	—		(Opened t	hrough in	July, 187	3.)		—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Passs.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4 8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692	.....	74.0	101,685	168,267	69,137	219,368	60,974	—	100	....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475	.....		(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	....
Sept. 30, 1872	7 0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	.....	.....	.....	265,000	.....	.....	.....		(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	....
Sept. 30, 1872	124.0	16.5	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,536	1,465,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.8	1,700,891	3,925,765	592,579	4,483,554	1,769,809	10	100	124
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,488	614,211	229,677	911,021	401,914	9	100	....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	.....	.....	.....	1,000,000	.....	.....	.....		(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,584	336,167	179,553	88,216	—	100	....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,030	483,241	223.0	478,580	140,397	113,126	(Rl'hm.&	Danv.)	—	100	....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern †.....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	139,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	.....	(No a	ccounts o	btainabl	e.)	.....	.....	.....	72.0	.....	(No accou	nts.)	.....	.....	—	100	....
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	906	North Pennsylvania.....Pennsylvania.	7,086,930	1,206,779	1,524,750	.....	3,473,500	4,042,500	63,394	.....	67.7	617,092	889,571	880,119	1,336,938	592,322	5s	50	90
Dec. 31, 1872	95.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	*	78,964	610,682	.....	5,219,963	261,561	3,533	140.3	748,838	212,080	313,664	894,774	180,541	—	100	....
Dec. 31, 1872	138.0	4.0	137.0	—	141	69	22	3,284	Northern Central †.....Md. and Penn.	11,666,830	3,223,428	2,750,000	928,678	8,842,000	11,040,602	1,464,218	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,789	6	50	52
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	266,800	154,576	82.6	506,848	195,406	411,885	706,355	217,103	8	100	101
Dec. 31, 1872	21.3	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	627,452	*	872,548	.....	1,000,000	400,000	.....	.....		(Leased	to Erie Ra	ilway Co.)	273,054	37,604	8	100	....
May 31, 1873	153.0	106.0	....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,894	.....	.....	50,000p.m.	.....	.....	559.0		(No sta	tement pu	blished.)			—	100	....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †..Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,069	372,841	346,367	771,602	293,228	10	100	127½
Sept. 30, 1872	113.0	32.0	14.5	—	21	27	12	394	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464	.....	145.0	.....	194,167	242,210	328,841	Loss.	—	100	....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....	.....	122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	85½
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....	.....	12.0	.....	.....	54,479	47,459	25,656	6	100	....
Jun. 30, 1872	340.0	53.0	24.0	....	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902	.....	393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	30½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	328	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,880,000	.....	.....	123.0	749,668	559,926	676,500	1,285,554	461,531	6½	50	29½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,554	*	441,553	586,443	5,103,506	3,521,000	467,989	581,156	150.7	1,110,675	3,711,345	510,434	1,897,438	630,249	6½	100	114
Dec. 31, 1872	9.9	2.0	3.1	....	—	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852	.....	11.9		2,984,817		203,094	24,633	—	100	....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	5,622,664	865,431	.....	292.6	713,252	196,894	161,434	988,371	403,598	—	100	....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	.....	.....	.....	375,000	200,000	25,000	.....		(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,963	.....	.....	.....	300,000	612,100	27	.....		(Leased	by Rome,	Watertown	& Ogd.	RR.Co.)	—	100	....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,270	.....	.....	1,144,400	180,000	.....	.....	35.0	232,069	171,932	232,801	354,680	73,878	9	100	....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....	.....	35.0	(In cour	se of cons	truction:	no return	s.)	—	100	....
Dec. 31, 1872	283.5	15.5	30.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	cees.)		(Leased	by Atlant	ic & Pacif	c R. R. C	o.)	5	100	29
Dec. 31, 1872	68.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	408,812	.....	63.5	469,289	22,920	21,589	95,261	35,845	—	100	....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	4	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	.....	.....	.....	11.5	(Under	construct	ion: no ret	urns.)		—	100	....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,718,680	1,232,602	10½	100	97
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,600,000	1,200,000	.....	.....	109.0		(No	statement	furnished	.)		—	100	....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	.....	.....	.....	630,000	.....	.....	.....		(Leased	by Erie R	ail'y Co.)	58,400	53,400	8½	100	....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	.....	.....	.....	250,000	500,000	.....	.....		(Leased	by Erie R	ail'y Co.)		35 p. c.	—	100	....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	.....	.....	.....	248,000	100,000	.....	.....		(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	.....	.....	.....	1,500,000	1,076,000	.....	.....		(Leased	by Tol.Wa	b. & Win.	Co.)	.....	—	100	....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	.....	.....	.....	342,150	166,000	36,542	.....		(Leased	by United	Co.)	31,729	31,729	6	100	....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	.....	.....	.....	500,000	375,000	.....	.....		(Leased	by N. Jer.	Sth'nR.R.	Co.)	.....	—	100	....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262	.....	165.0		83,491	46,333	109,913	Loss.	—	100	....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11429	Pennsylvania .....Pennsylvania	31,283,395	11,154,533	53,506,985	20,413,980	53,271,987	35,072,309	19,395,422	8,919,154	787.7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	92½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000	.....	47.0	.....	3,486	1,376,772	23,033	.....	20	50	250
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	.....	.....	.....	483,297	700,000	.....	.....		(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....	.....	145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	*	.....	.....	1,200,000	600,000	.....	.....		(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....	.....	83.0	260,093	77,372	124,505	302,552	.....	—	50	....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	.....	.....	.....	57,200	100,000	57,381	.....		(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083	.....	82.0	228,000	44,392	57,238	288,944	133,851	—	100	....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent..Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,418	.....	58.1	176,312	315,515	134,307	295,594	105,205	—	100	....
Dec. 31, 1872	287.6	—	114.3	—	130	38	20	2,955	Philadelphia and Erie †.....Pennsylvania.	21,822,990	.....	2,248,693	.....	8,448,000	14,750,000	892,983	.....	287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	35
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	13	192	Phila., Germantown and Norristown..Pa.	1,146,538	368,262	500,793	.....	2,231,900	.....	.....	.....	23.6	(Leased	by Phila.	& Read'g.)	287,816	271,179	12	50	168
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	63	14138	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,958,004	708.0	7,248,778	6,383,991	9,573,405	12,125,038	4,823,300	10	100	111
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	.....	329,626	.....	1,259,100	.....	.....	275,408	37.5	.....	1,561,080	1,124,640	1,759,758	.....	10	50	113½
Dec. 31, 1872	96.3	3.8	139.1	—	94	103	49	1,295	Philadelphia, Wilm. and Baltimore..Penn.	11,890,736	*	2,318 306	175,899	11,485,750	1,990,500	455,321	660,478	197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	50	110½
Oct. 31, 1872	7.0	—	1.0	—	2	3	—	22	Pithole Valley.....Pennsylvania.	100,000	*	225,000	.....	225,000	100,000	17,132	.....	7.0	.....	9 800	12,854	20,483	Loss.	—	50	....
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173	.....	201.0	3,160.500	606,902	1,429,115	3,866,649	799,501	—	50	....
Dec. 31, 1872	468 3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230	.....	503.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	90
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	654,068	55,243	.....	.....	618,564	.....	.....	.....	14.0		(In operat	ion only †	hree mon	ths.)		50	....
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pittsb'g, Washington & Dalton...Pa. & Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204	.....	173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	50	....
Sept.30, 1872	18.0	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	460,000	.....	.....	.....	450,000	.....	.....	.....		(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific..Ind. & Ill.	.....	.....	.....	.....	719,390	450,000	.....	.....		(Leased	by Pennsy	lvania Co.	.)	.....	—	100	....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....	.....	41.0	.....	41,988	55,029	142,580	92,102	—	100	....
Nov. 30, 1872	60.0	—	3.5	50.0	5	18	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	60.0	118,100	55,592	37,856	115,484	40,361	—	100	....
Dec. 31, 1872	66.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....	.....		(Earnings	used in co	nstructio	n.)		—	100	....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	218,500	.....	.....	27.5	17,215	2,880	6,375	14,221	.....	—	100	....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	118	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	636,097	1,120,000	200,053	.....	52.5	141,640	120,009	60,790	131,561	38,078	—	100	....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	.....	.....	.....				(Leased b	y Eastern	R.R. Co.)		10	100	125½
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0			(Operated	for benefit	of contra	ctors.)		25	....
May 31, 1873	71.	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....				(Leased b	y Eastern	R.R. Co.)		6	100	87
Sept.30, 1872	(	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,891,372	*	.....	.....	524,464	508,200	506,079	.....	41.8	$ 53,514	70,013	10,40	$ 53,079	14,038	—	100	....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,609,636	666,563	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,556	1,605,257	521,856	895,807	220,926	10	100	....
Nov. 30, 1872	13.6	—	3.1	—	3	3	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,028	.....	.....	437,917	50,000	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	38,350	12,560	38,231	27,437	9,080	—	50	....
Dec. 31, 1872	41.7	—	1.4	88.8	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	165,300	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,134,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....
Sept. 30, 1873	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,489,628	*	.....	.....	6,000,000	1,925,000	.....	.....	181.0	861,480	664,000	556,934	1,748,916	604,224	7	100	102
Sept. 30, 1872	140.5	55.2	16.7	—	26	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,044,460	211,461	4,000,000	2,621,090	510,171	236,066	295.9	926,782	134,485	176,708	832,092	363,846	—	100	....
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,539	263,282	1,509,826	889,899	43,417	559,604	89.9	209,899	.....	.....	351,919	145,919	—	100	....
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,189	42,228	160,319	45,945	—	100	....
Sept. 30, 1872	33.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	33.3	(No returns obtained.)					—	100	....
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	.....	.....	(Leased by Erie Railway Co.)					84,012	6	100	....
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,534	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	28	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No information.)		.....	.....	16	100	....
Sept. 30, 1872	141.1	48.5	25.3	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,298,900	1,735,606	38,359	.....	218.2	675,016	441,909	336,440	1,150,764	282,106	7	100	....
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	8,787,902	—	1,286,719	.....	9,641,300	1,701,000	1,180,628	.....	239.0	(Leased to Central Verm't.)			434,740	405,381	—	100	8
Jun. 30, 1873	225.0	—	24.0	34.0	19	.....	.....	.....	St. Joseph and Denver City..Kan.& Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	784,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1872	64.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,285	38,592	161,771	45,953	—	100	....
Dec. 31, 1872	189.0	18.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	56.0	860,130	149,499	416,215	507,019	220,002	—	100	9
Dec. 31, 1872	195.5	15.3	37.0	—	91	20	18	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,556,951	1,951,989	1,088,796	158,733	10,000,000	5,461,000	.....	.....	210.8	938,393	587,576	633,574	2,146,639	687,639	3	100	51
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	822,601	169,779	—	100	....
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	(Leased by Chicago & Alton R. R. Co.)					240,000	—	100	....
Jan. 31, 1873	353.0	—	17.6	—	38	38	19	1,631	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,763	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	428,957	517,528	2,780,820	748,139	—	100	....
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	203,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....
Dec. 31, 1872	207.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.)..Minnesota.	15,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	238.0	462,489	235,279	162,356	682,566	.....	—	100	....
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,798	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	309	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	987,500	2,307,000	.....	.....	160.0	.....	178,651	153,505	574,951	37,802	—	100	....
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	529,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No statement furnished: very small.)					—	100	....
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke..Va. & N. Carolina.	1,488,400	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	235,679	26,309	162,832	566,819	266,335	8	100	....
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
June 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....
Jan. 30, 1872	106.8	—	11.2	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.8	.....	.....	.....	162,405	10,344	—	100	....
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul.....Iowa & Minn.	4,422,132	*	566,362	.....	2,800,000	1,740,000	450,494	.....	.....	(Run by contractors: no returns.)					—	100	....
Sept. 30, 1872	163.0	—	9.2	—	.....	.....	.....	.....	South and North Alabama.....Ala.	7,481,764	*	.....	.....	3,458,067	4,906,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....
Dec. 31, 1872	187.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	236,736	71,474	243.9	866,732	207,344	266,707	1,401,211	545,105	—	100	....
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,306	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.) .....New York.	3,166,551	648,925	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	238,990	617,899	83,701	501,871	226,637	—	100	....
Aug. 31, 1872	167.5	—	9.5	—	12	8	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,661	493,438	190,021	—	100	....
Dec. 31, 1872	170.0	—	8.5	552.0	14	28	6	245	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.0	.....	314,150	121,660	982,725	481,664	—	100	....
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	260	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,480,000	140,000	.....	.....	(Not in operation at date.)					—	100	....
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	378	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,620	186,606	533,365	713,585	216,481	4	100	....
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	500,000	229,997	.....	26.0	23,548	49,219	29,914	23,199	loss.	—	100	....
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,583,484	191,840	1,288,150	800,000	616,344	1,178,143	99.3	.....	190,997	834,350	1,070,354	128,443	—	100	....
Apr. 30, 1873	68.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	346,001	85,042	—	100	....
Dec. 31, 1872	227.3	10.2	29.0	—	45	13	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.5	1,192,831	.....	.....	1,316,106	368,098	—	100	....
Dec. 31, 1872	473.6	153.6	60.5	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,683,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,060	1,349,052	6,008,978	1,578,182	—	100	51½
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	222	Troy and Boston.....New York.	1,934,146	378,415	.....	.....	1,599,000	1,899,000	65,309	.....	55.3	190,548	262,763	191,122	516,663	212,097	2	100	....
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	.....	.....	8,862,606	4,092,032	—	100	30½
Dec. 31, 1872	165.0	—	160.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	22,450,328	*	13,216,919	427,838	18,990,927	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,226	2,261,060	10	100	117½
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	800,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,358	—	100	....
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,703	.....	.....	1,754,920	775,500	.....	.....	92.2	201,688	184,533	62,064	337,299	111,309	3	100	....
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186,344	438,131	.....	.....	2,908,500	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	(Leased by Vermont Central R. R. Co. at 8 p.c.)					—	100	47
May 31, 1872	118.0	—	108.0	—	170	125	51	6,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	493,487	—	100	....
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	68,899	157,751	38.1	24,299	275,181	131,458	557,196	169,523	2	100	71
Feb. 29, 1872	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,929,236	86,869	.....	140.0	181,288	82,372	49,431	408,220	102,913	—	100	....
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	*	.....	.....	998,005	750,000	78,187	.....	.....	(Leased to N. Jer. Southern R. R Co.)					—	100	....
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,400	.....	.....	(Leased to D. L. & W. R. R.)				525,749	215,353	7	100	83
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	66	Washington and Ohio .....Virginia.	1,435,176	128,577	123,773	.....	900,700	180,400	321,248	340,178	44.0	81,361	27,693	19,418	81,285	7,948	—	100	....
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	160,534	—	100	....
Dec. 31, 1872	133.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned by State of Georgia & leased to a company for $300,000 a year.)								138.0	.....	.....	125,932	1,590,245	66,587	—	100	....
Sept. 30, 1872	60.0	—	3.2	13.0	10	10	6	128	Western Maryland ¶.....Maryland.	2,366,392	*	208,500	17,069	682,596	1,800,000	109,069	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,005	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	(Leased by Pennsylvania R. R. Co.)						—	55	....
Dec. 31, 1872	60.7	—	16.2	—	18	69	8	171	West Jersey.....New Jersey.	2,255,355	*	1,486,466	178,462	1,359,700	2,398,000	162,583	.....	123.9	330,555	642,728	28,443	664,777	291,363	8	100	164
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	600	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	186.0	.....	.....	.....	549,845	263,329	—	100	....
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	*	.....	.....	500,000	.....	79,642	.....	32.0	39,328	33,178	11,638	48,164	480	—	50	....
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	286	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	300,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading.....Pennsylvania.	2,644,078	255,151	32,892	.....	750,062	2,332,300	108,610	.....	63.6	230,554	132,365	264,578	228,773	21,667	—	50	....
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,436	296,393	1,456,200	1,619,100	77,042	299,531	181.0	519,184	124,995	.....	636,871	230,833	—	100	....
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,657,500	1,591,500	.....	.....	.....	.....	.....	.....	131,793	63,778	—	100	....
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mas.	2,212,144	*	85,701	43,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,954	368,042	587,359	195,463	12	100	128
									CANALS, &c.																											
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal..Del. & Md.	3,662,816	*	258,967	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	231,715	4	50	....
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,500	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	*	.....	.....	1,633,350	800,000	.....	.....	(Leased to Lehigh Coal and Nav. Company.)						8	50	97
Dec. 31, 1872	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,581	20,935,209	.....	16,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,970	loss.	10	100	115½
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....
Dec. 31, 1872	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,600	*	.....	.....	3,784,450	15,767,666	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	72½
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,089	*	.....	.....	1,004,150	110,000	8,054	.....	85.0	.....	.....	2,059,984	196,149	159,121	9	50	....
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	30,194	7	50	90
Dec. 31, 1872	73.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	8,093,350	*	.....	.....	4,457,150	2,588,000	1,048,200	.....	360.0	.....	.....	967,573	586,164	loss.	—	50	24
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,587,128	2,285,573	271,467	.....	4,385,798	8,376,382	267,198	.....	108.3	(Leased to Ph. & R'g.)		1,200,181	649,352	634,169	1	50	10
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,092,706	2,757,310	165,311	.....	45.0	(Leased to Ph. & R'g.)		426,393	99,151	51,241	—	50	12
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	24.0	.....	.....	124,969	44,862	200	—	50	....
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	.....	.....	1,100,000	748,000	295,219	.....	.....	(Leased to Pennsylvania.)						50	....

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:	$	p c	p c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	...	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	...	....
" " " guar.	276,200	7	...	....
Atlantic and Pacific, preferred	10,000,000	7	...	11
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,159,500	7	7	82
Camden and Amboy,* guaranteed..	5,847,800	10	10	117½
Camden and Atlantic, preferred....	763,549	7	3½	80
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	101
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	104
Chicago, Iowa & Nebraska,* guar..	3,916,800	...	8	90
Chicago and North-Western, pref...	21,289,563	7	7	69½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	86
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	...	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	57
Dubuque South-Western, pref.....	590,315	8	...	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	69
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	36½
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100½
Huntington & Broad Top Mtn, pref.	190,750	7	...	28
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	85
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref...	3,101,850	6	...	....
" " 2d pref....	4,436,250	6	...	....
Mich. Southern, (Lake Shore) guar..	533,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	63½
Mine Hill,* guaranteed.....	3,856,450	8	8	102½
Montclair,* guaranteed.....	2,000,000	7	...	....
Morris and Essex,* guar.....	15,000,000	7	7	89
Nesquehoning Valley,* guar...	2,000,000	10	10	100
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	117½
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	121
" " *com.& guar.	8,500,000	8	8	122
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	127½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55½
" " pf.& *guar.	2,000,000	8	8	94½
Ohio and Mississippi, preferred.....	4,030,000	7	7	58½
Oswego and Syracuse,* guar.....	1,144,400	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	97
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	...	....
Phila , Germant'n & Norrist'n,*guar.	2,231,900	12	12	168
Philadelphia and Reading, † prof....	1,561,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	117½
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	89
Pittsfield and North Adams,* guar.	450 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	125½
Rochester & Genesee Valley,* guar.	557,560	...	...	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	45
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	30
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	...	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	30
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,588,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,695,000	4	4	45
Schuylkill Navigation ,preferred....	2,803,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	45 —	@ 47 —
Gartsherrie.....	— —	@ 48 —
Glengarnock.....	42 —	@ 43 —
Eglinton.....	42 —	@ — —
Pig, American, No. 1.....	34 —	@ 35 —
Pig, American, No. 2.....	32 —	@ 33 —
Pig, American, Forge.....	26 —	@ 30 —
Bar, Refined, English and American.....	— —	@ — —
Bar, Swedes, assorted sizes.....(gold).	— —	@137 50
—Store Prices.—		
Bar, Swedes, ordinary sizes	162 50	@ — —
Bar, Swedes, Plow sizes.....	172 50	@ — —
Bar, Refined, ¼ to 2 in. rd. & sq. 1 to 6 inch x ¼ to 1 in.....	— —	@ 77 50
Bar Refined, 1½ to 6 by ¼ & 5-16 in.....	— —	@ 82 50
Bar Refined, 1 & 1½ by ¼ & 5-16.....	— —	@ 82 50
Large Rounds, 2½@2¾ to 3¾ @4 in.....	82 50	@100 —
Scroll	100 —	@135 —
Ovals and Half-round	105 —	@125 —
Band, 1 to 6 in. by 3-16 to No. 12.....	100 —	@ — —
Horse Shoe.....	115 —	@ — —
Rods, ¾@1-16 inch.....	82 50	@130 —
Hoop, ¼ by No. 22 to 1 & 1½ by 13 & 14...	117 50	@157 50
Nail Rod..... per lb.	— 9	@ — 9½
Sheet Russia, as to assortment.....(gold)	— 17	@ — 17½
Sheet, Single, D. and T. Common.....	— 4½	@ — 5½
Sheet, Doubles and Trebles, Charcoal....	— 6¾	@ — 8
Sheet Galvanized.....	List 10 per ct. disc.	
Rails, English.....(gold).....per ton.	56 —	@ 60 —
Rails, American, at Works in Penna...c'y.	65 —	@ — —
Anvils (Eagle).....per lb. currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 17	@ — 21
English Spring (2d and 1st quality).....	— 9½	@ — 10½
English Blister (2d and 1st quality).....	— 14	@ — 18½
English Machinery	— —	@ — 14½
English German (2d and 1st quality).....	— 12½	@ — 14½
American Blister.....	— —	@ — 11½
American, Cast, Tool.....	— —	@ — 17
American, Cast Spring.....	— —	@ — 11
American Machinery.....	— 11½	@ — 12
American German Spring.....	— 9	@ — —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	4 25	@ 4 50
8d. and 9d. "	4 50	@ 4 75
6d. and 7d. "	4 75	@ 5 —
4d. and 5d. "	5 —	@ 5 25
3d. "	6 50	@ 6 75
2d. and 3d. Fine.....	8 25	@ 8 50
Cut Spikes, all sizes.....	4 50	@ 4 75

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold).per lb.	— —	@ — 32
Straits.....(gold).	— 28½	@ — 28½
English .....(gold).	— —	@ — 26½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	10 — @10 50	11 50 @ 12 —
I. C. Coke.....	8 25 @ 9 25	9 50 @ 10 50
Coke Terne.....	6 50 @ 8 25	7 50 @ 9 25
Charcoal Terne.....	9 25 @10 —	10 25 @ 11 25

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5½	@ — 6½
Crude 40@47 gravity (in shipping order)..	— 10	@ — 10½
Refined, Standard White (in ship'g order).	— 13½	@ — 14
Refined, S. W. (in jobbing lots).....	— 14½	@ — 14½
Refined, S W. (in tin).....	— 18½	@ — 24
Naptha, Refined (65@73 gravity).....	— 8½	@ — 9½
Residuum....(in shipping order). per gall.	— 8½	@ — 9½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— —	@ — 33
Copper, Bolts.....	— —	@ — 35
Copper, Braziers' (over 16 oz.)	— —	@ — 35
Copper, Nails	— —	@ — 40
Copper, Old Sheathing, &c., mixed lots.....	— 20	@ — 23
Copper, American Ingot.....	— 24	@ — 24½
Copper, English Pig.....	— —	@ — —
Yellow Metal, New Sheathing & bronze...	— —	@ — 26
Yellow Metal, Bolts.....	— —	@ — 32
Yellow Metal, Nails, Sheathing & Slating ..	— —	@ — 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6 75	@ 6 87½
German Ordinary.....(gold)	6 75	@ 6 87½
English .....(gold)	6 87½	@ 7 —
Bar.....	— —	@ 9 25
Pipe.....	— —	@10 50
Sheet.....	— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 16½c. pr.lb.
Tatham's improved Tin-Lined Lead Pipe.....16½c.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	— —	@14 —
Liverpool House Cannel.....	— —	@20 —
Anthracite (by cargo) ....per ton of 2,000 lb.	5 50	@ 6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
Boston, Hart. & Erie....	2¾	2¾	2¾	2¾	2¾	2¾
Canton Co.....	....	....	....	....	....	69
Central Pacific 6s.....	94½	95	....	94½	95½	....
Central of N. Jersey....	99½	100	100	100½	101	101
Chicago & Alton.....	100½	....	102	103	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	104	103½	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	....	95½	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern .	56½	54½	55½	56½	56½	55½
" pref.....	72	69½	69½	70½	71	69½
" 1st M.....	99	....	....	100	....	100
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	....	....	....	88
Chic., Rock Isl. & Pac..	99½	98	98½	98½	98½	98½
Chi , R. I. & Pa. 7s, 1896	....	....	....	104½	104½	104½
Clev., Col., C. and Ind..	73	....	....	....	....	74
Clev. & Pittsburg guar..	84½	83½	83½	83½	84	85
" 2 M.....	....	....	....	....	....	....
" 3 M.....	98	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C.....	27	25½	26½	26½	27½	27½
" 1 M.....	82	82	....	83	....	85½
" 2 M.....	65	65	....	....	....	....
Del. & Hudson Canal	113	113	113½	115½	115½	115½
Del. Lack. & Western..100½	100	100	101	102½	102½	
" 1 M. 7s.....	....	....	....	....	....	....
" 2 M 7s.....	100	....	....	....	....	....
Erie Railway.....	44½	43	44½	45½	....	45
" pref.....	....	69	....	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	99	....	....
" 3 M. 7s, 1883 93	....	....	....	....	....	....
" 4 M. 7s, 1880 95	....	....	....	95	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.	79½	....	....	....	....	79
Hannibal & St. Joseph.	27½	25½	....	27½	27½	27
" pref.....	35½	36	34½	....	36½	....
" 8s, conv.	78½	....	....	....	78½	78½
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	....	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
Illinois Central 100½	99	100	....	....	....	....
" 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	76	75	75½	76½	76½	76½
Marietta & Cin. 1st pref..	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central.....	73½	74½	75	....	75½	75
" S.F. 8s, 1882. ...	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F....	....	....	100½	....	....	....
" 2 M.....	....	....	....	94½	94½	
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Milw. and St. Paul.....	41½	40	40½	41	41½	40½
" pref.....	64½	63½	63½	64	63½	63½
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	....	....	....	....	....	....
" 7 3-10s con.....	93	93	....	93	....	....
" 7s, gold.....	82	83	....	....	....	....
Missouri 6s.....	92½	92½	....	93½	...	93
" H. & St. J. 8s.....	....	91½	....	....	....	....
Morris and Essex.....	....	....	88	88	89	
" 1st mort.....	....	....	....	....	....	....
" 2d mort....	98	100	....	....	....	100
N. Y. Cen. & Hud. Riv.	95½	94½	95½	96½	96½	96
" 7s, S.F. 1876.....	....	....	....	....	....	....
" 6s, S.F. 1883	92	....	....	91	....	....
" 6s, S.F. 1887.....	....	....	....	....	....	....
N. York and Harlem.....	121½	121	122	122	122	
" pref.....	....	....	121	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York N. Hav. & Hart....	126	....	....	....	....	124
N. Carolina 6s, old.....	....	25½	24	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.....	29½	29½	29½	30½	31½	30½
" pref.....	....	....	57	57	58½	
" 2d M.....	72	77	....	....	....	....
Pacific Mail S. S. Co....	39	38½	39½	39½	39½	38½
Panama	....	98½	97½	98	98	97
Pitts., Ft. W. & Chi. gtd. ...		89½	....	....	90	....
" 1 M.....	....	....	....	....	....	104
" 2 M.....	100	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co..	28½	....	....	....	....	....
St. L., Alton & T. H.....	....	8	....	....	....	9
" pref.....	30	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref...	89	88½	....	....	....	....
" Income bds.....	71	....	....	....	70	....
Tennessee 6s, old.....	79½	....	....	80	....	81½
" new.....	79½	....	79	80	....	....
Tol., Wab. & Western..	53½	52	52½	52½	52½	51½
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	94	....	....
" 2 M.....	86	....	86	86½	....	
" Equipment.....	....	70½	....	....	....	....
" St. Lou. Div.....	85	....	85½	86	....	
Union Pacific.....	32½	30½	31½	31	31½	30½
" 1st mort...	84½	84½	84½	85½	85½	85½
" L. Gt. 7s....	76½	....	76	76	76½	77
" Inc. 10s....	70	70	69½	70½	71	74
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	50½	....	....	....	....	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 17.

	Th.11.	F.12.	Sat.13.	M.15.	Tu.16.	W.17
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	....	111¼	112¼	112¼	112¼	112¼
U. S. 5s, 10-40s, coup	111	112	112¼	112¼	113¼	113¼
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	110¾	111¼	111¾	112¼	113	113¼
U. S. 6s, 1881, reg	114¼	115¾	115¾	116	116¼	....
U. S. 6s, 1881, coup	118¾	118¾	....	119¼	121	120¼
U. S. 6s, 5-20s, reg. '62	111¾	111¾	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	112¼	....	114¼	....	116
U. S. 6s, 5-20s, reg. '64	....	....	114	114¼	....	....
U. S. 6s, 5-20s, c. 1864	114¼	115¾	....	....	117¼	116¾
U. S. 6s, 5-20s, reg. '65	113	....	....	114¼	....	....
U. S. 6s, 5-20s, c. 1865	115	115¼	....	....	117¼	116¾
U. S. 6s, 5-20s, r. n. '65	....	114¼	....	116	....	115
U. S. 6s, 5-20s, c. n '65	117¾	118¼	118¾	118¾	119	119¼
U. S. 6s, 5-20s, reg. '67	....	114¼	114¾	....	....	....
U. S. 6s, 5-20s, c. 1867	118¼	118¾	118¾	119¼	120	119¾
U. S. 6s, 5-20s, reg. '68	....	....	115	115¼	....	....
U. S. 6s, 5-20s, c. '68	....	....	118¾	118¾	....	....
U. S. 6s, Pac. R.R. issue	111¼	111¾	....	....	113¾	113¾

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 16.

	W.10.	Th.11.	F.12.	Sat.14.	M.15.	Tu.16
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	88	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	93	91¼	92	....	....	92
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	....	....	96	....	....	....
Lehigh Navigation	28¼	31¾	33¼	33¾	34¾	36¼
" 6s, 1884	....	....	....	88	....	....
" Gold L.	88¼	....	....	90¼	87¼	....
" R. R. L.	....	....	....	89¼	....	....
" Conv. L. '77	....	....	....	....	....	....
Lehigh Valley R. R.	58	58	58	58	58	58
" 6s new coup	....	....	....	....	....	....
" 6s new reg.	94	94	....	....	....	....
Little Schuylkill R.R.	....	46¾	....	47	47	....
" 7s	....	....	....	....	....	....
Minehill	....	....	51¼	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	....	....	....	....	....	....
" 6s, 1885	....	....	99	....	100	100
" 7s	99	99	99¼	....	....	....
" 10s, 1887	....	....	....	106	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	15	15	15	14¼	15	14¾
" 7s	....	60	....	....	....	....
Pennsylvania R. R.	43¾	43¾	44	44¼	45¾	46¼
" 1st M.	....	....	....	100¼	....	....
" 2d M.	97¼	97¼	....	97¼	....	....
" Gen. mort.	....	....	....	90	....	....
" " reg.	....	....	....	....	....	91¼
Penn. State 6s. 1st series	....	....	....	....	....	....
" 6s, 2d series	....	....	....	107	....	....
" 6s, 3d series	....	....	....	....	....	110
Philadelphia City, 6s	....	95	95	....	....	....
" new	100¾	100¾	100¾	100¾	101	100¾
Philad., Germ. & Nor.	....	....	84	....	....	....
Phila. & Reading	54¾	54¾	54¾	55	55¼	55¼
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	86	....
" 7s	....	88	88	88	....	....
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 6s, 1882	74	73¾	74	72¾	....	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	115	115	....	....	115¾	117¾
Hestonville, (Horse)	....	....	19	....	19¾	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	59	....	....	....	....	....
Spruce and Pine	....	....	28	....	....	....
18th and 19th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 16.

	W.10.	Th.11.	F.12.	Sat.13.	M.15.	Tu.16
Baltimore City 6s, 1875	95¼	95¼	95¼	....	95¾	95¾
" 1886	....	....	....	....	....	....
" 1890	97	....	....	....	....	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	....	157¾
" bonds, 1875	....	....	....	....	....	....
" " 1880	....	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	102	102	....	....	101¾	101¾
" 2d M.	88¼	....	88¼	....	....	88¼
" 3d M. 8s	82	82	....	....	....	81
Northern Central	....	....	....	....	....	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	91¼	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol	50¼	....	50¾	....	50¾	50¾
" Defer. Certif.	....	....	....	....	....	....
City Passenger R R.	20	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 17.

	Th.11.	F 12.	Sat.13.	M 15.	Tu.16.	W.17
Boston and Albany	135¾	135¾	135¾	136	136	....
Boston and Lowell	....	....	106	....	....	....
Boston and Maine	106¼	106¾	107	103¾	105¾	....
Boston and Providence	....	....	147	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	26¾	26¾	26¾	26¾	27¾	27¾
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	96	95	95	95¾	95¾	95¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	91	90	89	....	....	89
Fitchburg	....	130	....	....	125	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	74	....	75	75¾	75¾	75¾
Northern, N. H.	101	101	....	....	....	....
Ogdens. & Lake Champ	....	....	55¾	....	....	....
" pref.	....	....	....	....	....	....
Old Colony	114	114	114	114	114	....
Ph., Wil. & Baltimore	....	55	55	55¾	....	....
Portl'd, Saco & Ports	....	....	....	....	....	125¾
Union Pacific	....	....	30¾	....	....	....
" 6s	....	82	....	82¾	....	83
" Land Grant 7s	....	....	....	74¾	....	....
" Income 10s	68	67	67	74¾	74¾	71
Vermont & Canada	....	....	....	47	....	....
Vermont & Mass.	....	....	....	71	....	....
South Boston (Horse)	....	....	....	65¾	....	....
Cambridge	98¾	....	....	....	....	100
Metropolitan	50	49	....	50	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls	....	....	....	22	23	....
Franklin	....	....	....	....	....	4
National	....	....	....	....	....	....
Quincy	38	....	38¾	....	....	....

London Stock Exchange.

	—Closing Prices.— Nov. 21.	Nov. 28.
Atlantic & Gt. W. 1st mort., $1,000	70 — 72	70 — 72
Do. 2d mort., $1,000	55 — 57	56 — 56
Do. Con. mort. B'nds Bisch's Cert.	24½— 24½	25 — 26
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	87 — 89	87 — 89
Detroit & Milwaukee 1st mort. Bonds	60 — 65	65 — 70
Do. 2d do.	60 — 65	65 — 70
Erie shares 100 dol. all paid	36½— 36¾	37½— 37¾
Do. 6 per cent Convertible Bonds	90 — 92	92 — 94
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— — —	— — —
Illinois Central $100 shares all paid	82 — 84	82 — 84
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	97 — 99	97 — 99
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	80 — 90	80 — 90
Panama 2d mort.	68½— 69½	73 — 75
Panama General mort.	96 — 98	96 — 98
Pennsylvania, 2d mort.	97 — 99	97 — 99
Do. General mort.	97 — 98	96 — 98
Do. $50 shares	37¼— 38	38 — 39
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, December 20, 1873.

Stock Exchange and Money Market.

Money has been in better supply in the open market and borrowers have experienced less difficulty in providing for their wants. Rates have been shaping easier. At the close call loans were quoted at 6@7 per cent, and the best grades of mercantile credits from 9@12 per cent per annum. The city banks have been liquidating the relief certificate obligation and the amount of this now outstanding is only a trifle over four millions. Government has been making further disbursements from the legal tender reserve of the Treasury Department, from which source some eighteen millions have already been paid out, to meet the increased current expenses on account of the Government service. The City banks have made further considerable additions to their specie and legal tender reserves, increasing their average of gold $22,481,200 as against $21,320,300 the preceding week; and their greenback average, to $41,579,100, as against $37,732,500, on the previous return. Their deposits stood at 190⅛ millions, giving an increase of over 8 millions. The loan item was 254⅛ millions, against 252 millions on the former exhibit. The circulation was 27⅛ millions, against 27¼ millions the week before. The amount of loan certificates outstanding has been reduced to about $4,485,000.

The U. S. Sub-Treasury, last week, enlarged its currency balance $4,044,214, and its coin reserve $1,103,694. Its currency balance at the close of the week was $19,076,390; and its coin reserve $50,351,695.

The Gold speculation has been decidedly more active, stimulated by the unsatisfactory reports and rumors from Washington, relative to the condition of the National finances; especially since the publication of the letter of the Secretary of the Treasury to the committee of ways and means, in which he asks for an increase in taxation of $42,000,000 to meet a deficiency in the revenue estimated in his report to Congress two weeks since at $13,500,000. The customs and export demand has been moderate. The extremes of the price have been 108⅞@112⅝, closing on Wednesday at 111⅞ as against 109¾ on Wednesday of the preceding week. The specie outflow, last week, was $713,006. The imports of specie at this port last week were $630,266; and since Jan. 1, have been $18,520,688 as against $5,488,647 same time last year.

The customs demand for Gold last week averaged $285,167 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $116,961,645, against $140,690,273 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $62,786,175, against $73,578,879 during the same time in 1872. The export drain of specie since January 1, 1873, has been $47,628,492 against $69,905,284 during the same portion of 1872.

Foreign Exchange has advanced considerably, on a better demand, the market closing however, less firmly. Bankers' sixty day bills on London closed on Wednesday at 108¾@109; sight bills on London, at 109⅝@109⅞. The week's exports of Domestic Produce have been to the currency value of about 5⅜ millions.

With the rise in Gold, and the more active investment demand, as favorable influences, Government securities have advanced sharply, closing buoyantly.

U. S. sixes of 1881 closed on Wednesday of this week at 121@121⅜; U. S. Five-Twenties of 1862, 115@115¼; U. S. Five-Twenties of 1864 at 117¼@117½; U. S. Five-Twenties of 1865 117¼@117¾; U. S. Five-Twenties of 1865 consolidated 119@119¼; U. S. Five Twenties of 1867, 120@120¼; U. S. Five-Twenties of 1868, 119¼@119¾; U. S. Ten-forties at 113@113½; U. S. Fives of 1881 (Funding Loan) 113@113½; Six per cent. currency Sixes from 113¾@114.

Business in Railway and Miscellaneous securities has been quite active, and prices, though variable, have been much firmer.

State and Railway bonds have been in better demand, at improved prices. Central Pacific first mortgage six per cents closed firmly at 95@95½.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $4,519,164, as compared with $7,011,828 same week last year. The exports of domestic produce are $5,375,915, as against $4,586,

084 last year. The exports of Gold and Silver $718,206, as against $615,323 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to $1,712,900, comparing with $1,883,188 same week ast November.

General business has been quite active in the produce lines. Breadstuffs, Provisions, Cotton and Petroleum, have been generally firmer, though closing less buoyantly. Wool, in fair demand at very full rates. Hay, Hemp, Tobacco, Rice and Naval Stores, modera ely sought after. Metals have been rather more inquired for, especially American Pig Iron, of which some 3,000 tons have been sold, mostly Lehigh, at about previous quotations. Old Iron Rails, now quoted up to $40. Lake Ingot Copper 24¼c.@24⅜c. Other articles in the Metal line, about as before. At the Live Stock markets, the better grades of stock have been firm in price, on a fairly active demand; poor stock difficult to place. Ocean freights, steady, though not active.

The following quotations of sales of Railway and other securities are in addition to those giver elsewhere in our columns:—

New York.—Western Pacific R. R. bonds, 85; Clev., Painesv. and Ash. 7s, old, 99½; do. new, 93; North Missouri 1st mort., 84½; Central of New Jersey 1st mort., 104; Ohio and Miss. 7s, consol., 90; do. S. F., 91; Chicago and Northwestern consol. gold bonds, 80; Gt. Western 1st mort., 1888 95; Boston, Hartford and Erie 1st mort., 27; Milwaukee and St. Paul 1st mort. LaC. div., 90¾; do. I. and D. div., 75; do. I. and M. div. 80; Lake Shore and Michigan Southern 7s, consol. reg., 92; do. coupon, 95; Albany and Susq. 1st mort., 103½; do. 2d mort., 95¾; Michigan Central 7s, 92; Toledo, Wabash and Western 7s, consol., 74¼; Chicago and Milwaukee 1st mort., 93⅛; Clev., Col., Cin. and Ind. 1s, mort., 99½; Delaware and Hudson Canal reg. 7s, 1884, 101¼; Quincy and Toledo 1st mort., 83½; Del., Lack. and Western 7s, conv., 95½; Lake Shore div. bonds, 90; Long Dock bonds, 92; Canada Southern 1st mort., 64; Belleville and Southern Illinois 1st mort., 90; Toledo, Peoria and Warsaw 1st mort., W. D., 67; Morris and Essex 7s, con., 92½; St. Louis and Iron Mt. R. R., 51; do., 1st mort., 94; do. 2d mort., 74¾; Atlantic and Pacific pref., 11; St. Louis, Kansas City and Northern pref., 30; Louisville and Nashville R. R., 53; Rensselaer and Saratoga R. R., 103; Western Union Telegraph, 74; do. 7s, 92½; Consol. Coal of Md., 49½; Maryland Coal, 19; Pennsylvania Coal, 250; U. S. Exp., 69; Adams Exp., 91¼; Wells Fargo Exp., 73; Am. Exp., 60; Brunswick Land, 3; N. Y. State 7s, B. L. reg. 103; South Carolina 6s, new, Jan. and July, 11¼; Brooklyn 6s, W. L., 91½.

Philadelphia.—Allegheny Valley 7 3-10s, 89½; Lehigh Nav. conv. gold loan 92½; Junction R. R. 2d mort., 84; Lehigh Valley 7s, 103; North-Pacific 7-30s, 29; Philadelphia and Reading Gen'l mort., 7s, reg., 101¾; do. coupon, 97; do. 7s, new conv., 100½; Pennsylvania and New York 7s, 98; Philadelphia and Reading C. and I. deben. bonds, 85; do. mort., 86½; Pittsburg, Cincinnati and St. Louis 7s, 65; Ithaca and Athens 7s, 100; Wilmington and Reading 1st mort., 85; Pennsylvania Canal 6s, 64; Harrisburg and Lancaster 6s, 94; Westchester and Philadelphia 7s, 100; Pennsylvania dividend scrip, 93¼; Catawissa R. R., 16½; do. new pref., 33; Nesquehoning R. R., 50; Huntington and Broad Top Mt. pref. 14; do. 1st mort., 98; Chesnut Hill R. R. 83½. The latest quotations are: City 6s, 95@95¼; do. free of tax, 100¾@101; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 106½@107; do. 3d series, 109@109¼; Philadelphia and Reading 55¾@56; do. Gen'l mort. 7s, coup., 96½@97½; do. reg., 101½@102; do. mort. 6s, 1880, 96@98; do. 7s, new, conv., 100@100; United New Jersey R. R. and Canal Co., 116¾@117¼; Camden and Amboy mort. 6s, 1889, 91@92; do. 1883, 86@91; do. 1889, 83@87; Pennsylvania R. R., 46⅛@46¼; do. div scrip, 93¼@93½; do. 1st mort., 100@101; do. 2d mort., 97@98; do. General mort. coupon, 89@90; do. reg., 91@91½; Little Schuylkill R. R., 47@47½; Morris Canal, 46@52; do. pref. 118@122; do. 6s, 80@—; Susquehanna Canal, 5@8; do. 6s, 69@75; Schuylkill Nav., 6@7; do. pref., 11¾@12¼; do. 6s, 1882,73@74; do. 1872, 77½@78; Elmira and Williamsport pref., 36@40; do. 7s, 1873, 96½@97; do. 6s,50@60; Lehigh Coal and Navigation, 36@36¼; do. 6s, 1884, 89½@90; do. R. R. Loan, 89@90; do. Gold Loan, 87½@88; North Pennsylvania, 46@47; do. 6s. 100@101; do., 7s, 98@100; do. Chattle 10s, 105@108; Philadelphia and Erie, 17¾@19; do. 6s, 86@87; Minehill, 51@51½; Catawissa, 16½@17; do. pref., 41¾@42; do. 7s, 1900, 96¾@100; Lehigh Valley, 57¾@58; do. 6s, new coupon, 93@93½; do. reg., 94@95; do. 7s, 102¾@103; Fifth and Sixth streets, (horse,) 52@55 Second and Third, 56@59; Thirteenth and Fifteenth, 20@22; Spruce and Pine, 27½@29; Green and Coates 42@—; Chestnut and Walnut, 55@—; Hestonville, 19¾@20; Germantown, 30@40.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 10¼; Rutland pref., 45; do. scrip. No. 4, 80; Burlington and Missouri River R. R. in Iowa, 93; do. in Nebraska, 52; do 8s, in Nebraska, 91⅞; Norwich and Worcester R. R., 127½; Connecticut and Passumpsic Rivers R.R., 80; Summit Branch, 32; Chicago, Burlington and Quincy 7s, 88½; Cincinnati and Indiana 7s, 1877, 70; Old Colony 7s, 1877, 101; Cheshire R. R. 6s, 1880, 91⅞; Chicago, and Iowa 1st mort. 8s, 1891, 71⅝; Cedar Rapids and Missouri 7s, 1891, 82½; Boston and Maine 7s, 1892, 101⅛; Boston and Albany 7s, 1892, 102¼; Michigan Central 8s, 1890, 99⅞; Atchison, Topeka and Santa Fe 1st mort. 7s, 47; do. 7s, L.G., 47; Eastern R. R. 6s, 1874, 98; Cary Imp., 6¾; Boston Water Power Co., 12¾; New Hampshire 6s, 97½; Massachusetts 5s, 1890, gold, 92⅞: do. 1885, 92; do. 1883, 91¾; do. 1878, 94¾; Cambridge 6s, 1882, 94; Boston 6s, 1880, currency, 98; do., 1877, 97⅜; Charlestown 6s, 1893, 94; Cleveland, O., 7s, 1877@1878, 97¼; Salem 6s, 1891, 91¾; Lowell 6s, 1890, 92; Chicago 7s, 1896, 94⅞; Allouez Mining Co., 2¾; Calumet and Hecla, 136; Mesnard, 1; Pontiac, 55c.; Petherick 1¼; Ridge, 8⅛.

Baltimore.—Richmond and Danville 1st mort., 69; Central Ohio 1st mort., 87; Western Maryland R. R. 6s, guar. by Washington Co., 85; Northern Pacific 7 30s, reg., 27; Orange and Alexandria 4th mort., 74¼; do. 3d mort., 75; Virginia consols coupons, 84; Maryland Defense 6s, 102. The latest quotations are: Wilmington, Columbia and Augusta bonds, 72@78; Pittsburg and Connellsville 7s, 1898, 91¾@95; Baltimore and Ohio, 158@160; do. 6s, 1875, 96@100; do., 1880, 96@—; do., 1885, 94@95; Parkersburg Branch, 9@11; Northern Central, 28@30; do. 6s, 1885, 88@90; do., 1900, 84@90; do., 6s, 1900 gold, 90@92: N. W. Va. 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 101½@101⅞; do., 2d mort., 7s, 88@88⅛; do., 3d mort., 8s, 80@82; Central Ohio, 38@40; do. pref., 34½@40; do. 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 80@90; do. 1st mort. guar., 94@95; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 93⅛@96; do. 2d mort. pref., 35@55; do., 2d mort. guar. by Washington Co., 83@87; Richmond and Danville 1st mort., 69@70; Orange and Alexandria 1st mort. 6s,80@91; do., 2d mort. 6s, 78@85; do., 3d mort. 8s, 77@80; do., 4th mort. 8s, 74@78; Orange, Alex. and Manassas 7s, 80@82; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 71½@75; do. 8s, 3d mort., 84@88; Baltimore 6s, 1875, 95⅜@95½; do., 1884, 94@95; do. 1886, 96½@98; do. 1890, 96@97; do., 1893, 95@97; do. 1893, exempt, 99½@100; do., 1900, exempt, 95¾@96; do. 1900, new, 95@96; do. 1902, 96½@98; Memphis City 6s, 40@47; Maryland Defense Loan, 1883, 102@—; Virginia 6s, old, 30@35; do. coupon old, 32@33; do. consol. 6s, 50½@50¾; do. coupons, 82@84; West Virginia, 10@10; City Passenger R. R., 19@20; George's Creek Coal, 125@135.

Krupp's Cast Steel Works.

We have been presented by Messrs. Thos. Prosser & Son, of No. 15 Gold St. New York, with a beautiful engraving representing the extensive Cast Steel Works of Fried. Krupp, Essen, Rhenish Prussia—the whole picture, including the frame, which is of black Walnut and gilt, measuring but 10⅛x25¼ inches. The area of these works comprise 965 acres (Engl.); 180 acres covered with buildings. The number of workmen employed is as follows: in Essen Works, 12,000; in mines, etc., 5,000; building contractors men, 2,000; clerks and officials, 730—total, about 20,000. Quantity of steel produced in 1872, 125,000 tons; rails, 50,000 tons; spring steel, 3,000 tons; tires, 45,000; locomotive and carriage axles, 19,000; axles and wheels, 8,990 sets; springs, 38,600.

☞ The earnings of the Denver and Rio Grande (Narrow Gauge) Railway for the month of October 1873, were: freight, $18,254 69; passengers, $15,743 58—total, $33,998 27; expenses, $17,486 51; net earnings, $16,511 76. Net earnings in October, 1872, $12,185 18—increase, $4,326 58.

☞ The earnings of the Denver and Rio Grande (Narrow Gauge) Railway for the week ending December 7, 1873, were: freight, $2,769,-57; passengers, $2,254 05—total, $5,023 62. Same week last year, $8,737 34.

☞ The earnings of the Erie Railway Company for the week ending Dec. 7, 1873, were $319,396, and since Oct. 1, $3,882,494—a decrease compared with the corresponding period of the previous year of $66,063.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending Nov. 30, are: freight, $34,653 28; passengers, $26,105 73—total, $60,759 01.

Maryland and Delaware Railroad.

The stockholders of the Maryland and Delaware Railroad held their annual meeting at Easton, Talbot County, on the 10th inst., when the following officers were unanimously re elected: President, John W. Scott, and the following directors: Wm. Slaughter, Dr. A. Hardcastle, Dr. G. W. Goldsborough, J. P. Malove, David Knotts, Col. Samuel Hambleton, and J. A. W. Powell. Ex-Governor Thomas, Col. Edward Lloyd, and Wm. C. Satterfield are the State directors, and Henry P. Hopkins, Esq., director for Talbot County. The superintendent reports the rolling stock and road bed to be in good condition, having been kept fully up to the Standard of the year previous, and the culverts, cattle guards, and ballasting kept in perfect repair. The treasurer's report shows that the business of the road is gradually expanding, the receipts being larger than the previous year, and exhibiting a more favorable condition than heretofore. At a subsequent meeting of the directors, John L. Caldwell was re-elected superintendent, and John W. Scott, secretary.

☞ The Cincinnati Southern Railroad Trustees have let the contract to Bebb & Tabler for the construction of King's Mountain tunnel, in Lincoln County, Ky. The cost, on the engineer's estimate, will be $163,000. Work is to be begun in ten days and to be completed in eighteen months. The trustees also located 80 miles of the road from South Danville, Kentucky, to Chitwood, on the Tennessee line, selecting the old Burnside military survey.

☞ The Rockingham (Va.) *Register* learns that there are two corps of engineers now in the field, and actively engaged in locating the Shenandoah Valley and Ohio Railroad from Franklin, in Pendleton county, West Virginia, to the Valley road, in Rockingham, and the chief engineer, R. B. Osborne, has been instructed to advertise for bidders to build the road as soon as the location of said road is completed.

☞ The directors of the Atlantic and Great Western Railroad for the ensuing year are as follows: Lloyd Aspinwall, James H. Fay, Lawrence Wells, W. H. Upson, John Tod, T. Ross, Henry E. Parsons, W. W. McFarland, James B. Hodgskin, A. Hegewisch, Abram S. Hewitt, J. H. Devereaux, and Reuben Hitchcock.

☞ The growth of Lake Commerce during the past year has been unexampled. Fifty new steamers have been added to the lake fleets against twenty seven in 1872, and a hundred and fifty-two sail craft against fifty-two in 1872. The total increase in tonnage over 1872 is 57,054.

☞ The Western Maryland Railroad, which has been completed to Williamsport, Maryland, a distance of over one hundred miles from Baltimore, was formally opened on Wednesday, the 17th instant.

☞ The Baltimore City Passenger Railway Company has declared a dividend of 3 per cent for the six months ending 1st January next, payable on and after 2d proximo.

☞ It is reported that work is soon to be begun on the Massachusetts Central Railroad at Oakdale.

Finances of Ohio.

From the Report of the Auditor of State we learn that on the 15th of November, 1873, there was a balance in the State Treasury of $129,586 42. The disbursements for the year amounted to $5,008,581 28, which is $427,485 less than the estimate, the sum disbursed on some of the public institutions not having been so large as anticipated; and the State gained over the estimate of receipts by the recovery of $89,000 from the United States Government on account of war claims. The balance of $129,586 42, however, is insignificant for the demands on the treasury, and provision has been made to anticipate the revenues of the current fiscal year, to the amount of $600,000, by drafts on the County Treasurers for a portion of the taxes collected on the duplicate of 1873.

The balance of temporary transfers which it is contemplated, in time, to reimburse, is $681,000. None of this can be reimbursed during the present year, but with the continuation of present levies a material part will be paid during the next fiscal year, and if the annual outlay for public institutions should not be increased, the following year will serve to liquidate the "accommodation debts."

The valuations for taxation upon the duplicate of 1873 exceed those of 1872 by nearly $43,000,000, the whole amounting to $1,567,274,639. The increase is principally in personal property, which amounts on the duplicate to $525,510,708. The State's proportion of the aggregate tax is only one-fifth, and the Auditor says the burden of taxation is local.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, No. 31 NASSAU ST., NEW YORK, Dec. 10, 1873.

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67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.

The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.

This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.

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It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.

The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.

The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.

It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Department of Docks of the City of New York and the Board of Public Works of the District of Columbia.

Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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☞ Mr. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorised European Agent for the Journal.

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American Railroad Journal.

New York, Saturday, December 27, 1873.

Perfection in the Art of Making Coffee.

On the adjoining page of our present issue will be found an advertisement of one of the most valuable inventions and useful articles in the culinary line that has been brought to our notice in a long time. We refer to the time-honored coffee pot, which has been so greatly improved of late, and placed in the market by the manufacturers named below.

The real merits of this invention as evidenced by the thousands already sold, together with the fact that the coffee pot contributes so largely to the comfort and happiness of the human family, induces us for the first time to depart from the venerable custom of noticing, editorially, only matters coming within the purview of a journal like ours.

The invention of the above improvement has shown that science can be usefully applied even in the construction of kitchen utensils to increase the sum of human happiness; and, in our opinion it is done with complete success in the present case.

In any other style of coffee pot, nearly one-half the strength of the berry is left unused in the grounds, while much of the aroma that renders a pure cup of coffee so delightful a beverage is carried off in steam. The mode of making coffee with these pots is as simple as it is useful, and a child of ten years can easily manage one of them.

This invention entirely revolutionizes the old style of boiling away the flavor of the coffee—in fact it enables us to retain every particle of strength, and pour out for use as finely colored and fragrant a beverage as was ever sipped by the gods of ancient mythology. By the old style, as every one knows, a muddy unsettled and unsavory mess is usually served up and dignified with the name of coffee.

By the use of one of these articles, the expenses are reduced fully twenty five per cent—no straining or settling of the grounds is ever needed, and time and labor are saved. Those who have used them say they would not be without them again, even if obliged to send to Europe to obtain them; and we speak for ourselves, when we say, no person has yet partaken of a delicious cup of coffee, until he has drank one made in this manner.

We consider this ingenious device not only a perfect success, but a decided luxury and a household necessity, the low price and genuine merits of which will insure for it an immense demand.

We wish we had it in our power to bring the knowledge of this most useful invention home to every housekeeper in the country; and we are glad to know that the manufacturers are taking measures to do so, by the liberal use of printers ink and the employment of a corps of live agents, who, by the rapid sales this article must command, will also make a handsome thing of it.

We apprehend, also, that shrewd enterprizing men of means will not be slow to recognize the well-known fact—and act upon it, too—that in small matters the largest and quickest returns are oftener found.

The offices of Messrs. DeWitt C. Brown & Co., sole manufacturers, as will be seen by their announcement, are located at No. 678 Broadway, N. Y.

Michigan Central and Great Western Railroads.

The serious falling off in the business of the Michigan Central Railroad (in common with all the trunk lines), occasioned by the financial crisis, is in a fair way to be recovered from. The earnings promised this fall to be greatly beyond precedent in the history of the road; and the prospect is that the December, January and February earnings will very nearly fulfil the expectations of the management formed in view of the very great improvements made in the condition of the road and its connecting lines.

By the addition of 26 miles of second track this year, the company now have 202 miles of double track out of the 284 miles of its main track between Chicago and Detroit. The entire road east of Jackson and west of Niles is double tracked, both tracks being entirely of steel; and of the old main line between Niles and Jackson about two-thirds has steel track.

On the Great Western Railway of Canada the entire main line is now laid with steel, as is the Glencoe Air ("Loop") Line. Of the 79 miles between Detroit and Glencoe, 51 miles now has double track, leaving but 28 miles of single track on the line. The company has increased its equipment both in rolling stock and motive power.

The Michigan Central has added a good many new cars; the motive power was entirely adequate by the addition of 48 engines last year. The arrangements for transfer at Detroit have been increased two fold by the addition of two new boats (making five in all), and of a second ferry slip on each side. Of the new boats one is larger than the old—carrying 18 loaded cars; the other carries 10 cars. The latter is finished, and the former will be in use early in January. The improvements to permanent way on the Michigan Central are already vindicating themselves in diminished maintenance and operating expenses, amounting already to about $10,000 per month. Of this wholesome economy—in no sense secured at any sacrifice of the public interest and safety—the patrons of the road and the owners of its securities will be the first to realize the benefits in lower rates and increasing dividends.

☞ The Cairo and Fulton Railroad bridge across the Arkansas river at Little Rock, was completed Sunday evening and on Monday several trains crossed.

Atlanta and Richmond Air Line Railroad.

The Baltimore *Sun* says it is authoritatively announced that the Pennsylvania Railroad Company has purchased from the "Southern Railway Security Company" its interest in the Atlanta and Richmond Air Line Railroad, for the sum of $1,825,000. The purchase is made subject to the first mortgage, which amounts to about $4,000,000. The cost of the road has been upwards of $8,000,000. It is presumed that this transfer is made for the purpose of more satisfactorily working the connection with the Richmond and Danville and Baltimore and Potomac, and other lines under control of the Pennsylvania Railroad. The fact of the Atlanta road having passed under the control of the Pennsylvania corporation is considered advantageous to its first mortgage bonds.

Boston and Providence Railroad.

The earnings of this road for the years ending September 30, 1872 and 1873, were as follows:

	1872.	1873.
From passengers	$882,261 38	$949,550 54
" freight	772,738 41	809,461 89
" rents	12,299 84	9,292 33
" express	30,555 23	32,378 28
" mails	9,613 54	9,545 00
" interest	9,426 02	8,840 19
" dividends	2,505 00	8,040 00
	$1,716,899 42	$1,822,108 18
Expenses, viz:		
Repairs of road	$95,528 35	$140,869 79
Sleeper account	23,077 34	29,472 89
New iron rails	89,898 74	
New steel rails	29,298 29	104,702 31
Repairs and renewals of locomotives	88,891 15	90,147 86
Repairs and renewals of cars	171,189 55	125,928 93
New station houses, fixtures and repairs	142,753 88	107,892 07
New bridges and repairs	31,567 19	50,167 61
Fence account	10,828 94	8,235 66
Snow account	1,214 86	6,962 78
Gratuities & damages	8,040 76	18,381 46
Passenger department	153,762 16	192,945 65
Freight department	172,166 34	209,846 80
Wood and coal	114,836 69	140,007 33
Miscellaneous exps	22,936 42	30,455 55
Switch and gatemen	82,205 81	89,711 26
Taxes, insurance, etc.	79,312 15	83,516 73
Oil and waste	13,124 06	13,245 59
Telegraph expenses	975 38	1,275 30
Interest paid	.....	31,287 51
	$1,251,052 59	$1,425,003 08
Balance carried to income account	$465,846 83	$397,105 10
Add balance from previous year		427,922 38
Premium on bonds		22,182 49
Total		$847,209 97
From which deduct—		
Dividends paid May 15, and November 15, 1873, $5 per share		395,000 00
Balance to new account		$452,209 97

In submitting this, the thirty-eighth annual report of the directors of this corporation to its stockholders, the present board deem it a subject of well founded satisfaction and congratulation that they are able to characterize the past year, both in the condition of its affairs and the results of its operations, as one of signal prosperity. They regard it as especially fortunate that its large revenue during the year—the largest it has ever received—both from passengers and freight, and as well from its satisfactory connections as from its local traffic, has enabled them to make the liberal but judicious and timely expenditures exhibited in the accounts of the treasurer, without diminishing the dividends to its stockholders. It will be seen that many of these expenditures have anticipated substantial supplies and improvements required for the future, and thereby enabled us to encounter with safety a less prosperous season, if the present depressed condition of the business of the country should continue for any length of time to affect injuriously its railroad interests.

The accompanying tables show the gross earnings for the year to have been	$1,822,108 18
Against those of the previous year (which up to that period was the largest amount of receipts of any year of its operation)	1,716,899 42
An excess over the year 1872 of	$105,708 76
The expenditures for the same period have been	$1,425,003 08
Against those of the former period of	1,251,052 59
Leaving a net income of	$397,105 10

Of which $395,000 has constituted the dividend of ten per cent on its capital of $3,950,000.

In examining the details of these accounts of the treasurer and the relation of gross earnings to operating current expenses, the stockholders will not fail to bear in mind what has escaped the notice of the authors of some recent criticisms on the mode of keeping railroad accounts, that the admirable system initiated by the former treasurer of this corporation, Mr. Tyler, and faithfully adhered to by the present treasurer, differs widely, and the directors think most favorably, from that which is practised by many other railroad corporations. These tables show that upon the books of this company no construction account is indefinitely kept open, as a convenient receptacle for all expenditures which may be thought to exceed the legitimate expenses of the current year. They include as a part of the current operating expenses of the road the large amount paid for taxes, and all payments for interest, whether upon the funded or unfunded debts of the corporation—while for every judicious expenditure made to increase the efficiency of our operations and the convenience of the public, the money thus expended continues to enure to the stockholders in the increased value of their property and its greater capacity for future earnings; and, as has heretofore been suggested in these reports, while the maximum of dividends to the stockholders will probably be held by the Legislature not to exceed ten per cent per annum as a fair return from this species of *quasi* public property, and as the public is constantly demanding fresh facilities requiring a greatly increased expenditure, the system pursued by this corporation may fairly challenge criticism as the wisest and safest for the permanent interests of its stockholders.

With respect to the various items of expenditure during the past year, the directors would refer to the large increase of our labor account, as indicating the fidelity with which our superintendent and his subordinates have striven to keep up the character of the road-bed, its bridges and its equipment, to the high standard of excellence they have attained under their management. The last winter, according to the concurrent testimony of their managers, was extremely severe in its effects upon the railroads of New England. To this our road was no exception; but as the season for active business opened in the spring, this road was found in all these respects in a condition to meet satisfactorily all our requirements.

We have laid during the year fourteen miles of steel rails, making more than forty miles in all; and the directors are so well satisfied of the economy, notwithstanding the great increase of its cost, of steel over iron, that they propose to continue its use until the entire road shall be furnished with it, which will be accomplished at no distant day. When this change has been completed, a very large diminution will be observed in this hitherto formidable item of renewal and repair.

In respect to another of our annually recurring subjects of expenditure, the promise heretofore made in former reports is now substantially fulfilled. We have built and completed during the year four new and commodious passenger station houses; one at the corner of Camden Street in Boston, called "Chickering's," it having been constructed as well for the convenience of the workmen in Chickering's Manufactory having their homes in the suburbs on the line of the railroad—as for that of the citizens of the South End—one at Forest Hills, one at Readville, and one at Attleboro', which was originally undertaken in conjuction with the Taunton Branch Railroad Company, but which is now the sole property of this corporation. These make up a total of fifteen new passenger station houses built within the last four years on the line of the road, all of them of a substantial and commodious character. With the completion of the new structure in Boston, which is progressing very satisfactorily, and which will doubtless be in condition to receive the stockholders at their next annual meeting, all considerable expenditures in this most important department will cease to be a tax upon the treasury for many years to come.

The repairs and renwals of bridges on the road have been more than usually extensive this year; while, on the other hand, by a timely and advantageous purchase of land at Dedham, encumbered with a private right of way, which compelled our maintenance at considerable expense of two of these structures, we have been able to discontinue them both, and save the annual expense of their maintenance, repairs and renewals altogether. The equipment of the road has not only been kept up to its customary high standard, but there have been such additions made to it, both in cars and locomotives, as probably to render it unnecessary to build or purchase a single new car or locomotive during the coming year. The multiplication of our trains—upon the urgent and persistent claims of local communities, the necessity or reasonableness of some of which may well be questioned—has required these unusual additions to the equipment; and when, as will appear by our report to the railroad commissioners, the following statistics of actual road operations constitute the record of the year's work, the large increase of our expenses will not be found to have been incurred without an adequate cause.

Our trains have run 114,308 miles more than in 1872.

The excess in the number of passengers carried, over 1872, is 558,361.

The excess in the number of tons of freight carried, over 1872, is 61,842.

It will be obvious to every one examining these figures, that such an additional amount of work as they imply, involves a very large amount of additional expense for its performance—while it furnishes gratifying evidence of the substantial and unfailing sources of supply from which the business of the road is derived.

The most important steps taken by the directors, in view of the future interests and the present security of the corporation, have been in carrying into effect the votes of the stockholders, passed at the last annual meeting, in respect to the acquisition of the Stoughton Branch Railroad, and the securing of a controlling interest in such connecting roads as in their judgment the permanent interests of this corporation required.

In conformity with the provisions of an act passed by the legislature, having obtained by purchase all the capital stock of the Stoughton Branch already owned by us, the requisite action was had by both corporations to dissolve the Stoughton Branch Company as an independent organization, and to merge its franchise, stock and property of every description in this corporation, and make the road simply what it now is, a branch of the Boston and Providence Railroad.

Pursuant to the vote of the stockholders, before referred to, and under the authority of an act duly passed by the legislature, the directors entered upon negotiations which resulted in the purchase of a large controlling interest in the capital stock of the Providence, Warren and Bristol Railroad;

and the whole, substantially, of the Fall River, Warren and Providence Railroad. In the payment for these purchases the directors have not found it necessary to issue the whole amount of the bonds which were authorized by the stockholders—one half of that amount, or five hundred thousand dollars, being for the present found sufficient for our requirements—and the premium which was promptly offered and received on those that were issued, and which could readily have been obtained for the whole amount, showed in the most satisfactory manner the confidence of capitalists in the securities of the corporation.

The acquisition and control of these two railroads, both of which are now organized in the interest of this corporation, the directors believe would have warranted a much larger expenditure, and have been justified under much less hopeful indications of their future value as feeders to the main road, than the circumstances attending our negotiation for them required us to make. The one, a road of fourteen miles in length, running from Providence along the shores of Providence River and Narragansett Bay, and having the best water front, of large extent, in the always open harbor of Bristol, its southern terminus—the other connecting the city of Providence with the rapidly growing city of Fall River, the capital of the cotton manufacture of New England, and both, with their present inadequate facilities, doing a constantly increasing business, cannot, in the judgment of the directors, fail to prove ultimately remunerative to their owners, while their present control contributes essentially to the security and protection of our existing interests.

With this exhibit of the present condition of the road, and the affairs of the corporation, the directors would not attempt to disguise from the stockholders the fact, of which they are themselves fully conscious, that we have entered upon another year under circumstances which do not warrant the expectation of its furnishing an equally satisfactory record of our operations. While this report is in preparation the general business interests of the country are under a cloud, the density and duration of which no human foresight can measure or predict. But the elasticity with which the people of this country rise from occasional depression and disaster, which in this case, as in many that have preceded it, may prove to be but a needed storm to purify the atmosphere of the business world and establish its enterprises on a sounder basis, leads them to hope that while the railroad interest must inevitably suffer with the other business of the country, it will not be long before it will be restored to its former activity and prosperity. In any event while it is a source of satisfaction to know that our provision for the future has placed us in a position of comparative strength and security, in which to encounter a less prosperous period, it will serve as an admonition to the managers of the road so to administer the trust confided to them by the stockholders as to do what is in their power, by exacting such a a rigorous retrenchment and such strict fidelity on the part of all who are employed in the service of the corporation, as will maintain, so far as is practicable, the sound condition, both of its material and its financial affairs, which the corporation has hitherto enjoyed.

TRIAL BALANCE, Sept. 30, 1873.

Construction and equipment	$3,949,915 15
Stoughton Branch	85,400 00
Mansfield and Framingham Railroad stock	15,000 00
Providence, Warren and Bristol Railroad stock	283,499 27
Fall River, Warren and Providence Railroad, stock, bonds and equipment	327,097 82
Real estate	201,579 73
Cash and cash funds	72,248 46
Improvement account	415,697 51
Materials on hand	239,166 04
Balances due from other roads, etc.	146,915 65
	$5,736,514 62
Capital stock	$3,950,000 00
Seven per cent bonds due 1893	500,000 09
Notes payable	552,000 00
Unclaimed dividends	5,518 00
Dividend No. 74, due Nov. 15, 1873.	197,500 00
Balances due to other roads, etc	79,286 65
Income account	452,209 97
	$5,736,514 62

President.—JOHN H. CLIFFORD.

Directors.—John H. Clifford, George W. Hallet, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld, Joseph W. Balch, Henry A. Whitney.

Treasurer.—B. B. TORREY.

Superintendent.—A. A. FOLSOM.

The Geneva Award.

The following is a copy of "An Act to authorize Marine Insurance Companies to declare extra dividends in certain cases," passed by the New York Legislature on the 24th of May, 1873:

SECTION 1. If any Marine Insurance Company, organized under the laws of this State, having paid a loss, shall receive a sum derived from the Geneva award, by way of reimbursement of that loss, it shall be lawful for such company to divide the net amount so received, after deducting the expenses and liabilities relating hereto, among the persons or parties who paid premiums and suffered by the payment of the original loss, or were prevented from receiving so much as they otherwise would have received by occasion of that loss, instead of dividing the same among the more recent scrip holders or dealers with such company; such division to be in the form of an extra dividend or extra dividends upon the plan contemplated by the charter of such company, subject to all just claims for debts and liabilities, and payable to the same persons or their representatives, and in like manner as the money from which the loss was originally paid would have been payable if the loss had not been borne by the company, and the action of the Board of Directors or Trustees, in ascertaining the amount and making such extra dividend or dividends, shall have the like force and effect as their action in making and declaring dividends under the charter.

SECTION 2. This act shall take effect immediately.

The necessity of the passage of this act has mainly been occasioned by the difficulties found by claimants on the Geneva award for return of war premiums in furnishing to a court the necessary proof of the amount paid. Usually the marine and war premiums were paid in one sum. What proportion belonged to each class of risks could only be determined by the insurance company to which it was paid; and again, as the award was made to reimburse the sufferers by the acts of three of the cruisers only, it would involve a question as to what proportion of the war premium was applicable to those vessels. Investigation of this subject by New York merchants has brought to light these and other difficulties, and satisfied them that with the provisions of this act their interests and those of the insurance companies are made identical, and, by unison of action in efforts to obtain distribution of the award, an embarrassment will be avoided which endangers the delay of its benefits to the sufferers for an indefinite time.

☞ The consolidation of the Petersburg Railroad Company and the Richmond and Petersburg Railroad Company was dissolved by mutual consent at the meeting of the directors of the former road. Mr. Ragland resigned the presidency, and Mr. Fred. R. Scott, formerly of Petersburg was elected to the office.

Cumberland Coal Trade.

A letter to the Baltimore *Sun*, dated Cumberland, Md., Dec. 18, 1873, says that the shipments of Cumberland coal for the week ending December 13, 1873, amounted to 28,089 tons, 13 cwt., an increase over the corresponding week of last year of 16,531 tons, 1 cwt. For the year to that date 2,513,177 tons, 11 cwt. were shipped, showing an increase over the same period in 1872 of 345,134 tons, 3 cwt. Increase in railroad shipments 382,540 tons, 16 cwt.; decrease in canal shipments 37,406 tons, 13 cwt. The shipments of coal by canal closed Tuesday for the season of 1873. Total shipments in 1873, 779,868 tons 11 cwt. Compared with the shipments of 1872 this is a decrease of 36,286 tons 12 cwt. This is easily accounted for by last spring's strike of the boatmen, and the numerous breaks in the canal during the season. The railroad shipments this year will show an increase of more than 45,000 tons over those of 1872, leaving a net gain for 1873 of perhaps 420,000 tons.

Finances of Washington Co., Md.

Washington County, Maryland, being an indorser on $300,000 of the bonds of the Western Maryland Railroad Co., it may be of interest to learn something of its financial conditi n. The following is a synopsis of a report recently made by an examining committee:

Floating debt—assets due county available to meet expenses up to June 1, 1874, $137,674 98; entire indebtedness other than bonded, $132,420 58; balance in treasury after available taxes collected, $5 254 40.

Bonded assets and debt—the county holds bonds, stocks, and coupons estimated at par value, $429,077 50; bonded debt; $414,550. The county is paying regular interest on $300,000 of Western Maryland bonds, indorsed by the county. Exact cost of new court house, $77,431 06.

Little Rock and Fort Smith Railroad.

This company has recently been re organized in the interest of the New England capitalists who advanced the money to build the road, and a new life has been infused into the company with every assurance of its early completion to Ft. Smith.

The following is a list of the new officers and directors of the company: Hon. Thos. M. Bowen, President; E. L. Adams, Treasurer; John Stoddard, Assistant Treasurer; Henry Cooper, Secretary; N. S. Howe, Land Agent; Asa P. Robinson, Chief Engineer; D. T. W. Yonley, Attorney; S. B. Beaumont, Superintendent. Hon. Thos. M. Bowen, Elisha Atkins, N. S. Howe, D. B. Sickels, O. A. Hadley, Henry Page, D. T. W. Youley, John Stoddard, W. S. Oliver, Directors.

☞ The Pittsburg *Commercial*, of 17th inst., says that "from all parts of the State come cheering reports in regard to the revival of business. Mills which suspended operations during the earlier days of the financial troubles are resuming work, giving employment to large numbers of men, and putting much money into circulation. The prospects are that by the first of the new year nearly, if not quite all, the great industrial establishments of the Commonwealth will be at work, with orders enough on hand to insure continuance."

☞ The work of putting Miller platforms on all the passenger cars on the Worcester and Nashua road has been begun.

United States Supreme Court.

THE UNION PACIFIC RAILROAD TAXABLE BY THE STATES.

Union Pacific Railroad vs. Penniston, Treasurer of Lincoln county, Nebraska; appeal from the Circuit Court of Nebraska.—The question in this case was whether the Pacific Railroad Company is such an instrumentality of the government as exempts it from State taxation under the Federal Constitution. In delivering the opinion of the court, Mr. Justice Strong says:

The taxing power of a State is one of its attributes of sovereignty; that it exists, independently of the Constitution of the United States, and underived from that instrument, and that it may be exercised to an unlimited extent upon all property, trades, business and associations existing or carried on within the territorial boundaries of the State, except as far as it has been surrendered to the Federal Government, either expressly or by necessary implication, are propositions that have often been asserted by this court; and in thus acknowledging the extent of the power to tax belonging to the States, the court had declared that it is indispensable to their continued existence. No one ever doubted that before the adoption of the Constitution of the United States each of the States possessed unlimited power to tax, either directly or indirectly, all persons and property within their jurisdiction alike, by taxes on polls or by duties on internal production, manufacture or use, except so far as such taxa ion was inconsistent with certain treaties which had been made; and the Constitution contains no express restriction of this power other than a prohibition to lay any duty of tonnage or any import duty on imports or exports, except what may be absolutely necessary for exercising the State's inspection laws, as was said in Lane county vs. Oregon, 7 Wall, 71. In respect to property, business and persons within their respective limits the power of taxation of the States remained and remains entire, notwithstanding the Constitution. It is indeed a concurrent power, concurrent with that of the General Government, and in the case of a tax upon the same subject by both Governments, the claim of the United States as the superior authority must be preferred, but with this qualification it is absolute. The extent to which it shall be exercised, and the mode in which it shall be exercised, are all equally within the discretion of the Legislatures to which the States commit the exercise of the power. That discretion is restricted only by the will of the people expressed in the State Constitutions, or through elections, and by the condition that it must not be so used as to burden or embarrass the operations of the National Government. There is nothing in the Constitution which contemplates or authorizes any direct abridgement by national legislatures. To the extent just indicated it is just as complete in the States as the like power within the limits of the Constitution is complete in Congress. Such are the opinions we have expressed heretofore, and we adhere to them. The tax in question is held not to be too remote in its effects upon the efficient exercise of the Federal power to be for that reason inhibited by the Constitution. To hold otherwise, it is said, would be to deny to the States all power to tax persons or property, for every tax levied by a State withdraws from the reach of Federal taxation a portion of the property from which it is taken, and to that extent diminishes the subject upon which Federal taxes may be laid.

Admitting fully that the company is an agent of the general government, both military and postal, the court says that it does not follow that its property is exempt from State taxation. In Thompson vs. The Union Pacific R. R. Company, 9 Wall, 579, it was held that the property of the company was not exempt, though the road was a part of the system of roads, constructed under the direction and authority of the United States, and largely for the use and purpose of the General Government. The court may in that case were the agents for the Government, precisely as this, to the same extent and for the same purpose. It may be considered settled that no constitutional implications prohibit a State tax upon the property of an agent of the Government merely because it is the property of such an agent. A contrary doctrine would greatly embarrass States in the collection of their necessary revenues without any corresponding advantages to the United States. A very large proportion of the property within the States is employed in executions of the power of the Government. It belongs to the Government agents, and it is not only used, but is necessary for their agencies. United States mails, troops and munitions of war are carried upon almost every railroad; telegraph lines are employed in the national service, so are steamboats, horses, stage coaches, wagons, foundries, shipyards and multitudes of manufacturing establishments. These are the property of national persons or corporations who are instruments or agents of the General Government, and they are the hands by which the objects of the Government are attained. Were they exempt, as here claimed, it is manifest the State Governments would be paralyzed. While it is of the utmost importance that all the powers vested by the Constitution in the General Government be preserved in full efficiency, and while recent events have called for the most unembarrassed exercise of these powers, it has been decided that State taxation of such property is implicitly prohibited. The decree below is affirmed.

Mr. Justice Bradley, dissenting, wrote a long opinion in which he held that if the road bed may be taxed, it may be seized and sold for non payment of taxes; seized and sold in part or parcels, separated by county or State lines, and thus the whole purpose of Congress in creating the corporation and establishing the line may be subverted and destroyed. In his judgment the tax laid in this case was an unconstitutional interference with instrumentalities created by the National Government in carrying out the objects and powers conferred upon it by the Constitution.

Mr. Justice Field concurred with Mr. Justice Bradley.

Mr. Justice Hunt dissented from the opinion of the court, but wrote no opinion.

Mr. Justice Swayne wrote an opinion concurring in the result reached by the majority of the court.

Western Maryland Railroad.

The Baltimore *Sun* in noticing the formal opening of this road from Baltimore to Williamsport, says:

The distance of the route from Baltimore to Williamsport is a trifle over ninety miles, and the line traverses Baltimore, Carroll, Frederick and Washington counties, in this State. By the completion of the route to Williamsport not only will the productions of the rich agricultural districts of Carroll and Washington counties be allowed increased facilities of transportation, but a new avenue will be opened from Baltimore to the extensive coal fields in and around Cumberland. The intention is to transport the coal from Cumberland to Williamsport by canal, and there transfer it to the cars of the Western Maryland Railroad for shipment to Baltimore. For this purpose large and extensive transfer machinery is being erected at Williamsport by the company. By this arrangement the vast amount of coal which goes by canal to Alexandria, Va., and from there to New York and Boston for various reasons will have a tendency to come to this market. The canal boats will find it more profitable to make short trips down to Williamsport, between where and Cumberland there are few locks, than to make trips to Alexandria, which distance has a much larger number of locks; while by the contemplated extension of the Baltimore city track to Canton, the Western Maryland Railroad will run coal trains through the tunnel to Canton, and supply the large mills and manufactories, as well as dump the coal convenient to large vessels without transshipment from the cars. The company expect to be able to bring coal from Cumberland to Canton at a cost which will induce shippers to give precedence to the new route. The iron ore which now goes to Pennsylvania will no doubt also in part be brought to the Baltimore market in increased quantities. The newly completed route commences at Fulton station, and continues by way of Pimlico, in close proximity and parallel with the Reisterstown turnpike until within a mile of Owings's Mills, where it strikes the old route formerly used, running from the Relay House. The old track continues to Double Pipe Creek, a distance of forty-eight miles from Baltimore, from whence to Mechanicstown, eight miles, the track was laid about two years since, after the city's endorsement of the company's bonds. From Mechanicstown to Hagerstown and thence to Williamsport, a distance of thirty four miles, the track which has just been completed lies. Outside of the commercial and business interest in the new route the city of Baltimore is interested financially by subscriptions of stock, indorsement of bonds and accrued interest to the extent of over $3,000,000, or more than three fifths of the entire road. Washington county has indorsed $800,000 bonds of the company.

Chesapeake and Ohio Canal.

At the regular quarterly meeting of this company held at Annapolis, Md., on the 16th inst., President Gorman read his report for the quarter ending November 30, showing the total revenues to have been $189 479; expenditures $62,912. In addition to the expenditures $50,985 was paid on account of over due coupons on preferred bonds, making total payments $114 399, and leaving a balance in the treasury of $94,627. The coal tonnage for the quarter was 312,526 tons, an increase of 60,208 over the corresponding period of the year before.

The receipts for eighteen months ending November 30, were $876,688; disbursements $795,975.

The president, in his report, says that the trade of the canal must continue to increase, and that it cannot be doubted that the time is near at hand when all of the preferred debts of the company shall be liquidated and the just expectations of its stockholders realized.

The Governor read a communication from John S. Gittings and others asking that the directors of the canal be ordered to pay to the holders of the preferred bonds another coupon.

After some discussion on the communication a resolution was ordered to be prepared to express the views of the stockholders on the subject. During the preparation of the resolution Mr. Gorman stated that the directors did not feel that with safety they could pay another coupon this year, as the expenses of the company were about $20,000 per month, and there are no revenues of any account coming into the treasury during the winter, and the sum on hand now is not larger than that usually on hand at this time. In 1871 Mr. Clark had on hand over $100,000.

The committee reported the following resolution, which was ananimously adopted:

Resolved, That the secretary of the meeting be requested to acknowledge the receipt of the communication just read, and to say that it will be laid before the board of directors at their next meeting for their action, as in their judgment may be right and expedient, this meeting having entire confidence that the directors of the canal company will be actuated by a just regard to the real interests of the canal and the rights of the stockholders.

Redemption of the Loan of 1858.

The following circular will be read with interest by all holders of the bonds issued under the act of June 14, 1858, and which mature January 1, 1874:

TREASURY DEPARTMENT,
WASHINGTON, December 18, 1873.

An Act to provide for the redemption of the loan of eighteen hundred and fifty-eight.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That for the purpose of redeeming the bonds issued under the act entitled "An act to authorize a loan not exceeding the sum of twenty millions of dollars," approved June fourteenth, eighteen hundred and fifty eight, as amended March third, eighteen hundred and fifty-nine called the loan of eighteen hundred and fifty-eight it is hereby declared to be the pleasure of the United States to pay all the coupon bonds of said loan on the first day of January, eighteen hundred and seventy-four, at which date the interest thereon shall cease, and coin in the Treasury sufficient to redeem said coupon bonds is hereby appropriated for that purpose.

Sec. 2. That the Secretary of the Treasury may issue an equal amount, at par of principal and interest, of five per centum bonds of the funded loan under the act for refunding the national debt, approved July fourteenth, eighteen hundred and seventy, and the act amendatory thereof, approved January twentieth, eighteen hundred and seventy one, for any of the bonds of the loan of eighteen hundred and fifty eight, which the holders thereof may, on or before February first, eighteen hundred and seventy-four, elect to exchange for the five per centum bonds of the said funded loan, with interest from said January first: *Provided*, That no commissionres or allowances whatever shall be paid for the exchange of bonds hereby authorized, and no interest shall be allowed on the new bonds for any time for which interest is paid on the bonds exchanged.

Approved December 17, 1873.

In accordance with the provisions of the foregoing act, holders of registered or coupon bonds of the above loan may exchange them on or before February 1, 1874, for new five per cent bonds of the funded loan, par for par.

Interest on the coupon bonds will cease January 1, 1874, except that upon those which may be exchanged on or before February 1, 1874, interest will be allowed up to that date, as the law provides.

Upon all new fives issued in exchange interest will begin to run February 1, 1874, and all interest due up to that date will be paid at the time of exchange, without rebate.

No exchanges can be made after February 1, 1874. All coupon bonds not exchanged on or before that date will be paid in coin, with interest to January 1, 1874, when the interest will cease to run.

United States securities of above mentioned loan forwarded for redemption or exchange should be addressed to the "Loan Division, Secretary's Office," and should be assigned to "the Secretary of the Treasury for redemption."

WM. A. RICHARDSON, Secretary.

☞ A bill is now pending before the Legislature of North Carolina, providing for a consolidation of the North Carolina, Western North Carolina and Atlantic and North Carolina Companies. The two latter companies are to be merged in the North Carolina, and that company is to have authority to issue bonds for $13,000 per mile on the whole line, and to issue stock equal to the cost of the road.

Railroads in South America.

The locomotive is gradually extending its sphere of operations in South America. The Argentine Congress has almost unanimously assented to a petition preferred by Mr. Mariano Billinghurst, to the effect that a guarantee of 7 per cent should be granted in aid of a line from Buenos Ayres to Rosario, of which he has obtained a concession. The guarantee is to extend to a capital calculated on the basis of 6,400*l.* per mile. A branch to Rojas is not included in the guarantee, but it extends to the Zarate, the Baradero, and the San Pedro branches, which are altogether 152 miles in length, the length of the main line from Buenos Ayres to Rosario being 188 miles. The Rojas branch, which is omitted from the guarantee, is of rather considerable extent, being 90 miles in length. The concessionnaire will endeavor to raise the necessary capital for the construction of the main line and branches—about 3,000,000*l.* sterling—in Great Britain. The line will traverse all the richest sheep farming districts in the Argentine Republic, and will connect two of the principal towns. The Argentine Congress has also sanctioned a great project matured by Senor San Roman for the construction of a line over the Andes to unite Rioja with the Copiapo line in Chili. Legislative approval has further been given for the construction of a proposed line across the Lower Chaco from the province of Santa Fe to Santiago del Estero.

Advices from Chili state that a bill has passed the House of Deputies of that Republic empowering Messrs. Delano, Murphy, and Marks to make a line from Concepcion to Coronel. The Aranco Coal Company has also been authorized to construct a line from its mines to the ports of Triano and Tranco.

As regards Brazil, it may be noted that the northern line from San Paulo to Cachœira—where a junction will be effected with the southern branch of the Dom Pedro Segundo—will be 140⅝ miles in length.

Great construction activity is displayed at and about Monte Video, the capital of Uruguary. Messrs. Waring Brothers have been exhibiting their usual energy in the construction of the Durazno line, and at a recent date their were nine vessels at Monte Video unloaded *materiel* for the line, while three others were daily expected. Among the *materiel* sent out may be mentioned five locomotives.—*London Railway Times.*

Prismold, or One Track Railway.

The Philadelphia *Ledger*, of November 26, says that there has just been completed at the machine shop of Lafferty & Bros., Gloucester City, N. J., a four-ton locomotive, destined to run on one rail. It is built for a street railroad company in Georgia. This engine can with propriety be called a steam velocipede, as it rests upon two wheels, one following the other. The rail or track upon which it is to run, a sample of which is laid in the yard of the builders, is styled a "Prismold, or one track railway," and is composed of several thicknesses of plank, built up in the style of an inverted keel of a vessel, with a flat rail on the apex. Upon a trial a speed of about twelve miles an hour was attained, and the inventer and patentee claims that the speed can be almost doubled on a lengthened track. Mr. E. Crew, of Opelika, Ga., is the inventor and patentee of both tracks and engines, and he claims that his inventions demonstrate a tractive power superior to anything in the locomotive line of equal weight. The capacity of running curves is very much greater than the two rail system. The track upon which the rail was laid contained thirty six feet of lumber and eighteen pounds of iron to the lineal foot, proving itself equal to the span of twenty feet, remaining firm and unyielding under the pressure of the engine as it traversed the road. The revolving flanges attached to the engine, and which ran on the outsides of each wheel, Mr. Crew claims, absolutely lock the rolling stock to the prism, and obviate the necessity of so much heavy rolling stock in light traffic at high rate of speed. It is also claimed that a prismodal railway built with a base of fourteen inches, angles forty-five degrees, can be built at a cost of $8,000 per mile. The inventor is of opinion that his engine and track is particularly adapted to the propelling of canal boats and will compete successfuly with horse power on canals without necessarily interfering with the use of the latter, but he does not state in what way. The engine will shortly be shipped to its destination (Atlanta, Ga.), where it goes into operation on a street railroad built at an elevation of twelve feet above the sidewalk.

Copper and Iron Trade of Lake Superior.

The Portage Lake *Mining Gazette* publishes the following statement of the products of Lake Superior copper for the year 1873:

	Tons.	Lbs.
Products of Portage Lake district.	15,194	1,420
" Keweenaw Point district.	2,784	1,903
" Ontonagon district....	537	1,117
Total product.....	18,515	4,440

Equal to about 14,500 tons of ingot copper; being the largest amount of copper ever obtained from these districts in any one year.

The Marquette *Mining Journal* makes the following exhibit for 1873:

Total tons iron ore.....	526,264
Total tons pig iron.....	25,997
Grand Total.....	552,261

The shipments from Escanaba during the season of 1873 were 479 712 gross tons of iron ore, and 9,248 tons of pig iron. Grand total, 488,960 tons. And from L'Anse, 60 899 tons of iron ore.

Chesapeake and Ohio Railroad.

A meeting of gentlemen representing various classes of indebtedness of this company was held in Baltimore on the 15th inst., Mr. C. P. Huntington, the president, in the chair. The proposition made by the company to the bondholders some time since of funding the floating debt, which is now more than $8,000,000, and a portion of the interest on its mortgage debt, in income bonds, to be paid out of the net earnings of the road, was freely discussed. The agreement generally acceded to was that holders of the company's notes secured by six per cent bonds take bonds held as collaterals and fund their interest, and that holders of notes secured by seven per cent bonds surrender the bonds and take income bonds at eighty-five to the amount of their notes. The president announced that about $12,000,000 of the entire debt had come into this agreement, and felt assured that could the arrangement be made universal the road, which before the panic had more business than its rolling stock allowed, and had contracted for fifty four new locomotives, the line being now completed from Huntington to Richmond, a distance of four hundred and twenty miles, would not only be placed on a firm basis, but the work on the extension to Louisville would be enabled to commence immediately. He further stated that he himself, as the largest creditor of the company, felt confident that if relieved from immediate demands in the mode proposed the company would be able to meet all of its obligations. He closed with the statement that of $1,600 000, the amount necessary to complete the road bed to Louisville, $1 300,000, had been subscribed, and the eighty-six miles of iron could be paid for out of first mortgage bonds to be issued hereafter.

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,468	86,937	81,396	96,451	106,836	164,729	259,590	251,832	282,770	296,422	286,562	342,743	2,360,767
1869	212,604	218,982	391,308	486,048	568,270	556 080	532,657	511,854	609,788	579,942	535,869	467,650	5,670,882
1870	413,104	394,176	488,332	638,758	768,720	729,274	783,100	807,816	787,184	828,447	777.513	583,992	7,995,116
1871	536,490	485.490	614,447	720.929	892,341	795,176	869,297	1,006,373	995,922	981,006	897.234	672,358	9,467,072
1872	592 223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,629	1,254,689	1,285 667	1,299,900	1,007,125	12,900,126
1873	852,880	691,015	974,460	1,132,920	1,356,378	1,313,790	1,211,765	1,258,500	1,302,125	1,423,875	1,296,812	.....	.....
Chicago and Alton:													
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,909	426,752	359,102	330,166	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343.182	315,099	388,727	328,390	345,833	402,854	351,045	403,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,559	418,709	506,681	497,519	475,908	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	523,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	371.708	332,902	373,217	379,879	409.254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156 326
1873	352,568	402,477	424,614	412,218	426,315	482,205	481,569	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	... ...	.....	.....	.....	366.100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,830	390,355	421,363	466,830	565.145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	488,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895.712	893.658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211.150	1,180.933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	850,287	1,142,166	1,112,190	1,288,444	1,251,951	1,157,056	1,087,974	1 306 673	1,271,780	1,140.145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,087,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,008,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,438,948	1,067,887	859,780	12,272,845
1873	752,468	765,249	967,258	1,034,023	1,256,072	1,309,578	1,240,987	1,284,094	1,071,448	1,451,827	1,039,206	.....	.....
Cleveland, Col. Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203.696	218,347	271,425	287,451	293,206	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,406	253,367	341,783	320,025	293,615	271,555	242,521	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	289,239	319,573	284,156	3,273,719
1871	270.204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,728	340,625	317,773	3,765,343
1872	340,791	320.022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	399,830	358,745	4,452,625
1873	358,012	408,840	465,517	432,928	394,480	340,675	351,576	426,283	432,139	406,922	311,936	.....	.....
Erie:													
1871	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,383,454	1,417,211	17,398,327
1872	1,332,994	1,294,076	1,460,174	1,548.813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,484	1,743 752	1,704,374	1,392,615	18,694,096
1873	1,316,831	1 329,422	1,515,382	1,541,958	1,764,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	.....	.....
Illinois Central:													
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,727	738,530	823,901	727,510	613,329	7,160,992
1868	587,443	536.165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931.530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	667,751	8,678,958
1871	624.744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	637,436	531,627	575,393	559,871	648,956	659,363	609,846	788,255	744,782	881,693	696,475	698,063	8,026,754
1873	580,499	562,949	651,962	544,035	687,630	724,983	672,917	748,634	876,413	763,673	622,433	.....	.....
Kansas Pacific:													
1871	133,073	152,264	267,411	303.915	306.944	266,086	282,723	332,555	368,446	387,999	303 305	210,197	3.321 518
1872	189.606	191,738	300,783	322,875	341,843	322,359	329,838	357,302	349,468	449,418	314,513	223,240	3,993,183
1873	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	256,217	.....	.....
Lake Shore and Michigan Southern:													
1871	1,082,595	1,076,112	1 312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295 369	1,368,948	1,402,597	1,345.316	1,235,285	14,797,975
1872	1,389,389	1,294,710	1.498,408	1,528,250	1.479.945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873	1,412,368	1,549,285	1,735,736	1.694,543	1,680,968	1,585,363	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	.....	.....
Marietta and Cincinnati:													
1868	92,483	81,590	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,880	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	119,173	119.650	115,115	118,572	137,341	166,191	175,436	172,567	169,820	1,690,714
1872	152,577	142,408	160,784	145,858	158.717	154,587	149,550	162,521	191,841	208,977	207,911	204,193	2,029,927
1873	170,023	162,585	180,467	190,562	185,683	185,953	181,883	173,469	203,514	.....	.....	.....	.....
Michigan Central:													
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	443,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,080	409,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,666	486,980	470,703	480,847	427,093	422,015	529,890	628,660	582,802	547,434	507,050	5,940,102
1872	411,113	384,058	449,453	485,550	487,282	598,300	402,084	460,101	536,608	641,907	487,608	464,163	5,608,117
1873	379,836	440,261	567,314	556,181	542,059	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1868	369,228	321,203	383,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630.844	678,923	586,531	525,547	724,732	1,040,102	801 195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	868,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,140	483,884	662,368	658,017	431,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,986	387,565	426,223	474,184	580,432	594,769	488,348	565,729	811,961	950,945	702 858	613,787	6,957,771
1873	384,715	423,716	555,005	569,236	805,799	925,210	834,341	767,803	1,193,209	1,012,869	771,800	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294.302	278,247	264,273	249,349	184,411	262,515	350,618	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,095	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	289,560	304,512	265.406	315,699	338,497	384,193	337,920	360,404	3,678,682
1873	227,897	261,346	344,632	321,047	301,521	272 600	267,784	325,093	382,098	353,168	308,632	.....	.....
Philadelphia and Reading:													
1867	500,483	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,770	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	814,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,083
1869	479,236	525,490	755,433	904,834	999,463	630,680	1,232,903	1,454,026	1,294,621	1,235,866	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,1?9,489	1,241,903	1,199,094	1,148,309	899,258	9,642,177
1871	506,367	423,045	644,504	688,578	1,063,002	1,510,088	1,213,363	1,359,833	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872	657,318	646,090	823,683	1,044,251	1,116,387	1,167,008	1,071 407	1,142,241	1,193,695	1,522,847	1,127,030	.....	.....
St. Louis, Alton and Terre Haute:													
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,396	154,133	144,164	186,889	202,238	205,750	189,351	160,035	2,008,265
1870	152,393	158,788	172,216	172,847	155,061	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,615	102,995	1,786,547
1872	164,525	137,678	162,336	156,134	148,279	133,503	123,994	169,459	179,457	216,177	177,327	158,700	1,927,471
1873	144,209	169,454	177,517	167,729	170,218	165,260	151,582	166,931	.....	.....	.....	.....	.....
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,943	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,769
1872	173,707	156,292	181,055	175,686	187,625	180,786	181,240	194,450	189,204	213,325	226,503	207,967	2,270,840
1873	146,160	163,254	229,260	208,140	230,300	195,480	179,261	201,190	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,533	434,200	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422,360	323,377	434,284	4,242,343
1870	267,864	295,645	295,279	318,699	340,802	348,633	322,756	466,431	508,043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,009	439,515	553,994	552,079	568,817	600,205	531,080	516,935	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	565,811	621,351	489,341	466,081	5,944,570
1873	370,290	405,110	471,301	446,527	470,598	541,191	483,399	642 209	593,604	539,251	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	990,665	837,383	716,529	5,709,183
1870	526,529	500 189	559,238	706,603	802,586	746,450	643.058	664 051	728,521	719,696	570.163	506,053	7,654,094
1871	479,573	373,925	499,809	584,540	724,466	728,174	673,698	681,305	800,402	777,362	708,142	469,932	7,521,682
1872	273,936	534,115	585,851	741,802	890,442	865,469	743,382	789,567	963,754	980,706	915,727	757,851	8,992,806
1873	533,975	481,783	708,269	881,266	1,007,851	939,863	876,883	837,277	1,068,937	1,170,586	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'72	8.00	114	40	Albany .....N.Y.	163,000	111,460	40,000	——	92,241	29,165	11	100	100	....
Sept. 30, '72	1.04	....	——	Albany st. Freight (B'ton).Mass.	48,709	75,000	——	——	3,407	1,050	——	100	100	....
Oct. 31, '72	3.64	13	5	Allentown .....Pa.	33,425	36,600	5,000	6,000	——	——	6	100	100	....
Sept. 30,'72	23.00	440	78	Atlantic Avenue (Bklyn)..N. Y.	1,010,000	650,000	460,000	——	133,634	24,250	——	100	100	....
Sept. 30,'72	11.83	344	48	Avenue C (N. Y. City.....N. Y.	534,264	500,000	900 000	133,634	289,133	89,887	——	100	100	....
Sept. 30,'72	22.00	400	50	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,777,048	900,000	694,000	4,000	305,671	60,728	——	100	100	....
Sept. 30,'72	4.63	——	——	Boston and Chelsea.....Mass.	110,000	110,000	——	——	8,800	7,853	6.8	50	50	....
Sept. 30,'72	1.39	——	——	Boston & West Roxbury..Mass.	56,133	41,000	——	——	2,500	2,500	——	100	100	....
Sept. 30,'72	10.76	239	47	Broadway (Brooklyn).....N.Y.	327,600	200,000	100,000	12,361	163,711	45,225	12	100	100	....
Sept. 30,'72	10.33	1098	135	B'dway & 7th Av.(N.Y.C.)N.Y.	3,806,668	2,100,000	1,500,000	200,000	906,812	357,330	6	100	100	....
Sept. 30,'72	7.00	8	22	Brooklyn, Bath & Coney I.N.Y.	219,133	——	80,000	——	47,591	18,140	——	——	100	....
Sept. 30,'72	81.50	1868	373	Brooklyn City.....N.Y.	2,313,003	1,991,032	300,000	——	1,448,461	241,567	12	100	100	....
Sept. 30,'72	22.00	236	68	Brooklyn City & Newtown.N.Y.	650,603	200,000	400,000	11,856	165,939	45,081	——	100	100	....
Sept. 30,'72	19.83	180	43	Brooklyn, Cross-Town.....N.Y.	637,003	300,000	300,000	15,470	169,799	42,412	——	100	100	....
Sept. 30,'72	15.81	202	83	Buffalo street.....N.Y.	493,174	73,000	352,214	68,745	240,627	44,042	——	100	100	....
Sept. 30,'72	11.00	131	21	Bushwick (Brooklyn) .....N.Y.	336,006	302,000	52,000	4,178	88,597	8,255	——	100	100	....
Sept. 30,'72	28.31	——	——	Cambridge (Boston) .....Mass	740,000	740,000	150,000	——	69,681	69,641	9	100	100	100
Sept. 30,'72	1.93	23	4	Central City (Syracuse).....N.Y.	29,092	21,130	6,000	——	19,961	6,441	12	100	100	....
Oct. 31, '72	72.00	960	128	Cen. P., N. & E.R. (N.Y.C.)N.Y.	1,846,175	1,175,700	838,000	116,303	639,304	39,487	——	100	100	....
Oct. 31, '72	7.25	350	50	Citizens' (Phila.).....Pa.	212,320	192,750	——	——	284,291	88,046	7	50	50	....
Oct. 31, '72	5.50	206	40	Citizens' (Pittsburg) .....Pa.	270,671	184,000	50,000	4,000	184,299	78,095	16	50	50	....
Oct. 31, '72	2 87	12	3	Coalville.....Pa.	45,436	58,500	——	1,000	10,993	3,348	——	100	100	....
Sept. 30,'72	14.83	....	....	Coney Island (Brooklyn)..N.Y.	698,806	500,000	307,000	38,065	267,449	118,139	——	100	100	....
Sept. 30,'72	10.73	861	122	Dry Dock, E.B.&B.(N.Y.C)N.Y.	1,016,798	1,200,000	700,000	——	777.946	221,219	8	100	100	....
Oct. 31, '72	1.65	14	3	Easton and S. Easton .....Pa.	25,962	29,562	——	——	10,946	3,321	5	25	25	....
Sept. 30,'72	18.00	950	110	Eighth Avenue (N.Y.City)N.Y.	1,586,034	1,000,000	203,000	65,300	804,283	150,720	12	100	100	....
Oct. 31, '72	7.75	——	——	Empire.....Pa.	102,000	600,000	150,000	3,200	102,704	13,120	——	50	50	....
Oct. 31, '72	2.04	24	6	Erie City.....Pa.	36,957	19,807	20,242	2,100	13,188	2,185	——	50	20	....
Oct. 31, '72	5.50	60	23	Federal St. & Pl. Val. (Pbg.).Pa.	132,842	66,250	75,000	15,000	45,737	2,603	——	25	25	....
Sept. 30,'72	10.28	434	57	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	209,000	——	377,675	99,165	10	100	100	....
Oct. 31, '72	17.04	389	56	Frankford & Southwark(Ph.)Pa.	844,171	492,200	255,500	35,000	368,135	91,137	7	50	50	52
Sept. 30,'72	9.00	133	30	Gr'd st. & Newtown (Bk'n)N.Y.	320,467	170,000	90,000	24,571	97,135	13,539	——	100	100	....
Sept. 30,'72	8.00	123	24	Gr'd St. Prosp. Pk.& Flatb..N.Y.	419,185	200,000	200,000	33,407	74.057	——	7	100	100	....
Oct. 31, '72	33.75	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	——	370,775	124,179	6	50	50	28
Oct. 31, '72	7.25	200	42	Green and Coates st. (Phila.).Pa.	244,441	160,000	150,000	——	180,268	48,700	26½	50	15	46
Oct. 31, '72	2.01	10	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	7,185	Loss.	——	25	25	....
Sept. 30,'72	11.75	126	17	Harlem.Br.,Morr. & F'dham.N.Y.	275,729	209,100	138,500	——	95,737	21,637	——	100	100	....
Oct. 31, '72	11.00	378	60	Hest., Maut. & F'mount (Ph.)Pa.	388,467	299,423	127,100	——	272,610	71,442	2.2	50	50	23
Oct. 31, '72	5.01	117	20	Lombard and South st. (Ph.).Pa.	170,402	105,000	62,500	——	99,164	35,904	11½	25	10½	....
Sept. 30,'72	4.03	55	22	Lowell Horse.....Mass.	61,704	56,000	——	3,500	34,979	3,138	——	100	100	....
Sept. 30,'72	11.62	235	35	Lynn and Boston .....Mass.	277,581	200,000	50,000	43,697	182,774	2,562	——	100	100	....
Sept. 30,'72	3.60	——	——	Malden and Melrose (Btn).Mass.	60,246	165,000	75,000	——	——	——	——	100	100	....
Sept. 30,'72	3.46	——	——	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	——	2,240	1,886	——	50	50	....
Sept. 30,'72	5.41	50	7	Merrimac Valley.....Mass.	63,000	50,000	——	589,390	37,446	9,521	——	100	100	....
Sept. 30,'72	46.29	1220	358	Metropolitan (Boston) ....Mass.	2,219,747	1,500,000	——	——	986,041	174,384	10	50	50	49½
Sept. 30,'72	26.06	300	53	Middlesex (Boston).....Mass.	603,702	400,000	184,500	158,822	234,306	43,447	6	100	100	....
Sept. 30,'72	3.31	20	8	New Bed'd & Fairhaven. Mass.	54,849	38,000	——	16,353	5,475	1,815	——	100	100	....
Sept. 30,'72	3.75	2	6	New York Elevated .....N.Y.	.....	350,000	——	25,000	13,744	501	——	100	100	....
Sept. 30,'72	12.20	201	20	Ninth Avenue (N. Y. City)N.Y.	994,842	797,320	187,000	19,209	108,080	Loss.	——	100	100	....
Sept. 30,'72	8.37	99	24	North 2d St. & Middle Vil.N.Y.	173,075	134,600	25,000	13,388	70,579	14,167	——	100	100	....
Sept. 30,'72	3.20	11	2	Northampton & Wimburg. Mass	300,000	300,000	——	6,499	7,421	——	——	100	100	....
Dec. 31, '72	11.71	172	33	Orange and Newark .....N.J.	1,073,555	290,000	700,000	109,852	208,734	30,273	——	100	100	....
Sept. 30,'72	14.40	90	31	Park Avenue (Brooklyn)..N.Y.	337,343	200,000	200,000	20,000	55,555	6,044	——	100	100	....
Dec. 31, '72	4.91	101	18	Passenger (Cin.) .....O.	200,000	150,000	50,000	67,209	71,812	33,111	——	100	100	....
Oct. 31, '72	9.56	40	17	Peoples' street (Scranton) ...Pa.	140,387	125,500	——	——	36,447	13,556	2	100	100	....
Oct. 31, '72	9.04	40	19	Peoples' (Lucerne Co.).....Pa.	140,387	125,500	——	——	36,448	13,972	5	100	100	....
Oct. 31, '72	3.00	396	78	Philadelphia City (C. & W.)Pa.	454,397	225,000	200,000	29,397	347,283	107,633	37½	50	15	65½
Oct. 31, '72	1.09	——	116	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	——	——	——	4	20	20	....
Oct. 31, '72	13.17	144	25	Philadelphia & Gray's Ferry.Pa.	299,126	290,175	6,500	——	124,473	38,750	11	30	25	29
Oct. 31, '72	8.75	116	21	Pbg., Allegheny & Manchest.Pa.	161,752	200,000	23,000	25,336	149,066	54,721	33½	50	50	....
Oct. 31, '72	6.50	100	17	Pittsburg and Birmingham..Pa.	136,239	120,000	13,800	47,949	71,132	720	——	50	50	....
Oct. 31, '72	7.25	72	14	Pbg, Oakland & E. Liberty..Pa.	125,449	130,000	67,000	5,036	42,595	6,359	——	50	50	....
Oct. 31, '72	4.43	91	18	Pittsburg and Ormsby.....Pa.	83,487	100,000	28,300	13,116	37,238	Loss.	——	25	25	....
Sept. 30,'72	2.50	35	11	Poughkeepsie City .....N.Y.	59,357	31,500	15,500	14,088	18,920	1,402	——	100	100	....
Oct. 31, '72	13.70	254	40	Ridge Avenue.....Pa.	414,572	336,000	59,000	20,772	244,658	65,484	15½	50	28	....
Sept. 30,'72	10.00	108	26	Rochester and Brighton ...N.Y.	135,989	70,000	20,000	17,500	72,545	7,074	5	100	100	....
Sept. 30,'72	6.03	54	20	Salem street.....Mass.	203,734	150,000	35,900	1,800	51,253	Loss.	——	100	100	....
Oct. 31, '72	3.81	——	——	Schuylkill River (Phila.) ....Pa.	47,463	50,000	(Lease. b	y Phila.	& Gray's	Fer.)	10	50	50	....
Sept. 30,'72	20.00	295	120	Second Avenue (N.Y. City)N.Y.	2,376,131	1,099,500	1,163,500	88,181	626,732	163,300	8	100	100	....
Oct. 31, '72	39.50	560	86	2d and 3d street (Phila.).....Pa.	766,255	621,576	109,300	——	506,545	143,274	10	100	100	59
Oct. 31, '72	6.75	240	40	17th and 19th street (Phila.)..Pa.	186,694	160,000	75,000	35,307	152,406	36,467	——	50	16	....
Oct. 31, '72	5.50	198	31	13th and 15th streets (Phila.).Pa.	227,326	334,529	——	——	155,697	42,601	12	50	16½	21½
Sept. 30,'72	8.37	797	87	Sixth Avenue (N.Y. City)..N.Y.	1,904,754	750,000	250,000	90,000	744,758	106,928	8¼	100	100	145
Sept. 30,'72	4.03	——	——	Somerville horse (Boston).Mass.	98,000	98,000	——	——	——	5,650	5½	100	100	....
Sept. 30,'72	7.68	300	42	South Boston .....Mass.	440,328	450,000	——	——	296,572	46,701	10	100	100	....
Sept. 30,'72	6.50	80	21	South Brooklyn & Park....N.Y.	253,414	150,000	100,000	11,741	45,051	985	——	100	100	....
Sept. 30,'72	3.02	22	6	Springfield street.....Mass.	66,356	50,000	——	2,400	24,262	1,605	——	100	100	....
Sept. 30,'72	8.00	34	13	Staten Island Shore.....N.Y.	31,600	(Sold$31,000'72.)	——	——	18,666	Loss.	——	——	——	....
Sept. 30,'72	2.53	20	5	Stoneham street (Boston)..Mass.	41,969	38,000	——	750	15,329	1,494	——	100	100	....
Sept. 30,'72	2.76	19	7	Syracuse and Geddes.....N.Y.	26,478	25,000	25,000	——	17,784	7,521	7	100	100	....
Sept. 30,'72	2.89	16	3	Syracuse and Onondaga ...N.Y.	38,620	37,000	——	——	14,019	5,476	8	100	100	....
Sept. 30,'72	4.32	35	8	Taunton street.....Mass.	53,414	40,000	——	7,500	20,346	5,797	——	100	100	....
Sept. 30,'72	18.00	1339	253	Third Avenue (N.Y. City).N.Y.	3,450,939	1,170,000	2,000,000	161,856	1,621,992	439,774	12	100	100	....
Sept. 30,'72	6.50	35	8	Troy and Albia.....N.Y.	71,532	44,700	35,410	——	20,728	6,873	——	100	100	....
Sept. 30,'72	4.79	——	——	Troy and Cohoes.....N.Y.	50,000	50,000	(Leas. b	y Troy	Lansing	burg.)	——	100	100	....
Sept. 30,'72	11.63	226	51	Troy and Lansingburg.....N.Y.	280,287	250,000	75,000	75,805	176,432	39,372	——	100	100	....
Oct. 31, '72	30.00	667	118	Union (Phila.).....Pa.	1,032,514	400,000	500,000	——	622,509	125,207	25	50	20	....
Sept. 30,'72	——	693	97	Union street (Boston).....Mass.	445,494	355,500	17,500	132,108	484,663	40,571	7½	100	100	....
Oct. 31, '72	——	4	2	Union street (Phila.).....Pa.	16,187	16,187	(Under	constr	uction.)	——	——	100	100	....
Sept. 30,'72	——	——	——	Union (Freight) street.....Mass.	.....	150,000	(Under	constr	uction.)	——	——	100	100	....
Sept. 30,'72	15.50	81	15	Utica, Clinton & Bingham..N.Y.	320,393	121,400	200,000	1,200	69,233	14,163	——	100	100	....
Sept. 30,'72	2.75	5	14	Van Brunt st. (Brooklyn)..N.Y.	87,000	75,000	12,000	——	20,465	4,690	3½	100	100	....
Sept. 30,'72	3.11	12	3	Waltham and Newtown..Mass.	32 155	23,500	——	13,316	7,791	989	——	100	100	....
Sept. 30,'72	7.25	150	25	Watervliet (Albany) .....N.Y.	331,425	240,000	130,000	——	118,837	39,180	7	100	100	....
Oct. 31, '72	15.50	507	74	West Philadelphia.....Pa	591,596	400,000	100,000	——	443,477	102,289	15	50	50	....
Sept. 30,'72	3.00	——	——	Winnisimmet (Boston).....Mass.	62,152	50,100	——	——	3,600	5,077	4	50	50	....
Oct. 31 '72	4.37	16	6	Wilkesbarre and Kingston..Pa.	94,833	160,000	——	——	23,551	8,934	4	50	50	....
Sept. 30,'72	8.02	76	15	Williamburg & Flatbush..N.Y.	474,100	300,000	175,000	5,600	28,164	Loss.	——	100	100	....
Sept. 30,'72	4.38	45	17	Worcester street .....Mass.	99,968	400,000	33,000	27.967	26,171	Loss.	——	100	100	....
Oct. 31, '72	2.24	51	14	Williamsport .....Pa.	41,452	40,000	——	4,705	13,824	6,035	....	25	25	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest. Rate per ct.	Interest. Payable.	Principal Payable.	Market Price
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J. & J.	1883	....
Avenue C: 1st Mortgage.....	900,000	7	A&O.	1896	....
Atlantic (Bklyn) Ave.: 1st Mortgage.....	460,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	604,000	7	J.&D.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	6	J.&D.	1882	....
Broadway and 7th Avenue: 1st Mortgage.....1.	300,000	7	J. & J.	1884	....
Brooklyn, Bath & Coney I.: 1st Mortgage.....	80,000	7	J.& J.	1890	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1893	....
Brooklyn City & Newtown: 1st Mortgage.....	400,000	7	J.&D.	1879	....
Brooklyn Cross-Town: 1st Mortgage.....	352,000	7	.....	1893	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1891	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1892	....
2d Mortgage.....	338,000	7	M&N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	307,000	7	J.& J.	1879	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	1875	....
Eighth Avenue (N. Y.): 1st Mortgage.....	303,000	7	J.& J.	1881	....
Empire: 1st Mortgage.....guar.	150,000	7	J.& J.	1890	....
42d st. & G'd st. Ferry(N.Y.): 1st Mortgage.....	200,000	7	A.&O	1873	....
Federal St. & Pleasant Val.: 1st Mortgage.....	75,000	7	A&O.	1877	....
2d Mortgage.....	50,000	7	J.& J.	1881	....
Frankford and Southwark: 1st Mortgage.....	185,500	7	J.& J.	1877	....
2d Mortgage.....	100,000	7	M&N	1891	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	J.&D.	....	....
Grand St. & Newtown: 1st Mortgage.....	90,000	7	A.&O	1887	....
Germantown: 1st Mortgage.....	250,000	7	J.&D.	1879	....
2d mortgage	100,000	7	.....	1884	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J	1875	....
Harl. Br., Morris's & Fordh.: 1st Mortgage.....	138,500	7	.....	....	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1874	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	J.&D.	1883	....
Malden and Melrose: 1st Mortgage.....	75,000	6	A&O.	1885	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	.....	1894	....
2d Mortgage.....	90,000	6	.....	1880	....
3d Mortgage.....	25,000	7	.....	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	187,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	1881	....
2d Mortgage.....	500,000	7	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	200,000	7	M&N	1887	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	150,000	7	A.&O	1885	....
Conv. bonds.....	563,500	7	M&N	1888	....
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	100,000	7	J.& J.	1892	....
Third Avenue (N. Y.): 1st Mortgage.....2,	000,000	7	J.& J.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	J.& J.	1883	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	200,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1886	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	175,000	7	M&S.	1896	....
Worcester: 1st Mortgage.....	28,000	7	J.& J.	1879	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	13,280,000	J. & J.	July '73 3½
Allegheny Valley 50	2,2[illegible]6 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '73 3
Atlantic and Gulf 100	3,698 200	— & —	.....
" " pref..100	838 976	J. & J.	July '71 3½
Atlantic and St. Law*..100	39,4[illegible],900	M. & S.	Sept.'73 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Genesco & Mt M.*100	194,350	A. & O.	Oct '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	Nov. '73 5
Washington Br.....100	1,680,000	A. & O.	Oct. '73 5
Parkersburg Br. pref... 50	5,680 685	— & —	.....
Berkshire*.....100	600,000	J. A J & O	Oct. '73 0
Blossburg & Corning.*... 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '73 5
Bos., Clin. & Fitchb. pref.100	633,200	— & —	.....
Agricultural Br guar...100	60,000	J. & D	Dec. '73 2
Bost., Conc. & Mont.* pref100	800,000	M. & N.	Nov. '73 3
Boston and Lowell.....500	2,862,900	J. & J.	Jan. '74 4
Boston and Maine 100	6,816,807	M. & N.	Dec. '73 4
Boston and Providence..100	3,950,000	M. & N.	Nov. '73 5
Buffalo, N. Y. and Erie*.100	950,000	F. & A	Aug. '73 3½
Burlington and Mo. Riv..100	5,636,000	M. & S.	Sept.'73 5
" " pref.100	1,485,900	M. & S.	Sept.'73 5
Camden and Amboy* ...100	5,847,800	J A J.O.	Jan. '74 2½
Camden and Atlantic.....50	379,020	— & —	.....
" " pref. 50	752,760	— & —	Nov. '73 3½
Cape Cod 50	1,020,330	J & J.	Jan. '72 2½
Cape May and Millville* 50	447,000	J & D.	Dec. '73 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa*.....50	1,129,600	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '73 3½
Cayuga and Susq.*.....50	589,110	J. & J.	July '73 4½
Cedar Rapids & Mo. R.*100	6,850 400	M. & N.	Nov. '73 1½
" " pref..100	769,600	F. & A	Aug. '73 3½
Central of Georgia.....100	4,666,800	J. & J	July '73 5
Central of New Jersey..100	20,000,000	J.AJ&O.	July '73 4
Central Ohio*.....50	2,425,000	J. & J.	Jan. '74 3
" pref.....50	400,000	J. & J.	Jan. '74 3
Central Pacific 100	54,275,500	.....	Sept. '73 3
Chemung*.....100	350 000	J.A.J&O	Oct. '73 1½
Cheshire, preferred 100	2 100,000	J. & J.	July '73 2
Chicago and Alton.....100	8 929,900	M. & S.	Sept. '73 6
" " pref...100	2,425,400	M. & S.	Sept.'73 5
Chicago, Burl. & Quincy.100	18 652,910	M. & S.	Sept.'73 5
Chicago, Iowa & Nebras*100	3,916 300	J. & J.	Jan. '74 4
Chicago & N. Western.100	15,033,480	J. & D.	Dec. '72 3½
" " pref.100	21,259,563	J. & J.	July '73 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Nov. '73 4
Cin., Ham. & Dayton....100	3,500,000	A. & O.	Apl. '73 4
Cin., Sand. and Clev.* ... 50	2,980,550	— & —	Apl. '72 10s
" " pref... 50	429,046	M. & N	Nov. '72 8
Clev., Col., Cin. & Ind...100	14,991,275	F. & A.	Aug. '73 3½
Cleveland & Mahoning*. 50	2,087,500	M. & N.	May '73 3½
Cleveland & Pittsburg*. 50	11 236,150	F.M.AN	Nov. '73 1½
Col., Chic. & Ind. Cen.*.100	13,000,000	.....	.....
Columbus and Xenia*... 50	1,788,800	M.J.S.D.	Sept.'73 2
Colum. & Hocking Val..100	2,500,000	F. & A	Aug '73 5
Concord.....50	1,500,000	M. & N.	Nov. '73 5
Concord and Porta.*.....100	350,000	J. & J.	July '73 3½
Conn. & Passum p Riv..1 0	2,100,000	F. & A	Aug. '73 3
Connecticut River.....100	1,850,000	J. & J.	Jan. '74 5
Cumberland Valley..... 1	1,494,250	A. & O.	Oct. '73 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*.....50	1,230,941	J. & J.	July '73 3
Del., Lackaw. & Westn. 50	18,868,850	J.A. J.O.	July '73 5
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City*100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,500,200	J. & J.	July '73 3
East Mahanoy *..... 50	392,950	J. & J.	July '73 3
Eastern (Mass.).....100	4,262,600	J. & J.	July '73 3
Eastern (N. H.) 100	492,500	J. & J.	July '73 3
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug. '73 2½
Elmira & Williamsport* 50	503,000	M. & N.	Nov. '73 2½
" " pref. 50	500,000	J. & J.	July '73 3½
Erie Railway 100	78,000,00-	.....	Oct. '73 1
" pref.....100	8,536,910	.....	Oct. '73 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept.'73 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '74 4
Georgia 100	4,156,000	J. & J.	Apl '74 4
Grand River Val.* guar 100	1 000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,867,946	— & —	.....
Great Western, (Ca.)....100	19,237,404	A. & O.	Oct. '73 2½
Hannibal & St. Joseph..100	4,151,700	F. & A.	Aug. '70 3½
" " pref.100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	Nov. '73 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	July '73 4
Huntingdon & Bd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. & J.	July '68 2½
Illinois Central 100	25,280,510	F. & A.	Feb. '74 4
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City*100	4,025,000	— & —	Jan. '74 3
Jeffersonv., Mad. & Ind..100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Oct. '73 1½
Joliet & North. Indiana*100	800,000	J. & J.	July '73 4
Lake Shore & Mich. So..100	49,466,500	F. & A.	Aug. '73 4
" " (guar.).100	533,500	F. & A.	Aug. '73 5
Lawrence*.....50	200 200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	2,739,800	M & N	May '67 5
Lehigh Valley 50	21,468 800	J.A. J.O.	Jan. '74 3½
Little Miami.*.....50	5,871,45[illegible]	J.A. J.O.	Oct. '73 3
Little Schuylkill*..... 50	2,644,10[illegible]	J. & J.	July '73 5½
Long Island.....50	3,000,000	M. & S.	May '73 10s
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '73 4½
Louisville & Nashville..100	8,980,600	F. & A.	Aug. '73 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200 000	A. & O.	Oct. '73 3
Lykens Valley 20	600,000	F.M.AN	Feb. '73 2½
Macon and Western.....100	2,500,000	J. & J.	July '73 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	Nov.'73 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Aug. '73 3
Memphis & Charleston* 28	5,812,725	J. & D.	Jan. '69 2
Michigan Central 100	18,733 204	J. & J.	Jan. '73 4s
Mill Creek & Mischl*. 50	323 375	J. & J.	July '73 5
Milwaukee and St. Paul..100	13,398,550	J & J	Dec. '70 7s
" " pref.....100	10,825,777	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '73 3½
Morris and Essex*..... 50	14,008,100	J. & J	July '73 3½
Nashua and Lowell.....100	800,000	M. & N.	Nov.'73 5
Naugatuck 100	1,581 900	F. & A.	Aug. '73 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'73 5
Newark and N. York*..100	977,400	J. & J.	July '73 3½
N. Bedford & Taunton..100	500,000	M. & N.	May '73 4
N. Castle & Beaver Val.* 50	1,800,000	J. A. J. O.	Oct. '73 2½
N Haven & Northamp..100	605,000	J. A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	Jan '74 2½
New London Northern*100	1,418,800	J. & J	July '73 5
N.Y. Cen. & Hudson R...100	89,428,330	A. & O	Oct. '73 4
New York and Harlem..100	8,500,000	J. & J.	Jan. '74 4
" " pref.100	1,500,000	J. & J.	Jan. '74 4
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '74 6
N. Y., Provid. & Boston.100	2,000,000	J. A. J. O.	Oct. '73 2½
Niag Bridge & Canand*100	1,000,000	J. & J	Jan. '73 3
North Carolina*.....100	4,800,000	Irregular.	Jan. '73 5
N. Eastern (N C.) prof..100	111,000	M. & N	May '67 4
North Pennsylvania.... 50	3 150,150	January.	Jan. '72 5s
Northern Central 50	3 842,000	M. & N	Nov.'72 3
Northern N. Rampsh...100	3,068,400	J. & D.	Dec. '73 4
Northern New Jersey*..100	1,000,000	J. & J.	July '73 4
Norwich & Worcester*. 100	2 825,400	J. & J.	July '73 5
Ogdensb. & L. Champl.*.100	3,077,800	J. & J.	Jan. '73 3
" " pref.100	2,000,000	A. & O.	Oct. '73 4
Ohio and Mississippi.....100	19,995,847	J.A. J.O.	.....
" " pref.100	4,024,474	J. & D.	Dec'72 3½s
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '73 3
Old Colony & Newport..100	6,297,900	J. & J.	Jan. '74 5½
Oswego and Syracuse*.100	482,400	F. & A.	Aug. '73 4
Pacific of Missouri.....100	3,635,750	— & —	July '73 1½
Panama.....100	7,000,000	J.A. J.O.	Jan. '74 3
Paterson and Hudson*..100	630,000	J & J.	July '73 4
Paterson and Newar *.100	600,000	J. & J.	.....
Paterson and Ramap.*.100	248,000	J. & J.	July '73 3
Pember. & Hightstown*. 50	342,150	J. & J.	July '73 3
Pennsylvania 50	72,000,000	M. & N.	Dec. '73 5s
Peoria & Bureau Val.*..100	1,200,000	F. & A.	Aug. '73 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	July '72 4
Phil., Ger. & Norristwn* 50	1,926 250	M.J. S.D.	Dec. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '74 5
" " pref.. 50	1,551,800	J. & J.	Jan. '74 5
Phila. and Trenton*.....100	1,259,100	J. A. J.O.	Jan. '74 5½
Phila., Wil. & Balt..... 50	11,485,750	J. & J.	Jan. '74 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J. A. J.O.	Jan '74 7½
" Special Imp..100	2,000,000	J.A. J.O.	Jan. '74 1½
Pittsfield & N. Adams..100	300,000	J. & J.	July '73 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '73 5
Providence & Worces...100	2,000,000	J. & J.	July '73 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '73 4
Roch. & Genesee Val.*..110	557,500	— & —	.....
Rome, Water. and Ogd..100	2,998,900	J. & J.	Jan. '74 3½
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug. '73 3s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute..100	2,300,000	— & —	.....
" " pref.100	2,040,000	May.	May '68 7
St. Louis and Iron Mt...100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North.100	12,000,000	.....	.....
" pref.100	12,000,000	.....	Nov. '72 3½
Saratoga and Schenec.*..100	800,000	A. & O.	Oct. '73 3½
Schuylkill Valley* 50	576,050	J. & J.	July '73 2½
Seaboard and Roanoke..100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '73 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *..100	3,939,900	F. & A.	Feb. '73 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*..100	445,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	287,300	M. & N.	May '72 3
Summit Branch*..... 50	2,502 250	F. & A.	Feb. '73 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,070,139	— & —	July '73 3
Taunton Branch 100	500,000	J. & J.	July '73 4
Terre Haute & Indiana.100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref..100	1,797,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	Nov. '73 2½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Union and Black River...100	1,666,000	J. & J.	Jan. '73 3
Vermont and Canada*...100	2,500,000	J. & D.	Dec. '72 5
Vermont and Mass 100	$2,500,000	M. & N	May '73 2
Warren (N. J.).....100	1,500,000	J. & D.	Dec. '71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,200,000	F. & A.	Aug. '73 4
Winchester & Potomac*100	180,000	J. & J.	Jan. '73 2
Winchester & Strasburg*100	500,000	J. & J.	July '73 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '74 3s
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	— & —	Jan. '74 3
Bleeckerst. & F Fy.(NY)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl. '73 4
Broadway (Brooklyn)....100	200,000	J.A. J.O.	Apl. '73 3
Broadw. & 7th Av. (NY)100	2,100,000	J. & D.	Jun. '70
Brooklyn City 100	1,500,000	F.M.A.N	May '73 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)....100	202,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Oct. '73 4½
Cen. Park, N. & E. Riv..100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.).....50	800,000	J. & J.	July '73 7
Citizens' (Phg.) 50	200,000	M. & S.	Nov. '71 7
Coney Island & Brookl..100	500,000	— & —	.....
D. Dock, R. B'dw. & Bat..100	1,200,000	F.M.A.N	Aug '73 2
Eighth Avenue (N.Y.)....100	1,000 000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark ..100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,900	M. & N.	Nov. '71 5
Frankf. & Southw.(Ph.) 50	491 750	J. & J.	July '73 5
Germantown (Ph.).....50	1,000,000	J. & J.	July '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	179,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Hester, Mantau & Fairm. 50	2,050 000	J. & J.	July '73 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	M. & N.	Nov. '73 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '73 4
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '73 2½
Phg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)....100	888,100	J.A. J.O.	Oct. '73 2
Second & Third Sts.(Ph.) 50	962,100	J. & J.	July '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '73 2
Sixth Avenue (N. Y.)....100	750,000	M & N.	May '71 5
Third Avenue (N. Y.)....100	1,170,000	F.M.A.N	May '73 3
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	Jan. '74 2
Somerville (Boston) 100	75,000	M. & N.	Nov. '73 3
South Boston 100	400,000	J.A. J.O.	Oct. '73 3½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	July '72 6
West Philadelphia..... 50	400,000	J. & J.	July '73 3
CANALS.			
Chesapeake & Delaware 50	1,963,568	J. & D.	June '73 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug. '73 4
Delaware and Hudson....100	15 000,000	F. & A	Aug. '73 5
Delaware and Raritan*..100	5,847,400	J.A. J.O.	Jan. '74 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	Jan. '73 3
Morris (consolidated)....100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania 100	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb '73 30c
" " (pref.). 50	2,898,977	F. & A.	Feb '73 60c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 -
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D	Dec. '73 2
American Coal..... 25	1,500,000	M. & S	Mar. '72 3
Am. Mereh. Union Exp..100	18,000,000	J. & J.	July '73 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City..... 100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton..... 100	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '73 6
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold..... 100	2,836,800	— & —	.....
" pref..... 100	8,693,400	— & —	.....
" certif..... 100	2,324,000	J. & J.	.....
Pacific Mail Steamsh p..100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Nov. '73 5
Pullman Palace Car..... 100	4,000,000	F.M.A.N	Nov. '73 3
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express...100	6,000,000	F.M.A.N	Nov '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '74 4
West. Union Telegraph.100	35,000,000	J. & J.	July '73 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. '69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
National Securities Dec. 1, 1873.					
Loan of June 14, 1858 ..... registered	$8,255,000	5	Jan. & July.	1874	112¼
.. .. coupon	13,745,000	5	" "	1874	....
Loan of February 8, 1861 ..... registered	13,762,000	6	Jan. & July.	1880	115½
.. .. coupon	4,053,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861...coupon	945 000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,671.500	6	Jan. & July	1881	115½
.. .. coupon	53,649,850	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s).....registered	16,879,000	6	May & Nov.	1882	111½
.. .. .. (5-20s).....coupon	155,779,350	6	" "	1882	113
Loan of March 3, 1863.....registered	53,008,900	6	Jan. & July.	1881	115½
.. .. coupon	21,391,100	6	" "	1881	118½
Loan of March 3, 1864 (5-20s).....registered	946,600	6	May & Nov.	1884	114½
Loan of June 30, 1864 (5-20s).....registered	24,821,150	6	May & Nov.	1884	114½
.. .. .. (5-20s).....coupon	33,260.050	6	" "	1884	114½
Loan of March 3, 1865 (5-20s).....registered	33,358.950	6	May & Nov.	1885	115
.. .. .. (5-20s).....coupon	118,852,400	6	" "	1885	114½
.. .. 2d series (5-20s).....registered	55,871,450	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	146,761,650	6	" "	1885	117
.. .. 3d series (5-20s).....registered	87,210,450	6	Jan. & July.	1887	112½
.. .. .. (5-20s).....coupon	223,443,750	6	" "	1887	117½
.. .. 4th series (5-20s).....registered	13,750,000	6	Jan. & July.	1888	115½
.. .. .. (5-20s).....coupon	23,724,000	6	" "	1888	117
Loan of March 3, 1864, (10-40s).....registered	140,682,300	5	Mar. & Sept.	1904	111
.. .. .. (10-40s).....coupon	53,385,000	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71.registered	164,404,450	5	F. M. A. & N.	1881	108
.. .. coupon	118,829,650	5	" "	1881	113½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	.....	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623.512	6	Jan. & July.	'95-'99	112½
U. S. Notes and Fractional Currency.....	315,043,025	nil.	.....	.....	...
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	46
.. Bonds (new), 866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	84½
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,000,0 0):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'90-'00	38
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,455,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'89	117
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	700,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,600	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-20s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($,7 8,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R.R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	78
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R.R., '58, '59, '60 & '61	600,000	6	Feb. & Aug	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1866.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,634):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	...
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):			Jan		
.. State Bonds (various) 1863 to 1864.....	110.675	6	". & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	"	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1836 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	49
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	50
.. .. .. 1866	1,000,000	8	Various.	1886	57
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000,000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State Bds. N.O., Mob. & Chat. R.R.) '70 '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866..	259,000	6	" "	1906	....
.. Int. (Miss. & Mex. G.S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	98
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	98
Maryland—$12,433,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838....	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1831-'39.....	690,040	6	" "	1890	95
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1885	96
.. Bounty War Bonds, 1866.....	511,355	6	J. A. J. & O.	1888	102

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When payable.	Market Price.
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800 000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	94½
.. Coast Defense Loan, 1863.....	888.000	5	" "	1883	91½
.. Bounty Loan, 1864.....	4,379,560	5	May & Nov.	1894	98
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20s cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R & Hoosac T. bonds. £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	92½
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81.000	6	Jan. & July.	1870	....
.. $2,000,000 Loan Bonds, 1863.....	445 000	6	" "	1873	....
.. $2,000,000 Loan Bonds, 1863.....	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	...
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($360,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1883	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	92½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	..
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74- 90	19
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($360,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	98½
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	84-'89	97½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	99½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	104½
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	...
New York—($33,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348.107	5	" "	plens.	....
.. General Fund Stock	1,189,780	6	" "	plens.	....
.. Canal Stock.....	1,104,429	6	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	107
.. Canal Stock.....	2,672,000	6	" "	'74-'76	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	0,675,000	7	Jan. & July.	1877	103
.. Bounty Loan Bonds, 1867, coupon	1,872,000	...	" "	1877	104½
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	24
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	10
.. State (new) Bonds, 1867 to 1870	1,829,000	6	April & Oct.	'92-'98	...
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	17
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	15½
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	14
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, stg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, stg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, stg f'd.....	1,495,369	6	" "	1881	102
.. Loan of 1856 Bonds, stg f'd.....	2,400,000	6	" "	1886	103
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	..
Pennsylvania—($24,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	...
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	100
.. Loan of Feb. 1867 (5-10s).....	90,460	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107
.. Loan of Feb. 1867 (15-25s).....	723,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	100
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	97½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,867,327):					
.. State House, Stock and Bonds '58-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	....
.. .. .. '66-'69.....	2,262,714	6	Jan. & July.	'87-'97	11½
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'76	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1900	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300.417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	81½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	257,000	10	Mar. & Sept.	1876	85
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	...
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'00	35
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'00	35
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'00	...
.. Funded Interest, 1866-'67.....	6,892,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	468,250	5	" "	'85-'01	...

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,600,000	7	Jan. & July.	New York.	1888	103½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	95½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1890	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	90
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	37½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,986	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1856 '75	863,250	6	Jan. & July.	Baltimore.	1875	98
Loan of 1850-'80	579,500	6	" "	"	1880	95
Loan of 1853-'85	1,710,500	6	April & Oct.	"	1885	95
Loan of 1858-'90 (Balt.) stg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) stg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	....
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	95
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	60,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	90
Beloit and Madison (C. & N.W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar by C. & A. Co. and	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (R. R.) gold guar.	498,500	6	March & Sept.	Princeton.	1885	77
3d Mortgage (Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	77
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	102½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	82
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90½
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90½
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	93
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1885	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (Bardell)	15,000,000	7	Jan. & July.	"	1899	27½
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	....
Mass. L. (ass'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	95
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	101
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1898	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec	New York.	1877	92
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	23
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,380	7	April & Oct.	Boston.	1893	94
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	97½
Stock (common) Bonds	899,500	6	Jan. & July.	"	1894	93½
Stock (common) Bonds	1,377,849	5	" "	"	1859	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	92
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1894	80
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
2d Mortgage of 1854	500,000	7	April & Oct.	Camden.	1879	91½
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	80
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	8,760,000	7*	Jan. & July.	N. Y. L. & F.	1908	89½
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96½
Chattel Mortgage	158,350	5	" "	"	'80-'89	61
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1900	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan. & July.	" "	1907	20½
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	82½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	87½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1910	84½
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak)	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	799,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1890	....
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	174,000	7	May & Nov.	New York.	1875	100
Convertible bonds of 1872	1,725,000	7	" "	" "	1902	....
New Mortgage for $5,000,000	5,000,000	7	Feb. & Aug.	" "	1890	104½
Loan of Leh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,883,000	6*	Jan. & July.	New York.	'95-'99	95
Convertible 20 years bonds, gold	1,483,000	7*	" "	" "	1883	100½
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	100
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,750,000	6*	" "	" "	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)	500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,158,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82½
3d Mort. (" ") coupon	918,000	6	" "	" "	1884	....
Income (" ") coupon	300,000	8	" "	" "	1876	93?
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	309,400	6	Jan. & July.	Boston.	'75-'89	91½
Chester Creek:						
1st Mortgage guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	104
1st Mortgage	2,408,000	7	Jan. & July.	" "	1893	103½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	90½
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	90
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,592,000	8	Jan. & July.	New York.	1883	110
Trust Mortgage, skg fund conv..	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	680,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold..	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	6,953,225	7	Jan. & July.	Boston.	1896	88½
1st Mort. (Am. Cen. R.R.) guar.	736,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar....	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95
1st Mort. (Car. & Burl.) guar....	600,000	8	May & Nov.	" "	1879	95
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	97
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	92
1st Mort. (Ill. Gr. Trunk) guar..	960,000	8	April & Oct.	" "	1890	97½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold....	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold...	1,500,000	7*	" "	" "	1912	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m....	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000.....	1,750,000	8	Jan. & July.	New York.	1900	71½
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C.& NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.& NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	90
Funded coupons (193 m.).....	750,000	7	May & Nov.	" "	1883	85
General 1st Mortgage (193 m.) ..	3,588,000	7	Feb. & Aug.	" "	1885	99½
Appleton Ext. (23 m.& 76,000 ac.)	174,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	284 000	7	" "	" "	1885	....
Equipm't (Engs & Cars $406,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)..	1,775,000	7	Feb. & Aug.	" "	1882	99
2d Mort. (Gal. & Chic. 248 m.)..	938,000	7	May & Nov.	" "	1875	95
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	129,500	7	" "	" "	1878	....
1st Mort. (Peninsula 70m.& land)	831,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y	3,105,000	7	F. M. A. & N.	" "	1915	88
Consol. gold bonds for $48,000,000	4,534,000	7*	June & Dec	" "	1902	79½
1st Mort. (Madison Exten.) gold	3,150,000	7*	May & Nov.	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	389,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	9.500	7	June & Dec.	" "	1896	....
1st Mort. (Chic.& Mil.R.W.)guar	1,141,000	7	Jan. & July.	" "	1898	93½
1st Mort. (Bel.& Mad. R.R.)guar.	306,000	7	" "	" "	1868	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $3,000,000.....	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold..	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	105
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mortgage gold, Atchison Br..	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1901	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	500,000	7	Jan. & July.	New York.	1890	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed.....	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	" "	'77–'87	70
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.).....	1,067,421	7	June & Dec.	New York.	1890	71½
1st Mort. (San., Day. & Cin.)S.F.	988,000	6	Feb. & Aug	Boston.	1900	77½
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	80½
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m...	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund.....	2,214,000	7	May & Nov.	New York.	1899	99½
1st Mort. (C., C. and C. R. R.)..	272,000	7	June & Dec.	" "	'73–'84	....
1st Mort. (Bell. and Ind. R.R.)..	514,000	7	Jan. & July.	" "	1895	....
Clev. & Mahoning(A.& Gt. Wtn.):						
1st Mortgage 1853.....	650,000	7	Feb. & Aug.	New York.	1873	....
2d Mortgage (sinking fund) 1856	497,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold.....	1,500,000	7*	Jan. & July.	New York.	1900	...
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.....	700,500	7	March & Sept.	New York.	1873	102½
3d (now 2d) Mortgage guar.....	1,358,000	7	May & Nov	" "	1876	94
4th (now 3d) Mortgage guar.....	1,098,000	6	Jan. & July	" "	1892	86
Consol. sinking fund guar.....	528,000	7	May & Nov	" "	1900	92
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage.....	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund..	15,344.750	7	April & Oct.	New York.	1908	64½
2d Mortgage Consol. skg fund..	3,679,900	7	Feb. & Aug.	" "	1909	6
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch).....	300,000	7	Jan. & July.	" "	1880	....
General Mortgage.....	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co...	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund.....	448,100	6	June & Dec.	Boston.	1876	92½
Notes payable, conv. at par	594,000	7	" "	" "	1876	97
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund.....	250,000		March & Sept.	Boston.	1875	....
Connecticut Valley:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000.....	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. A B C D & E $200,000 each	1,000,000	6	March & Sept.	Philadelphia.	1,2,3,4.	87
Cooperstown and Susq. Valley:						
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold.....	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage.....	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund.....	709,000	7	May & Nov.	" "	1893	....
Cumberland Valley:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage.....	109,500	8	" "	"	1908	....
Plain bonds.....	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860....	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870....	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	80
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (D.H. & D.):						
1st Mortgage sinking fund guar.	1,931.000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.....	445,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81–'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage.....	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage.....	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.....	100,000	6	" "	"	1875	....
1st Mortgage extension.....	100,000	6	" "	"	1880	....
Delaware State Loan.....	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	104½
2d Mort. (Del., Lack. & Wtn)...	1,632,000	7	March & Sept.	" "	1881	100
Convertible b'ds(Del.Lack.& W.)	5,000,000	7	June & Dec.	" "	1892	96
Denver Pacific:						
1st Mortgage gold, land grant...	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant.....	4,000,000	8	" "	" "	1896	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	$.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	79½
2d Mortgage	300,000	8	Jan. & July.	" "	1891	...
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	70
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	New York.	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	84
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1893	95
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1893	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1893	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,100,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1893	101
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	91½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	March & Sept.	"	1882	95½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1890	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	97
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	59
Erie Railway:						
1st Mortgage	2,435,000	7	May & Nov.	New York.	1897	98
2d Mortgage convertible	2,174,000	7	March & Sept.	" "	1879	99
3d Mortgage	4,582,000	7	" "	" "	1883	96½
4th Mortgage convertible	2,937,000	7	April & Oct.	" "	1880	95
5th Mortgage convertible	709,500	7	June & Dec.	" "	1888	90
Buffalo Branch, 1st mortgage	182,600	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,900,000) conv.	4,437,470	6*	March & Sept.	London.	1875	...
Consol Mort. for $30,000,000, g'd	12,076,000	7*	" "	NY & London.	1920	95
Convertible bonds	8,000,000	7	.....	.....	....	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	116,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,099,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m, 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1892	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx.f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease, S.F. 25 000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1899	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	800,000	8	Jan. & July.	"	1898	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	89½
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	...
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	99
2d Mortgage	948,000	7	May & Nov.	" "	1875	95
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1896	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350 000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st *Preference Bonds* £2,838,385.	14,191,675	5*	Jan. & July.	"	....	....
2d *Preference Bonds* £1,685,765 .	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,087	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,428,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	876,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1893	85½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	87½
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5 .000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	78½
1st Mort. (Q. & Palm. R.R. 15 m)	600,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K. City & Cam. R R 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	94
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F.&P.M.):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	...
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	101
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	98
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	90
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	69
Illinois Central:						
Construction bonds, cur. skg f'd.	3,058,500	7	April & Oct.	New York.	1875	101½
Construction bonds, coin	832,000	6*	" "	N.Y. & Lond.	1875	...
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	...
Indiana North and South:						
1st Mortgage for $22,5 0 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1899	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1.700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas						
1st Mort. gold, skg. fund tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,600,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.		8	Feb. & Aug.	New York.	1900	88
Ironton (Penn.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MO):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	96½
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,059,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1862	100½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	794,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	93
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	84
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000		Jan. & July.	New York.	1890	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1868	96
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100½
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ").	150,000	10	" "	" "	1878	....
1st Mort.(St Jo.& CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
3d Mort. (" " ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe(LL.&G.):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold.	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,068,000	6*	June & Dec.	" "	1896	86
1st M.(3d D.244.86m.& 3,960,000a)	6,455,000	7*	May & Nov.	N. Y., L. & F.	1899	102½
1st Mortgage (1,000,000 acres)	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....
1st Mortgage (3,000,000 acres)gld	1,321,000	7*	Jan. & July.	N. Y., L. & F.	1895	....
2d Mortgage on do. gold	1,500,000	7*	March & Sept.	" "	1896	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	88
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,350	7	March & Sept.		1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....
3d Mortgage (Kent. Cen.) 1865.	287,000	7	June & Dec.	" "	1885	....
Keok., Iowa C. & Minn.(TW&W):						
1st Mort. gold conv. (traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage (traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	96
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1890	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	350,000	7	Jan. & July.	" "	1881	....
La Crosse, Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW&W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B'n.&Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1860	$1,600,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1879	4,132,000	7	J. A. J. & O.	" "	1890	95
Consol. coupon July 1, 1870	1,000,000	7	Jan. & July.	" "	1890	90
Bonds of Oct. 1, 1872	235,000	7	April & Oct.	" "	1882	....
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	" "	" "	1899	91
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	99½
3d Mort. Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	90
Skg Fund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	100
Mort. April 1, 1866 "	860,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855M. S. & N.I.	6,256,000	7	May & Nov.	" "	1885	100½
2d Mort. Oct 31, 1857 "	2,693,000	7	" "	" "	1877	95
Mort. Nov. 1, 1858 Buff. & Erie.	100,000	7	May & Nov.	" "	1878	....
Mort. July 1, 1862 "	200,000	7	Jan. & July.	" "	1882	....
Mort. Sept. 1, 1863 "	300,000	7	March & Sept.	" "	1893	98
Mort. April 1, 1863 "	3,000,000	7	April & Oct.	" "	1893	....
1st Mort. Aug.1, 1856(D.M.& Tol.)	924,000	7	Feb. & Aug.	" "	1876	97
1st Mort. Sept. 1, 1859(K.& W.P.)	400,000	7	Jan. & July.	" "	1870	94
1st Mort. Oct 1, 1867(Sch&Tb R.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.& Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Al.& Gr.R.)	840,000	8	" "	" "	1886	98
1st Mort.July 1, 1863(J.& Frank.)	600,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	600,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philad lphia	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July	N. Y. & Bost.	1899	85
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	93½
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	104
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1890	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	600,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	25½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	6*	F. M. & A. N.	New York.	1900	99
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	93
Long Island:						
1st Mortgage main line	800,000	6	Jan. & July.	New York.	1876	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1898	....
General Mortgage	775,000	7	" "	" "	1900	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	854,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
Consol. M. for $5,000,000 (392 m.).	6,647,000	7	April & Oct.	" "	1898	84½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	680,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.		1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	745,360	7*	Jan. & July.	"	1898	96
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oc	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.& F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	94½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	102½
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	88
3d Mortgage Dollar	3,000,000	8	Jan. & July.	"	1890	91
1st Mort. (Scioto & H. Val. R.R.)	300,000	7	May & Nov.	"	1900	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1896	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1900	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$880,000	6	May & Nov.	Boston	1885	20
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M.V.& D.)						
1st Mortgage guaranteed, gold	106,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,295,000	7	March & Sept.	New York.	1880	88
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,800,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (F.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						
1st Mortgage, convertible	856,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,179,000	8	" "	" "	1882	107
Trust Mortgage for $10,000,000	7,000,000	7	Jan. & July.	" "	1902	92
1st Mort. (M. Air L.W.D.)assu'd	1,000,000	8	May & Nov	" "	1890	99½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1896	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1870	100½
1st Mort. (Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1890	100
2d Mort. (" ") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,514,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	77½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,808,000	7	Jan. & July.	" "	1897	80
1st Mortgage (Minn. Cent)	192,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	75
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	94
Milwaukee City Loan	233,500	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Win.)	294,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	...
Milwaukee and Northern:						
1st Mortgage for $15,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,254,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,560,000	7	April & Oct.	....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1890	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,838,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74½
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	904,400	8	" "	Mobile.	1877	....
Interest bonds	371,500	8	" "	"	1883	....
Interest (sterling) bonds	756,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March,	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold	1,040,000	8*	March & Sept	New York.	'880	...
1st Mortgage not endorsed	360,000	8	June & Dec.	" "	1900	...
Montecello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	100
Convertible bonds	1,510,000	7	Jan. & July.	" "	1900	92½
Construction bonds of 1853	2,999,900	7	Feb. & Aug.	" "	1889	83

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	91
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1870	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	500,000	7*	May & Nov.	New York.	1892	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $500,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1889	....
Convertible	400,000	6	April & Oct.	" "	1889	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1883	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	40½
1st Mortgage (Tom's Riv. Br.)	120,000	7	March & Sept.	" "	1883	....
Income Mortgage	750,000	7	April & Oct.	" "	1891	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N Oto T 227 m)skg fd	2,826,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	...
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	91
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100½
Bonds for B.& N. S't.(")	78,000	6	May & Nov.	" "	1883	85
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	81
Bonds for real estate (")	162,000	6	" "	" "	1883	85
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	93½
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C & H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	.....	1903	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1872	103½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1863, unsecured	108,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1880	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1876	94
New York & Oswego Midland:						
1st Mortgage gold, tax free	3,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1893	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1893	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'73-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1884	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	" "	1899	....
North Pennsylvania:						
1st Mortgage	2,225 000	6	Jan. & July.	Philadelphia.	1885	100
2d Mortgage	5,000,000	7	May & Nov.	"	1896	101
Chattel Mortgage	360,000	10	April & Oct.	"	1877	100
North Shore (L. I.)						
1st Mortgage	125,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1 red.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	89
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	84
3d Mortgage(Y'k & Cumb.)guar.	600,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,495,000	6*	" "	"	1900	92
Income Mortgage conv.	1,200,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold	50,000pm	7.3	Jan. & July.	New York.	1900	30
Norwich & Worcester(B.H.& Z.):						
1st Mort. Mass. Loan	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	200,000	....	" "	" "	1874	....
Machine shop &c., bonds	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	92½
Equipment Mortgage	200,000	8	" "	"	1879	92½
Sinking Fund Bonds	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
Consolidated 1st Mortgage	6,694,000	7	Jan. & July.	New York.	1898	90
Consolidated 1st Mortgage, stg.		7*	" "	London.	1898	....
Consolidated 2d Mortgage	3,529,000	7	April & Oct.	New York.	1911	....
3d Mortgage, (W. Div)	433,000	7	Jan. & July.	" "	1874	78
Income and Funded Debt Bonds	174,000	7	April & Oct.	" "	1852	....
Sinking Fund Bond	50,000	7	May & Nov.	" "	1863	90½
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R.)	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	71
1st Mortgage (War. & Frkln.)	500,000	7	April & Oct.	"	1882	83
Consolidated Mortgage	1,100,000	7	May & Nov.	"	1888	61½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	97
Plain Bonds	485,000	6	April & Oct.	"	1875	95
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	101
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.	1,000,000	8	June & Dec.	Boston.	1896	84½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	80
2d Mort. (Charlotte to Lynchb.)	1,150,500	6	Jan. & July.	" "	1875	78
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	80
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	74½
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80
Orange and Newark:						
1st Mortgage	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York	1888	....
Oshkosh & Miss. (M. & S. P.):						
1st Mortgage	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,200,000	8	Jan. & July.	Boston.	1900	92
Owensboro' and Russellville:						
1st Mortgage for $1,500,000	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	81
2d Mortgage sinking fund	3,000,000	7	Jan. & July.	" "	1891	70
Income Bonds	1,500,000	7	"	" "	1892	56
St. Louis County Bonds	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lm. Atch & Mex.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,250	96,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £507,800.	2,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW & W):						
1st Mortgage, guaranteed	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed	100,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1909	....
1st Mortgage gold (S.F.)2d series	970,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)	4,972,000	7	Jan. & July.	Philadelphia.	1880	101
2d Mortgage (")...	2,591,600	6	April & Oct.	"	1875	97½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.)	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	90½
State lien for $17,500,000, skg f'd	5,768,906	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage	542,500	7	Feb. & Aug.	New York.	1851	....
Pennsylvania and Delaware:						
1st Mortgage	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	98
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C.B. & Q.):						
1st Mortgage, traffic guarantee	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Stanb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	96
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	80
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold sr.	4,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed	$619,000	6	April & Oct.	Philadelphia.	1897	80½
Perth Amboy & Woodbr.(C&A):						
1st Mortgage	100,000	6	Feb. & Aug	New York.	1874	....
Petersburg:						
1st Mortgage (instalments)	341,500	8	Jan. & July.	New York.	79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¼ m.)	800,000	7	Jan. & July	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9¼ m.)	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868	1,139,500	6	Jan. & July.	Philadelphia.	1886	80
Loan of 1870, convertible	28,000	7	" "	"	1880	....
Mortgage Loan of 1857, conv.	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-45 & 49.	1,521,000	6	" "	"	1880	97
Mortgage Loan of 1856	2,700,000	7	April & Oct.	"	1893	101
Mortgage Loan of 1856 stg.	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871.	Dollar coupon	7,696,000	7	June & Dec.	Philadelphia.	1911	97
	Dollar registered	3,414,000	7	" "	"	1911	101½
	Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	98
	Gold or stg reg.	824,000	6*	" "	" "	1911	97½
	Dollar coupon	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.		2,305,630	7	Jan. & July.	"	1893	100½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible		345,600	6	Jan. & July.	Philadelphia.	1893	111½
Loan of 1866		400,000	6	April & Oct.	"	1876	95
Loan of 1867		1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):							
1st Mortgage, guaranteed		230,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):							
Consol. Mortgage for $10,000,000		6,212,000	7	Feb. & Aug.	Philadelphia.	1900	70
1st Mort. (Steub. & Ind.) conv.		3,000,000	6	monthly.	New York.	1854	70
1st Mort.(Ct.& New'k 33m)conv		775,000	7	Jan. & July	Philadelphia.	1890	....
Pittsburg & Connellsville:							
1st Mortgage of 1868, tax free		4,000,000	7	Jan. & July.	Baltimore.	1898	91½
2d Mort. (Balt. Loan) of 1866		1,000,000	6	" "	"	1896	....
1st Mort. (Turtle Cr. Div.10¼ m)		400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:							
1st Mortgage (Series A)		875,000	7	Jan. & July.	New York.	1912	104
1st Mortgage (Series B)		875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)		875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)		875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)		875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)		875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)		880,000	7	Jan. & July	" "	1912	100
2d Mortgage (Series H)		880,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)		880,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)		880,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)		880,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)		880,000	7	June & Dec.	" "	1912	....
3d Mortgage		2,000,000	7	April & Oct.	" "	1912	80
Bridge (O. & P. R. R.) bonds		153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869		1,000,000	8	March & Sept.	" "	1874	98
Construction bonds of Jan. 1,'70		100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:							
1st Mortgage for $3,000,000		.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:							
1st Mortgage gold, for $1,800,000		.....	7*	May & Nov.	New York.	1889	90
Portland & Ogdensb.(Me.& N.H.):							
1st Mort. (Maine Section) gold		800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000		.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):							
1st Mortgage gold, for $2,300,000		.....	6*	May & Nov.	Boston.	1901	....
Portland and Oxford Central:							
1st Mortgage of 1863		250,000	6	Jan. & July.	Portland.	1893	....
Portland and Rochester:							
1st Mort.(Portland Loan)skg f'd		700,000	6	Jan. & July.	Portland.	1897	....
1st Mortgage (equal lien)		350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000		.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):							
1st Mortgage gold, skg f'd		1,500,000	7*	May & Nov.	N.Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.		1,000,000	7*	" "	" "	1880	....
Poughkeepsie and Eastern:							
1st Mort. gold, conv. & tax free		800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:							
1st Mortgage		300,000	6	Jan. & July.	Providence.	18	....
Quincy, Alton and St. Louis:							
1st Mortgage gold		850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):							
1st Mortgage, guaranteed		800,000	7	May & Nov.	New York.	1890	83½
Quincy & Warsaw (C. B. & Q.):							
1st Mortgage, guaranteed		800,000	8	Jan. & July.	Boston.	1890	97
Reading and Columbia (P.& R.):							
1st Mortgage, guaranteed		850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed		350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:							
1st Mortgage		150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage		300,000	7	" "	"	1880	....
3d Mortgage		150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.)		400,000	7	March & Sept.	New York	1866	....
1st Mort. (Troy, Salem & Rutl.)		606,000	7	May & Nov.	"	1890	....
1st Mortgage (Glenn's Falls)		125,000	7	Jan. & July.	"	1894	....
Richmond and Danville:							
Virginia State Loan, skg fund		600,000	6	Jan. & July.	Richmond.	.....	....
Virginia State guar. bonds		187,800	6	" "	"	1875	....
Consolidated Mortgage		1,722,000	6	May & Nov.	New York.	'78-'90	80
Rich., Fredericksb'g & Potomac							
Sterling Loan		£7,777	6*	Jan. & July.	London.	1875	....
Dollar Loan		295,500	6	" "	Richmond.	1881	....
Dollar Loan		172,800	7	" "	"	1876	....
Richmond and Petersburg:							
1st Mortgage		130,500	7	June & Dec	Rich'd & P.	1870	....
1st Mortgage		175,000	8	April & Oct	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Sk'g Fund	799,900	7	March & Sept.	New York.	1850	....
1st Mort. (Potsdam & Watert.)	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Sk'g Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	79
Equipment Mortgage	500,000	8	March & Sept.	"	1880	93
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lowey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) sk'g f'd	1,100,000	7	Jan. & July.	New York.	1894	99½
1st Mortgage (Series B) sk'g f'd	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	70
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	94
St. Louis, Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	92½
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)	6,000,000	7	Jan. & July.	New York.	1901	84
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold sk'g fund conv	2,250,000	7	May & Nov.	New York.	1894	...
1st M.(Evans.D.)gold sk'g f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H.(T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
3d Mortgage (B) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold sk'g f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N. Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands	6,000,000	7	—— & ——	New York.	....	....
2d M. (W.Line) R. R. & Lands	3,000,000	7	—— & ——	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1898	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.	100,000	6	Jan. & July.	Philadelphia.	1878	92½
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	90½
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	6*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1900	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepang Valley (Ct.).						
1st Mortgage	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	560,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	350,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'83-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,280	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb. Val):						
1st Mortgage guarant'eed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1896	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct.	Boston.	1880	93
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	6	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-'90	66
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, sk'g fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000	6,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Geo. of Ga):						
Plain Bonds, various conv	391,080	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv	300,000	7	"		'77-'79	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, sk'g fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, sk'g fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1878	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	168,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, sk'g fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m	1,600,000	7	June & Dec.	New York.	1894	60
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	50
2d Mortgage (W. Div.) 117 m.	1,800,000	7	April & Oct.	" "	1886	....
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	....
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,500	7	.....	New York.	1886	....
Troy & Bennington (T. &):						
1st Mortgage sk'g fund, uar	100,600	7	Jan. & July.	Troy.	1879	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	660,000	7	May & Nov.	" "	1875	....
Convertible Bonds	643,000	7	"	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st M. (Gt. W. Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	95
1st Mort. (Quincy & Tol 34 m)	500,000	7	May & Nov.	" "	1890	83
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	90½
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T. Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	86
2d M. (Gt. W. Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	79
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	70½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	75
1st M. (Dec. & East St. L. 109m.)	2,700,000	7	" "	" "	1900	85½
Consol. 2d mort. (500 m.) gold	5,000,000	7*	Feb. & Aug.	" "	1893	....
Troy, Salem & Rutland (R. & Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1878	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	84½
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	74½
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	70½
Omaha Bridge B'ds, stg £250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M. K. & T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1890	....
Union & Titusville (O. C. & A. Riv.):						
1st Mortgage	500,000	7	Jan. & July	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	92
Loan of 1875 (New Jersey Co.)	300,000	6	Feb. & Aug	New York.	1875	....
Loan of 1883 (" " ")	450,000	6	" "	" "	1883	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	88
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated (mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	92
Sterling Loan £360,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J. (NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer. (U. Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....
Utica, Chen. & Susq. Val. (D. & HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	20
2d Mortgage consolidated	1,500,000	7	" "	"	1891	7½
1st Mort. (Stan., Sheff. & Ch. R. R.)	443,800	7	Jan. & July.	"	1887	67½
Guar. Stock (Vt. & Ca. R. R.)	795 500	8	June & Dec.		....	66½
Equipment Mortgage	1,000,000	8	May & Nov.		'76-'77	75
Equipment Mortgage	1,000,000	8	" "		1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible bonds, tax free	200,000	7	" "	"	1879	99½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee (A. M. & O.):						
1st Mortgage	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	71½
4th Mortgage	846,000	8	March & Sept.	" "	1900	83
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1886	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000 pm	7*	April & Oct.	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L. & W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin (O. C. & All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	81
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7	April & Oct.	New York.	1891	....
Watertown & Rome (R. W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	100
Western of Alabama.						
1st Mortgage (Western R. R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage (M. & W. Point R. R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	813,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	90
1st Mort. endor. by Balt.	200,000	6	" "	"	1890	94
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1890	85
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt.	875,000	6	" "	"	1900	98
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,736,000	6*	Jan. & July.	New York.	1899	65
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M. & St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1936	....
West Jersey:						
Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	93½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	101
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N. Y. or Lond.	1936	84½
Whitehall & Plattsburg (M. & P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1886	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	72
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	85
2d Mortgage coupon or regis.	723,600	7	Jan. & July.	"	1902	79
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	90
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m.	2,750,000	7	Jan. & July.	New York.	1890	62½
2d Mortgage $12,000 p. m.	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G. gold S. F. $25,000 pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
CANAL BONDS.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	98
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	6*	" "	London.	1890	....
Preferred Bonds (next lien)	1,899,500	6	Jan. & July.	Baltimore.	1885	100
Delaware Division (L. C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	80
Delaware and Hudson:						
1st Mortgage reg. (1st series, Nov. 1, 1867)	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage reg. (2d series, July 1, 1869)	3,500,000	7	Jan. & July.	" "	1884	101½
registered. (3d series, Jan. 1, 1871)	5,000,000	7	" "	" "	1891	102
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg.	5,166,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg.	2,000,000	6	F. M. A. & N.	"	1897	90
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	92½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	71
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	92
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	90
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar.	2,205,000	6	Jan. & July.	Philadelphia.	1887	65
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,664	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation (Ph. & Rdg:						
1st Mortgage	1,745,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	71
Plain Bonds	85,222	6	" "	"	1876	75
Improvement bonds	260,000	6	May & Nov.	"	1870	75
Boat and Car Loan	756,650	6	" "	"	1888	72
Boat and Car Loan	628,100	7	" "	"	1889	75
Coupon Bonds	1,079,000	6	Jan. & July.	"	1896	71
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	71
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,510	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	228,000	6	May & Nov.	"	1896	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "1."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Cars. Engines.	Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc.
Sept. 30, 1872	60.2	—	2.1	131.0	3	4	3	106	Adirondac.....New York.	2,728,692	*	.....	7,000,000	3,763,000	930,000	1,963,756	—	60.2	.....	.....	.....	190,428	.....	—	100	...
May 31, 1872	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama	10,500,000	*	.....	.....	2,700,000	7,893,000	3,000,000	—	296.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶.....Alabama	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	.....	92.8	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	142.0	—	87.1	—	21	24	12	749	Albany and Susq. (D. & H.)...New York.	7,468,572	*	.....	.....	5,000,000	4,467,000	.....	.....	164.0	(Del. &	Hud.Cana	l Co.)	1,341,228	423,821	7	100	86
Sept. 30, 1872	51.0	—	2.0	—	3	4	1	21	Alexandria and Fredericksburg ¶.....Va.	2,500,000	*	.....	.....	.....	1,000,000	.....	.....	51.0	.....	.....	.....	.....	.....	—	100	...
Jan. 31, 1873	132.0	—	44.9	112.0	...	...	...	.....	Allegheny Valley.....Pennsylvania.	13,200,000	*	.....	.....	2,256,300	12,389,000	.....	.....	132.0	.....	.....	.....	2,229,158	960,684	—	50	...
Nov. 30, 1872	35.8	—	1.6	—	...	...	...	.....	Allentown.....Pennsylvania.	1,147,225	—	.....	.....	567,544	.....	579,681	—	35.8	.....	.....	.....	R.)	.....	—	50	...
Dec. 31, 1872	20.5	—	2.0	—	5	10	2	43	Annapolis and Elkridge.....Maryland.	445,000	*	.....	.....	350,000	—	.....	95,000	20.5	.....	.....	.....	(Phila.&R	eading R.	—	50	...
Dec. 31, 1872	57.0	—	2.8	28.0	—	—	—	—	Arkansas Central (3 ft.) ¶.....Arkansas.	.....	.....	.....	.....	.....	15,000pm	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Mar. 31, 1873	23.6	—	1.9	—	—	—	—	—	Ashuelot.....New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Nov. 30, 1872	465.0	—	23.3	200.0	...	...	...	.....	Atchison, Topeka & Santa Fe....Kansas.	20,000,000	*	.....	.....	8,615,000	10,564,500	570,000	—	—	.....	.....	.....	.....	7,500	—	100	...
Sept. 30, 1872	30 4	—	0.9	—	3	2	1	17	Athol and Enfield.....Massachusetts.	605,873	7,555	44,400	.....	520,000	293,400	44,606	3,814	30.4	(In prog	ress to N.	Mexico.)	.....	.....	—	100	15
June 30, 1872	86.7	—	8.9	—	19	6	5	119	Atlanta and West Point .....Georgia.	1,200,129	*	.....	.....	1,232,200	22,000	.....	.....	86.7	44,320	26,778	17,193	39,032	10,555	8	100	...
Sept. 30, 1872	387.3	38.2	140.4	—	166	52	26	3,117	Atlantic and Great West. N.Y. Penn. & O.	30,992,240	*	.....	.....	24,000,000	56,992,240	.....	.....	585.8	.....	.....	.....	6,431,229	855,670	—	100	...
Dec. 31, 1872	237.0	110.0	16.3	165.0	26	19	6	338	Atlantic and Gulf ¶.....Georgia.	7,592,283	*	162,387	.....	4,479,677	3,294,700	330,991	—	347.5	635,350	98,234	.....	983,966	339,539	—	100	...
Sept. 30, 1872	408.0	20.0	31.0	160.0	78	29	18	832	Atlantic, Mississippi and Ohio...Virginia.	17,765,914	*	8,718,937	.....	6,921,900	14,889,843	.....	.....	428.0	1,427,688	232,575	530,583	1,969,053	734,328	—	100	...
May 31, 1872	95.0	—	4.8	—	9	10	4	79	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	.....	(No retur	ns furnish	ed.)	.....	.....	—	100	...
Dec. 31, 1872	864.0	—	18.2	200.0	...	...	...	.....	*Atlantic and Pacific* ¶..Missouri & Ind.Ter.	.....	.....	.....	.....	15,000,000	12,500,000	.....	.....	328.2	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	149.5	1.5	16.2	—	...	...	...	.....	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	201,089	—	—	.....	.....	.....	.....	.....	4	100	...
Nov. 30, 1872	55.0	—	2.7	—	—	—	—	—	Augusta and Savannah.....Georgia.	1,032,200	—	.....	.....	732,700	129,000	.....	.....	—	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	19.1	—	0.9	—	2	2	1	6	Avon, Genesco and Mount Morris ..N. Y.	245.000	*	.....	.....	194,250	20,000	20,000	—	19.1	21,302	43,209	4,901	33,299	6,001	7	100	...
Nov. 30, 1872	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley .....Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	.....	53.2	.....	(Leased to	Pennsylv	ania.)	.....	—	100	...
Sept. 30, 1872	379.6	—	502.7	—	383	205	52	7,904	Baltimore and Ohio ¶ ....Md. & W. Va.	31,170,756	7,995,856	13,423,332	3,424,536	16,704,762	12,466,639	700,878	26,152,269	464.6	9,172,997	.....	.....	10,654,472	4,832,072	8	100	158½
Sept. 30, 1872	30.0	—	39.9	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	—	642,300	1,650,000	20,000	—	622,300	30.0	476,800	.....	.....	480,645	335,735	10	100	160
Sept. 30, 1872	103.5	—	21.8	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	10,000,000	—	—	—	5,680,685	593,500	—	—	103.5	1,008,407	.....	.....	826,803	114,541	—	100	11
Dec. 31, 1872	32.0	—	3.2	89.0	...	...	...	.....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	.....	32.2	(Opened	to Washi	ngton, Ma	y 1, 1872.)	.....	—	100	7
Dec. 31, 1872	33 4	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake.....Maine.	900,000	—	—	—	650,000	250,000	—	—	—	(Operat	ed by Ma	ine Centr	al.)	36,000	—	50	...
Dec. 31, 1872	67.0	—	6.7	—	30	21	8	567	Belvidere Delaware .....New Jersey.	3,876,842	*	.....	.....	995,300	2,244,500	1,228,128	.....	67.0	.....	.....	.....	835,380	218,608	—	100	...
Sept. 30, 1872	22 0	—	2.0	—	—	—	—	—	Berkshire.....Mass.	600,000	—	8,000	—	600,000	—	—	—	22.0	58,408	80,192	174,297	120,291	42,045	7	100	72½
Sept. 30, 1872	15.6	—	5.7	—	—	—	—	—	Blossburg and Corning.....New York.	582,346	—	—	—	468,000	—	—	—	—	—	—	—	—	—	5	100	...
Sept. 30, 1872	201.6	48.0	316.8	—	206	181	46	4,113	Boston and Albany.... Mass. & N. York.	19,890,414	4,411,338	1,071,646	2,106,428	19,664,100	3,037,000	546,724	4,237,012	268.3	4,883,071	5,247,576	2,732,907	9,259,599	2,362,615	10	100	136
Sept. 30, 1872	25.2	—	2 0	0.8	4	4	2	50	Boston, Barre and Gardner.....Mass.	763,114	104,775	30,324	4,023	736,240	—	153,849	12.147	28.0	82,064	85,157	17,499	69,356	7,550	—	100	...
Sept. 30, 1872	42.9	—	9.0	—	21	22	12	434	Boston, Clinton and Fitchburg .....Mass.	1,430,328	646,052	110,250	95,788	872,000	1,250,000	62,586	97,180	90.2	441,745	467,966	317,043	576,413	192,795	—	100	...
Mar. 31, 1873	93.5	—	12.8	—	22	24	19	478	Boston, Concord and Montreal .....N. H.	2,850,000	*	218,300	327,759	1,800,000	1,050,000	29,603	516,456	189.0	.....	171,511	92,186	670,342	131,715	6p	100	...
Sept. 30, 1872	26.8	16.0	45.8	—	37	46	20	940	Boston and Lowell.....Mass.	2,469,955	252,345	2,565,759	253,142	2,852,900	1,771,024	542,860	374,417	71.8	741,981	1,949,688	620,053	1,293,969	241,016	8	500	102
Sept. 30, 1872	80.3	8.5	84.9	38.0	61	102	28	975	Boston and Maine.....Mass., N. H. & Me.	6,728,332	1,144,587	775,992	525,480	6,816,834	—	1,341,862	1,016,686	153.8	1,215,998	4,135,469	520,722	2,004,672	504,116	10	100	107½
Sept. 30, 1872	44.0	14.5	65.0	—	38	67	11	482	Boston and Providence.....Mass. & R. I.	3,691,138	207,400	573,542	253,320	3,950,000	—	356,478	427,922	66.5	239,132	762,246	765,733	1,716,399	465,347	10	100	148
Dec. 31, 1872	75.0	12.0	4.4	55.0	9	6	2	197	Brockville and Ottawa.....Canada.	2,647,004	*	.....	.....	424,704	1,657,200	.....	.....	85.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	172.0	—	12.0	70.0	13	12	6	171	Brunswick and Albany¶.....Georgia.	10,548,000	*	.....	.....	4,898,000	5,650,000	350,000	—	—	(Com	pany in ba	nkruptcy.	)	.....	—	100	...
Sept. 30, 1872	24.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg..New York.	2,[illegible]500	—	.....	.....	2,286,000	583,500	—	—	—	(Erie	Railway	Co.)	.....	.....	40,600	—	100	...
Sept. 30, 1872	43.2	—	4.3	—	7	7	4	67	Buff., Corry and Pittsb.... N. Y. & Penn.	1,[illegible]930	*	.....	.....	428,717	700,000	548,229	—	43.2	.....	.....	.....	228,099	.....	—	100	...
Sept. 30, 1872	142.0	—	12.7	—	—	—	—	—	Buffalo, New York & Erie...N.Y. & Penn.	3,338,000	—	.....	.....	950,000	2,380,000	.....	.....	—	(Erie	Railway	Co.)	.....	283,100	7	500	...
Sept. 30, 1872	117.0	—	5.9	—	...	...	...	.....	Buff., New York and Phila.N.Y. & Penn.	3,064,271	*	.....	.....	1,600,707	1,876,500	430,605	—	88.0	(Opened	to Empor	ium, Pa.)	139,145	17,300	—	100	...
Dec. 31, 1872	219.0	70.0	14.0	—	24	16	7	525	Burl., Cedar Rapids and Minnesota..Iowa.	7,600,000	*	.....	.....	5,400,000	2,200,000	.....	.....	332.0	.....	.....	.....	995,129	283,802	—	100	...
Dec. 31, 1872	120.0	—	6.0	100.0	...	...	...	.....	Burlington and Southwestern..Iowa & Mo.	3,000,000	*	.....	.....	1,200,000	1,750,000	.....	.....	.....	.....	(In progr	ess.)	.....	.....	—	100	...
Feb. 28, 1873	158.0	—	....	143.0	...	...	...	.....	*Cairo and Fulton*.....Arkansas.	10,000,000	*	.....	.....	12,000,000	8,000,000	.....	.....	....	(Compl	eted to Mo	Line Ma	y, 1873.)	.....	—	100	...
Dec. 31, 1872	160.0	—	8.0	—	...	...	...	.....	Cairo and Vincennes.....Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	.....	160.0	(Recently	completed	.)	.....	.....	—	100	...
Dec. 31, 1872	61.2	—	92.9	—	—	—	—	—	Camden and Amboy.....New Jersey.	9,458,328	—	.....	.....	5,847,800	—	.....	.....	—	(Pennsy	lvania R.	R. Co.)	.....	.....	10	100	...
Dec. 31, 1872	60.0	7.0	5.0	—	11	46	7	100	Camden and Atlantic.....New Jersey.	1,790,623	376,195	138,354	32,388	1,215,870	1,058,400	54,907	9,384	67.0	213,639	417,196	69,324	467,036	212,119	3½p	50	60
Dec. 31, 1872	28.0	7.2	3.9	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Pennsy	lvania R.	R. Co.)	.....	.....	6	100	...
Dec. 31, 1872	28.5	—	4.8	81.0	...	...	...	.....	Canada Central.....Canada.	685,156	*	—	5,888	.....	683,467	5,776	3,800	28.5	.....	.....	.....	.....	.....	—	100	...
Jun. 30, 1873	229.0	63.0	29.2	—	...	...	...	.....	Canada Southern.....Canada.	.....	.....	.....	.....	8,000,000	8,760,000	.....	.....	.....	.....	(Recently	completed	.)	.....	—	100	...
Sept. 30, 1872	71.6	22.4	7.8	18.0	10	23	12	160	Cape Cod.....Mass.	1,245,594	237,393	46,392	16,647	1,022,330	349,000	132,591	43,985	94.0	210,684	286,417	75,147	321,798	86,737	8	60	...
Jun. 30, 1872	17.5	0.5	0.8	40.0	1	2	—	31	Carbondale and Shawneetown....Illinois.	562,850	*	.....	.....	355,500	200,000	7,150	—	18.0	(Opened	Dec. 30, 1	871.)	.....	.....	—	100	...
Sept. 30, 1872	16.0	—	0.5	10.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor..N.Y.	561,139	*	.....	.....	465,433	150,000	.....	.....	18.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	20.0	4.0	8.0	—	6	3	2	517	Catasauqua and Fogelsville.....Penn.	742,151	*	.....	.....	.....	.....	.....	.....	24.0	.....	.....	.....	.....	.....	6	25	...
Oct. 31, 1872	94.0	4.5	5.5	—	21	9	5	602	Catawissa.....Penn.	6,098,850	*	.....	.....	4,359,500	1,739,350	.....	.....	—	(Leased	Nov.'72 to	Ph.&Rdg.)	572,104	183,169	7 p.	50	33
Sept. 30, 1872	14.8	—	1.3	—	2	2	2	14	Canenovia and Canastota.....New York.	538,006	*	.....	.....	294,529	250,000	29,250	—	14.8	.....	.....	.....	25,885	4,391	—	100	...
Dec. 31, 1872	75.6	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	.....	—	(Illinois	Central.)	.....	128,646	113,400	—	100	...
Dec. 31, 1872	271.0	2.4	22.1	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,233,000	*	.....	.....	7,619,000	3,614,000	.....	.....	—	(Chic.&	North We	stern R. R	.)	.....	—	100	...
Dec. 31, 1872	100.0	—	15 0	250.0	6	6	3	131	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	.....	101.0	(No re	turns furn	ished.)	.....	.....	—	100	...
Nov. 30, 1872	192.0	—	29.7	—	53	44	27	792	Central of Georgia.....Georgia.	5,000,000	*	1,628,457	1,022,692	5,000,000	1,389,000	341,663	—	284.0	.....	169,119	.....	1,656,154	689,308	10	100	...
Dec. 31, 1872	202.0	—	16.6	24.0	22	8	6	301	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	.....	202.0	.....	.....	.....	.....	.....	—	100	...
Sept. 30, 1872	22.0	4.0	3.9	—	3	7	—	22	Central of Long Island.....New York.	1,459,616	*	.....	.....	297,800	687,000	479,598	—	—	(Flushi	ng & N. S	ide R. R.)	.....	.....	—	100	...
Dec. 31, 1872	74.0	6.7	211.8	—	227	128	47	9,082	Central of New Jersey.....New Jersey.	12,424,935	7,882,235	7,649,492	4,310,442	20,000,000	9,209,000	3,058,154	—	291.0	4,889,891	4,478,513	1,490,689	7,120,718	1,957,538	10	100	100½
Dec. 31, 1872	137.0	—	31.2	—	40	28	24	737	Central Ohio.....Ohio.	5,499,9[illegible]	*	.....	.....	2,845,500	2,500,000	.....	.....	137.0	.....	.....	.....	989,327	170,721	6	50	66
Dec. 31, 1872	883.0	339.0	110.4	600 0	187	168	40	3,307	*Central Pacific* ¶.....Cal. Nev. & Utah.	130,485,693	5,622,693	5,458,198	2,513,267	54,283,190	81,939,680	422,041	7,483,960	1,158.0	.....	588,583	746,153	11,963,641	6,952 362	—	100	...
Dec. 31, 1872	194.6	—	9.7	—	24	14	6	229	Charlotte, Columbia & Augusta....S.Car.	5,512,000	*	256,090	.....	2,578,000	3,100,000	.....	.....	194.6	.....	.....	.....	652,107	439,718	—	100	...
Dec. 31, 1872	22.8	—	5.0	—	—	—	—	—	Chartiers.....Pennsylvania.	1,127,318	—	—	13,897	628,060	500,000	3,150	—	22.8	39.140	.....	.....	60,440	20.440	—	50	...
Sept. 30, 1872	428.0	—	42.8	72.0	45	27	18	761	Chesapeake and Ohio.....Va. & W. Va.	26,542,490	*	789,785	2,836,883	13,398,467	18,624,953	3,387,461	—	227.0	811,475	741,873	115,472	777,632	288,687	—	100	...
Jun. 30, 1872	49.7	0.8	2.0	—	2	...	...	.....	Chester and Tamaroa.....Illinois.	1,890,000	*	.....	.....	1,000,000	660,000	30,000	—	41.5	(Opened	March 187	2.)	.....	.....	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

The asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (.....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "†."

Year ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	Cars. B. M. &c.	Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1872	205.0	28.0	33.7	55.0	33	36	8	607	*Flint and Pere Marquette*.....Michigan.	8,765,602	1,135,131	694,565	384,284	3,297,800	5 389,000	1,048,609	1,244,673	233.3	888,227	509,975	344,559	1,133,612	465,118	—	100	...
Sept. 30, 1872	11.8	6.3	5.3	16.2	5	19	5	8	Flushing and North Side .....New York.	952.158	284,371	.....	.....	281,010	1,281,200	81,027	.....	18.1	176,515	1,256,278	.....	281,844	66,495	—	100	...
Sept. 30, 1872	10.0	—	1.0	—	3	2	1	10	Fonda, Johnstown and Gloversville..N. Y.	493,752	*	.....	.....	300,000	300,000	41,882	.....	10.0	35,056	99,890	25,897	78,023	38,196	—	100	...
Dec. 31, 1872	100.0	—	5.2	—	8	6	3	237	Ft. Wayne, Jack. & Saginaw. Ind.& Mich.	3,000,000	313,000	25,000	.....	1,056,000	2,000,000	.....	.....	100.0	.....	.....	.....	280,647	128,591	—	100	...
Jun. 30, 1872	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	(Sold J	anuary	1, 1872.)	.....	1,000,000	2,300,000	.....	.....	109.0	.....	.....	.....	224,815	28,574	—	100	...
Sept. 30, 1872	26.0	—	3.3	—	3	1	—	90	Framingham and Lowell.....Mass.	1,021,792	182,062	.....	58,170	499,996	650,000	112,698	30	—	(Boston	, Clinton &	Fitchb'g.)	21,580	21,580	—	100	...
Dec. 31, 1872	11.5	—	1.3	—	2	3	—	21	Freehold and Jamesburg.....N. Jersey.	283,745	.....	.....	.....	283,745	.....	.....	.....	22.0	67,460	171,400	43,411	57,773	14,152	—	100	...
Feb. 28, 1873	85.0	—	9.0	150.0	9	6	4	126	Galv., Harrisburg & San Antonio..Texas.	2,255,402	287,906	.....	61,000	2,051,468	552,840	.....	.....	85.0	36,210	8,664	27,637	160,424	93,422	—	100	...
Dec. 31, 1872	50.0	—	10.0	—	15	9	4	284	Galveston, Houston & Henderson..Texas.	2,522,063	398,639	234,423	14,796	1,000,000	1,500,000	360,653	311,091	50.0	198,167	86,845	179,666	751,054	366,017	—	100	...
Mar. 31, 1873	171.0	61.0	31.0	—	56	27	17	682	Georgia.....Georgia.	4,156,000	*	1,335,369	415,005	4,200,000	676,500	137,240	853,233	232.0	1,103,551	.....	.....	1,623,454	490,196	8	100	...
Jun. 30, 1872	111.0	—	5.5	—	8	4	4	302	Gilmen, Clinton & Springfield.....Illinois.	4,000,000	*	.....	.....	2,000,000	2,000,000	.....	.....	141.0	87,808	.....	67,361	156,750	33,525	—	100	...
Sept. 30, 1872	11.6	—	0.3	3.1	—	—	—	—	Goshen and Deckertown .....New York.	290,901	.....	.....	.....	105,000	246,500	8,000	.....	—	(Leased	to Erie)		21,500	21,500	6	100	...
Dec. 31, 1872	263.7	26.0	13.2	35.0	34	17	8	1,004	*Grand Rapids and Indiana*...Mich. & Ind.	4,807,993	1,114,214	128,797	4,748,995	2,800,000	8,000,000	.....	.....	289.7	.....	491,910	311,670	949,781	505,640	—	100	...
Mar. 31, 1873	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	.....	.....	.....	492,000	1,500,000	.....	.....	—	(Leased	by Michig	an Centra	l R. R. C	o.)	—	100	...
Dec. 31, 1872	357.0	52.0	371.0	—	361	260	80	4,636	Grand Trunk † .....Canada.	106,900,746	*	5,197,215	1,348 999	16,977,503	91,597,296	4,870,346	1,515	1,377.0	6,754,570	1,718,273	1,535,296	8,935,970	1,808,921	—	100	...
Jan. 31, 1873	229.0	216.0	102.0	—	177	146	39	3,136	Great Western † .....Canada.	33,941,675	*	.....	.....	24,167,4-7	10,816,000	.....	.....	569.0	4,416,442	.....	.....	5,732,870	2,989,050	6½	100	...
Sept. 30, 1872	8.0	—	0.5	—	—	—	—	—	Greene.....New York.	348,877	.....	.....	.....	200,000	.....	.....	.....	8.0	20,824	37,773	151,848	35,718	5,611	6	100	...
Feb. 28, 1873	151.0	—	5.0	49.0	9	5	3	300	Green Bay and Lake Pepin....Wisconsin.	3,400,000	*	.....	.....	1,500,000	2,400,000	.....	.....	—	(Not r	egularly o	perated.)	.....	.....	—	100	...
Sept. 30, 1872	14.0	—	0.8	—	—	—	—	—	Greenwich and Johnsonville...New York.	304,415	.....	.....	.....	130,098	185,500	11,086	.....	14.0	17.528	17,488	9,553	30,358	12.528	—	100	...
Mar. 31, 1873	66.0	—	4.0	180.0	7	3	1	72	Gulf Western Texas and Pacific.†..Texas.	2,500,000	*	.....	.....	.....	1,386,000	.....	.....	....	68,000	9,505	35,874	232,979	128,161	—	100	...
Dec. 31, 1872	4.9	0.8	0.3	—	2	9	3	6	Hackeneack and New York..New Jersey.	191,246	*	.....	.....	99,700	62,000	.....	.....	—	(Leased	by Erie at	35 p. c. of	earnings.)		—	100	...
Dec. 31, 1872	28.0	—	1.4	—	—	—	—	—	Hackeneack Extension.....New Jersey.	859,600	.....	.....	.....	560,000	299,600	.....	.....	—	(Leased	by Erie at	55 p. c. of	earnings.)		—	100	...
Jun. 30, 1873	70.0	—	4.0	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Jun. 30, 1873	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	.....	.....	.....	750,000	675,000	.....	.....	—	(Leased	by Tol., W	ab. & We	stern R.	R. Co.)	—	100	...
Aug. 31, 1872	206.0	68.5	27.7	22.0	79	61	62	1,442	*Hannibal and St. Joseph* †.....Missouri.	23,297,728	*	.....	.....	14,250,828	9,146,900	.....	.....	274.5	1,648,638	320,838	415,363	2,464,670	670,529	—	100	26
Sept. 30, 1872	7.9	—	1.0	—	2	3	2	13	Hanover Branch.....Mass.	170,130	40,445	.....	21,126	123 550	.....	40,000	68.151	7.9	21,096	79,998	14,397	71,032	20,295	—	100	...
Oct. 31, 1872	12.2	—	0.9	—	6	5	2	30	Hanover Branch.....Penn.	201,372	68,000	.....	.....	116,850	.....	.....	.....	12.2	48,150	34,401	123 424	82,388	24,356	10	50	...
Sept 30, 1872	116.0	2.0	7.2	—	9	5	1	146	Harlem Extension .....New York.	8,000,000	*	.....	.....	4,000,000	4,000,000	40,509	.....	118.0	277,969	137,337	105,349	317,748	Loss.	—	100	...
Oct. 31, 1872	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,182,550	.....	.....	.....	1,182,550	760,000	.....	.....	54.0	(Leased	by Pennsy	lvania R.R.	Co.)		7	50	102
Sept. 30, 1872	62.0	16.5	87.0	—	37	33	16	703	Hartford and New Haven..Conn.& Mass.	4,729,381	872,197	1,452,042	1,120,651	6,500,000	580,000	50,547	1,913,724	78.5	782,172	1,303,158	721,348	2,106,674	752,702	4½	100	...
Sept. 30, 1872	122.4	0.8	18.7	—	26	36	16	361	Hartford, Prov. & Fishkill†.R.I.,Ct &N.Y.	4,201,486	598,875	.....	.....	2,037,940	2,055,500	100.000	2 0,519	130.0	541,442	1,207,771	266,912	1,004,040	367,533	—	100	...
Aug. 31, 1872	75.0	—	4.0	125.0	13	6	3	81	*Hastings and Dakota*.....Minn.	(Purchas	ed July	1, 1872 by	Mil. & St.	Paul C	o. for $2,1	00,000.)	.....	75.0	.....	10,928	20,640	21,415	Loss.	—	...	...
Dec. 31, 1872	5.5	—	0.6	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	148,638	*	.....	1,362	150,000	.....	.....	.....	5.5	.....	.....	100,379	54,401	33,629	40	100	...
Dec. 31, 1872	63.3	—	4.9	—	—	—	—	—	Holly, Wayne and Monroe .....Mich.	2,000,000	.....	.....	.....	1,000,000	1,000,000	.....	.....	—	(Leased	by Flint &	Pere Mar	quette R.	R. Co.)	—	100	...
Sept 30, 1872	10.3	—	0.8	—	—	—	—	—	Holyoke and Westfield.....Mass.	427,946	.....	.....	86	200,000	200,000	1,667	26,365	—	(New H	aven & N	orthamp.)	14,000	14,000	—	100	...
Sept. 30, 1872	74.0	—	7.0	—	16	16	8	389	Housatonic .....Connecticut.	1,864,871	340,687	.....	.....	2,000,000	460,000	335,213	42,248	162.2	274,960	282,741	242,218	528,115	117,529	—	100	...
Nov. 30, 1872	115.0	8.0	11.4	215.0	14	14	7	278	Houston and Great Northern†.....Texas.	3,361,361	*	751,494	539,503	2,400,000	1 925.915	45,956	260,487	123.0	123,257	24,819	36,583	230,767	81,329	—	100	...
Dec. 31, 1872	387.0	115.0	16.9	—	45	25	14	916	Houston and Texas Central †.....Texas.	15,000,000	.....	.....	.....	820,000	10,040,000	.....	.....	349.0	.....	.....	.....	2,675,234	1,345,134	—	100	...
Oct. 31, 1872	45.0	29.5	15.5	—	23	6	5	116	Huntingdon and Broad Top Mt.....Penn.	3,159,769	*	.....	.....	1,330,750	2,153,500	117,441	.....	74.5	239,167	59,126	449,748	301,957	17,451	—	50	21
Dec. 31, 1872	705.5	—	130.4	—	197	117	45	4,585	*Illinois Central* .....Illinois.	34,061,196	*	10,248,460	614,081	25,500,000	19,423,707	.....	.....	1,107.0	5,888,226	1,352,156	2 039,321	8,026,754	2,103,107	10	100	100
Dec. 31, 1872	62.8	—	3.2	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	1,451,737	.....	.....	.....	960,000	960,000	.....	.....	—	(Leased	by Chicag	o, Burl. &	Quincy	Co.)	—	100	...
Jun. 30, 1872	85.0	—	2.9	67.0	5	.....	.....	.....	Indiana and Illinois Central....Ind. & Ill.	3,000,000	*	.....	1,000,000	2,000,000	2,000,000	.....	.....	—	(No	t operated	by Compa	ny.)		—	100	...
Dec. 31, 1872	202.5	10.0	38.0	—	65	23	9	1,752	Ind., Bloomington & Western..Ind. & Ill.	15,500,000	*	.....	.....	7,000,000	8,500,000	.....	.....	212.5	.....	.....	.....	1,359,691	.....	—	100	...
Dec. 31, 1872	179.0	—	21.2	—	58	40	12	1,121	Indianapolis, Cin. and Lafayette..Indiana.	13,988,000	*	.....	.....	5,500,000	8,700,000	.....	.....	179.0	1,211,206	.....	.....	1,764,369	592,056	—	100	...
Dec. 31, 1872	75.0	—	4.8	—	12	10	6	287	Indianapolis, Peru and Chicago..O.&Ind.	.....	*	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1872	72.0	—	12.0	—	58	34	16	1,407	Indianapolis and St. Louis.....Indiana.	3,927,197	*	241,216	424,409	600,000	3,338,000	654.822	.....	261.0	1,732,260	291,787	690,971	2,110,681	730,239	—	100	...
Dec. 31, 1872	117.0	—	18.0	—	6	7	3	197	Indianapolis and Vincennes.....Illinois.	4,613,436	*	51,118	164,475	1,402,000	3,150,000	277,029	.....	117.0	212,294	.....	.....	264,390	90,205	—	100	...
Dec. 31, 1872	183.7	—	6.2	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	.....	.....	.....	4,625,000	2,960,000	.....	.....	183.7	(Leased	by Ill. Cen	. R.R.Co.)	337,462	118,112	—	100	...
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	.....	.....	.....	1,314,000	1,314,000	.....	.....	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	...
Sept.30, 1872	35.6	—	3.7	—	6	3	2	188	Ithaca and Athens.....New York.	1,236,190	*	.....	.....	494,162	600,000	103.302	.....	35.6	(Leased	by Michig	an Central	.)		—	100	...
Dec. 31, 1872	13.0	1.0	1.3	—	3	2	1	146	Iron .....Ohio.	288,237	57,000	49,403	.....	129,550	.....	13,398	251,692	14.0	27,500	34,266	133,100	102,274	55,359	—	100	...
Oct. 31, 1872	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	.....	.....	400,000	100,000	.....	.....	11.0	11,350	.....	115,876	48,865	15,041	—	50	...
May 31, 1872	212.0	—	15.9	76.0	—	—	—	—	*Jackson, Lansing and Saginaw*..Michigan.	6,500,000	.....	.....	.....	1,976,100	4,195,000	.....	.....	156.0	(Leased	by Michig	an Central	.)		—	100	...
Dec. 31, 1872	36.5	—	7.2	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	.....	.....	.....	2,095,700	2,300,000	.....	.....	—	(Leased	by Erie R	ailway Co.	)	140,000	—	100	...
Dec. 31, 1872	108.0	116.0	22.6	—	41	37	12	744	Jeffersonville, Madison and Ind..Indiana.	6,888,000	*	1,059,864	162,891	2,000,000	4,888,000	1,214,013	7,853	224.0	1,061,102	658,633	468,780	1,287,280	489,670	7	100	...
Dec. 31, 1872	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago .....Illinois.	1,849,000	.....	.....	.....	1,500,000	349,000	.....	.....	—	(Leased	to Chicag	o & Alton	R.R. Co.)		7	100	85
May 31, 1872	44.5	—	3.7	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind	1,100,000	.....	.....	.....	300,000	800,000	.....	.....	—	(Leased	to Michig	an Centra	l. R. R. C	o.)	8	100	...
Oct. 31, 1872	4.6	—	9.8	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	.....	.....	.....	185,250	800,000	.....	.....	—	24,937	216,230	.....	182,384	55,157	—	50	...
Dec. 31, 1872	42.0	—	2.1	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	.....	42.0	(No	returns f	urnished.)			—	100	...
Dec. 31, 1872	58.0	—	3.1	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	.....	.....	.....	610,000	840,000	.....	.....	—	(Leased	to Lake S	.& M. So.)	103,800	103,800	6	100	...
Mar. 31, 1873	40.0	—	2.7	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	.....	.....	.....	250,000	640,000	.....	.....	—	(Leased	by Michig	an Central	.R.R.Co.)	51,200	—	100	...
Mar. 31, 1872	200.2	60.0	15.2	—	21	17	17	263	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	8,626,158	*	.....	.....	2,789,413	6,131,500	.....	.....	260.2	.....	.....	.....	1,242,270	.....	—	100	...
Jun. 30, 1872	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	.....	.....	.....	720,000	720,000	.....	.....	—	(Leased	by Leav. L	awr. & Gal.	R.R.Co.)	72,000	—	100	...
Dec. 31, 1872	638.6	34.0	22.6	—	88	53	18	1,074	Kansas Pacific.....Kansas & Col.	35,183,274	*	2,428,546	2,563,182	9,638,950	16,925,000	2,706,480	.....	672.6	2,475,270	179,182	348,966	3,732,718	1,494,447	—	100	...
Aug. 31, 1872	49.0	—	2.4	—	6	10	4	59	Knox and Lincoln ..... Maine.	2,725,798	*	.....	138,305	361,492	2,395,000	.....	107,611	49.0	(Com	pleted Oct	. 19, 1871.)	87,612	35,978	—	100	...
Oct. 31, 1872	80.0	—	33.0	—	25	10	4	1,515	Lackawanna and Bloomsburg .....Penn	3,398,452	722,792	.....	.....	1,335,000	2,250,000	133,261	.....	80.0	436,206	362,294	2,213.010	1 083,505	471,764	—	50	...
Dec. 31, 1872	80.3	—	2.5	98.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	.....	.....	.....	1,000,000	1,300,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Dec. 31, 1872	36.0	—	1.8	79.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	.....	3,716,927	.....	3,000,000	1,500,000	.....	.....	—	(Leased	by Tol. W	ab. & Wes	tern R.R.	Co.)	—	100	...
Sept.30, 1872	16.0	—	....	124.0	—	—	—	—	Lake Ontario Shore Line.....New York.	1,541,466	.....	.....	.....	1.727,553	792,000	96,097	.....	—	(Not yet f	n operatio	n.)	.....	.....	—	100	...
Dec. 31, 1872	541.3	595.2	653.2	—	418	160	69	8,640	Lake Shore & Mich. S.....P.,O. Ind.& Ill.	63,047,176	12,384,187	7,315,307	1,515,979	50,000,000	26,495,000	6,350,020	1,417,630	1,136.5	13,477,534	2,112,853	4,382,243	17,691,629	5,118,598	8	100	75
Jun. 30, 1872	37.0	—	....	68.0	6	—	—	35	Lake Shore and Tuscarawas Valley..Ohio.	2,539,669	87,519	138,142	72,922	744,038	2.000 000.	93,314	.....	—	(Opened t	hrough in	July, 187	3.)		—	100	...

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "†."

Years ending.	Railroad. Main Line.	Branch Line.	Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Train Moved.	Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c
Sept. 30, 1872	74.0	—	4.8	76.0	7	9	3	121	N. Y., Kingston & Syracuse..New York.	3,055,856	190,066	.....	.....	2,662,921	583,000	92,692		74.0	101,685	163,267	69,137	219,368	60,974	—	100	.....
Sept. 30, 1872	5.4	—	0.4	54.6	1	1	—	—	N. Y., Housatonic & North.N.Y. & Conn.	604,626	12,737	.....	.....	261,000	183,500	156,475		—	(Leased	by Housat	onic R. R.	Co.)	3,010	—	100	.....
Sept. 30, 1872	7.0	—	0.4	0.2	—	—	—	—	New York and Mahopac.....New York.	264,912	—	.....	.....	265,000	—	—		—	(Leased	by New Y	ork & Har	lem R. R.	Co.)	—	100	.....
Sept. 30, 1872	124.0	16.8	164.0	—	84	129	41	1,010	N. Y., N. H. & Hartford..N.Y., Ct. & Ma.	12,861,474	1,840,535	1,466,553	3,428,675	15,500,000	1,641,500	377,341	1,377,592	190.2	1,700,891	3,925,765	892,579	4,483,554	1,769,809	10	100	122
Sept. 30, 1872	62.5	—	27.5	—	20	19	7	99	N. Y., Providence and Boston..C. & R. I.	3,101,400	*	.....	.....	1,887,400	1,214,000	.....	.....	67.5	441,485	614,211	229,677	911,021	401,914	9	100	.....
Sept. 30, 1872	99.0	—	3.6	—	—	—	—	—	Niagara Bridge and Canandaigua.N. York.	3,210,616	—	.....	.....	1,000,000	—	—		—	(Leased	by New Y	ork Cent.	R.R. Co.)	60,000	6	100	.....
Jun. 30, 1872	35.3	—	3.3	—	5	1	1	134	Niles and New Lisbon .....Ohio.	1,047,364	108,287	.....	.....	500,000	500,000	59,584	96,067	35.3	112,067	48,554	336,167	179,553	88,216	—	100	.....
Sept. 30, 1872	223.0	—	11.2	—	24	18	10	271	North Carolina †.....North Carolina.	4,947,741	*	344,672	337,271	4,000,000	553,413	592,080	488,241	223.0	478,580	140,397	113,126	(Ri'hm.&	Danv.)	—	100	.....
Feb. 28, 1873	102.0	—	9.0	—	14	14	5	142	North-Eastern † .....South Carolina.	2,148,131	*	88,720	37,364	979,850	1,101,500	138,977	53,380	102.0	293,721	82,719	.....	395,463	159,695	—	100	.....
Jun. 30, 1873	72.0	—	3.6	118.0	—	—	—	—	North Louisiana and Texas.....La.	—	(No a	ccounts o	btainabl	e.)				72.0								
Oct. 31, 1872	55.6	12.1	66.7	—	39	36	20	908	North Pennsylvania.....Pennsylvania.	7,086,930	1,208,779	1,524,750	.....	3,473,500	4,042,500	63,394		67.7	617,092	889,571	880,119	1,836,938	592,322	5s	50	93
Dec. 31, 1872	98.0	45.3	33.3	—	30	21	10	689	Northern, of Canada.....Canada.	5,465,410	—	76,964	610,683	—	5,219,963	261,561	3,533	140.3	748,338	212,080	-313,664	894,774	180,541	—	100	.....
Dec. 31, 1872	138.0	4.0	187.0	—	141	69	22	6,284	Northern Central †.....Md. and Penn.	11,616,830	3,223,438	2,750,000	928,678	5,842,000	11,040,602	1,464,215	222,099	317.0	3,288,463	1,110,110	4,769,895	4,598,820	1,161,769	6	50	60
Mar. 31, 1872	69.2	13.4	17.6	—	27	16	6	540	Northern New Hampshire ..New Hamp.	3,068,400	*	309,618	212,958	3,068,400	102,000	286,800	154,576	82.6	506,848	196,406	411,888	706,355	217,103	8	100	101
Dec. 31, 1872	21.8	—	4.6	—	—	—	—	—	Northern New Jersey.....New Jersey.	527,452	—	872,548	.....	1,000,000	400,000	.....		—	(Leased	to Erie Ra	ilway Co.)	278,054	87,604	8	100	.....
May 31, 1872	153.0	106.0	.....	1,441	72	16	6	1,554	Northern Pacific.....Minn., Dak. &c.	13,292,142	1,908,838	601,394	.....	.....	50,000p.m	.....		559.0		(No accou	nts.)				100	.....
Sept. 30, 1872	59.4	7.0	13.1	—	20	15	6	642	Norwich and Worcester †.Conn. & Mass.	2,463,983	*	84,706	109,188	2,364,400	759,000	35,526	731,947	66.4	410,089	372,841	346,367	771,602	293,528	10	100	127½
Jun. 30 1872	113.0	22.0	14.6	—	21	27	12	894	Nova Scotia.....Nova Scotia.	6,976,268	*	110,464	.....	.....	6,976,268	110,464		145.0	.....	194,167	242,210	328,841	Loss.	—	100	.....
Sept. 30, 1872	118.0	4.0	18.0	—	34	19	4	1,026	Ogdensburg and Lake Champlain...N. Y.	4,048,510	1,748,411	.....	.....	3,077,000	1,012,000	.....		122.0	636,755	171,894	417,373	1,005,979	263,867	6	100	554
Dec. 31, 1872	10.0	2.0	3.8	—	2	—	—	96	Ogden Mine.....New Jersey.	452,994	*	.....	.....	450,000	.....	.....		12.0	.....	.....	54,479	47,459	25,556	6	100	.....
Jun. 30, 1872	340.0	53.0	24.0	—	122	57	24	2,422	Ohio and Mississippi ....Ohio, Ind. & Ill.	34,470,752	*	.....	.....	24,030,000	10,111,850	328,902		393.0	2,852,763	404,765	708,799	3,343,845	984,008	—	100	29½
Oct. 31, 1872	120.0	3.0	53.7	—	32	19	5	828	Oil Creek and Allegheny River.....Penn.	8,554,547	1,008,331	.....	.....	4,959,450	3,680,000	.....		123.0	749,668	559,926	676,500	1,285,554	461,581	6½	50	38½
Sept. 30, 1872	131.3	19.4	50.6	15.0	45	95	16	607	Old Colony and Newport..Massachusetts.	8,095,654	*	441,553	586,443	5,103,506	3,521,000	467,980	581,156	150.7	1,110,675	3,711,345	510,484	1,897,438	630,249	6½	100	110½
Dec. 31, 1872	9.9	2.0	3.1	—	...	33	—	—	Orange and Newark.....New Jersey.	1,073,555	*	.....	.....	290,300	736,000	73,852		11.9		2,984,817		293,094	24,633	—	100	.....
Sept. 30, 1872	282.6	10.0	9.6	—	25	21	12	382	Orange, Alex. and Manassas Gap †....Va.	9,180,634	*	.....	.....	2,692,540	6,622,664	865,431		292.6	713,252	196,894	161,434	988,371	403,598	—	100	.....
Dec. 31, 1872	25.0	—	1.7	200.0	—	—	—	—	Osage Valley and Southern Kansas...Mo.	600,000	—	.....	.....	375,000	200,000	25,000		—	(Leased	by Pacific	(of Mo.)R.	R. Co.)	35 p. c.	—	100	.....
Sept. 30, 1872	28.6	—	3.3	—	—	—	—	—	Oswego and Rome.....New York.	950,953	—	.....	.....	300,000	612,100	27		—	(Leased	by Rome,	Watertow	n & Osd.	R.R. Co.)	—	100	.....
Sept. 30, 1872	35.0	—	46.7	—	11	12	4	258	Oswego and Syracuse .....New York.	1,114,844	330,276	.....	.....	1,144,400	180,000	.....		35.0	232,069	171,982	232,801	354,880	78,878	9	100	.....
Dec. 31, 1872	35.0	—	1.6	100.0	2	1	1	10	Owensboro and Russellville...Kentucky.	.....	.....	.....	.....	1,500,000	1,500,000	.....		35.0	(In cour	se of cons	truction:	no return	s.)	—	100	.....
Dec. 31, 1872	283.5	15.5	39.1	—	—	—	—	—	*Pacific* of Missouri †.....Missouri.	.....	.....	.....	.....	7,000,000	(Assume	d by Le	sees.)	—	(Leased	by Atlant	ic & Pacif	c R. R. Co.)		5	100	28
Dec. 31, 1872	63.5	—	3.6	101.5	7	4	2	77	Paducah and Gulf .....Kentucky.	3,261,312	*	980,220	89,430	2,924,150	1,000,000	403,812		63.5	469,289	22,920	21,589	95,261	35,845	—	100	.....
Jun. 30, 1872	11.0	—	0.5	53.4	2	1	1	25	Painesville and Youngstown.....Ohio.	234,608	21,389	.....	.....	255,997	—	—		11.5	(Under	construct	on: no ret	urns.)		—	100	.....
Dec. 31, 1872	47.6	—	11.8	—	20	26	4	486	Panama.....New Granada.	10,000,000	*	.....	.....	7,000,000	2,993,177	.....	.....	47.6	.....	.....	.....	1,716,680	1,282,602	10½	100	100
Dec. 31, 1872	76.0	33.0	6.2	—	7	5	3	246	Paris and Decatur.....Illinois.	2,800,000	*	.....	.....	1,690,000	1,200,000	.....	.....	109.0		(No	statement	furnished	.)	—	100	.....
Dec. 31, 1872	14.5	—	14.5	—	—	—	—	—	Paterson and Hudson.....New Jersey.	600,000	—	.....	.....	630,000	—	—		—	(Leased	by Erie R	ail'y Co.)	53,400	53,400	8½	100	.....
Dec. 31, 1872	12.0	—	2.6	—	—	—	—	—	Paterson and Newark.....New Jersey.	896,162	—	.....	.....	250,000	500,000	—		—	(Leased	by Erie R	ail'y Co.)	—	35 p. c.	—	100	.....
Dec. 31, 1872	15.1	—	15.1	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	.....	.....	248,000	100,000	—		—	(Leased	by Erie R	ail'y Co.)	30,173	30,173	6	100	.....
Feb. 28, 1873	67.3	—	3.9	—	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,576,000	—	.....	.....	1,500,000	1,076,000	.....	.....	—	(Leased	byTol.Wa	b. & Wtn.	Co.)	.....	—	100	.....
Dec. 31, 1872	22.0	—	1.8	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,692	—	.....	.....	342,150	160,000	36,542		—	(Leased	by United	Co.)	31,729	31,729	6	100	.....
Dec. 31, 1872	18.0	—	1.1	—	—	—	—	—	Pemberton and New York..New Jersey.	875,000	—	.....	.....	500,000	375,000	.....		—	(Leased	by N. Jer.	Sth'nR.R.	Co.)	.....	—	100	.....
Dec. 31, 1872	165.0	—	10.0	40.0	4	4	2	45	Peninsular.....Mich. Ind. & Ill.	4,916,263	*	.....	.....	1,995,000	2,779,000	142,262		165.0	.....	83,491	46,333	109,913	Loss.	—	100	.....
Dec. 31, 1872	354.9	69.0	546.9	—	593	292	112	11499	Pennsylvania .....Pennsylvania	31,283,395	11,154,553	53,506,985	20,413,980	53,271,937	35,072,309	19,395,422	8,919,154	787.7	13,380,957	5,250,393	7,844,779	22,012,525	8,247,852	10	50	92½
Dec. 31, 1872	47.0	15.9	57.0	—	23	8	—	2,540	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,987,500	.....	4,000,000	536,500	375,000		47.0	.....	3,486	1,376,772	23,033	.....	20	50	250
Dec. 31, 1872	22.5	—	1.2	—	—	—	—	—	Pennsylvania and Delaware..Penn. & Del.	1,200,000	—	.....	.....	483,297	700,000	.....		—	(Leased	to Penna.	R.R. Co.:	recently	opened.)	—	50	.....
Dec. 31, 1872	104.3	12.1	35.9	—	18	2	—	1,218	Pennsylvania and N. York..N.Y. & Penn.	5,086,426	628,814	.....	.....	3,061,700	3,000,000	.....		145.6	.....	190,309	1,268,527	1,608,287	437,135	—	50	.....
Dec. 31, 1872	46.0	—	6.6	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	.....	.....	1,200,000	600,000	.....		—	(Leased	by Chic.R.	I. & Pac.	Co.)	125,000	8	100	.....
Dec. 31, 1872	83.0	—	11.6	—	12	7	4	181	Peoria, Pekin and Jacksonville...Illinois.	3,239,700	*	.....	.....	1,239,700	2,000,000	.....		83.0	260,093	77,372	124,505	302,552	.....	—	100	.....
Dec. 31, 1872	6.5	—	1.0	—	—	—	—	—	Perth Amboy and Woodbridge..N. Jersey.	214,581	—	.....	.....	57,200	100,000	57,881		—	(Oper.b	y Penna.	R. R. Co.)	.....	.....	—	100	.....
Dec. 31, 1872	64.0	18.0	8.0	—	12	9	5	120	Petersburg †.....Virginia	1,817,985	*	323,905	43,388	1,324,200	500,000	361,083		82.0	228,000	44,292	57,238	288,944	133,851	—	100	.....
Oct. 31, 1872	46.0	—	6.0	—	9	7	3	95	Philadelphia and Balt. Cent.Penn. & Md.	1,806,209	177,474	.....	.....	220,606	2,600,000	53,413		58.1	176,312	315,515	134,307	295,594	105,205	—	100	.....
Dec. 31, 1872	17.1	3.1	13.7	21.0	24	45	18	192	Philadelphia and Erie †.....Pennsylvania.	21,822,990	*	2,248,693	.....	8,448,000	14,750,000	892,983		287.6	2,912,351	839,793	2,028,568	3,980,753	846,319	—	50	48
Dec. 31, 1872	98.4	172.1	421.7	—	377	202	83	14133	Philadelphia and Reading..Pennsylvania.	45,922,674	*	24,888,327	2,675,996	34,236,175	33,120,804	4,172,014	1,968,004	23.6	(Leased	by Phila.	&Read'g.)	287,816	271,179	12	50	168
Dec. 31, 1872	26.6	—	36.3	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,534,479	—	329,626	.....	1,259,100	—	—	275,408	708.0	7,248,778	6,383,991	9,578,405	12,125,038	4,823,300	10	50	111½
Dec. 31, 1872	95.3	3.8	139.1	—	64	103	49	1,295	Philadelphia, Wilm. and Baltimore. Penn.	11,890,736	*	2,318 306	175,395	11,485,750	1,990,500	455,821	660,478	87.5	.....	1,561,080	1,124,640	1,759,758	.....	10	100	113½
Oct. 31, 1872	7.0	—	1.0	—	2	3	2	22	Pithole Valley.....Pennsylvania.	160,000	*	225,000	.....	225,000	100,000	17,132		197.7	1,248,818	1,747,195	449,780	2,814,274	1,188,614	8	100	108
Dec. 31, 1872	193.0	8.0	46.0	—	119	34	19	1,605	Pittsburg, Cin. & St. Louis...Pa. & Ohio.	15,095,349	3,740,438	1,950,109	1,812,268	8,433,550	10,011,740	5,461,173		7.0	.....	9 800	12,854	20,483	Loss.	—	50	.....
Dec. 31, 1872	468 3	—	156.3	—	243	96	54	5,559	Pittsburg, Ft. W. and Chic..P., O., I. & I.	35,835,286	*	.....	.....	22,214,286	13,621,000	17,230		201.0	3,160,500	606,902	1,429,116	3,856,649	799,501	—	50	.....
Dec. 31, 1872	14.0	—	3.1	16.0	3	2	1	45	Pittsburg, Virginia & Charleston.....Pa.	664,068	55,243	.....	.....	618,564	—	—		563.6	7,313,148	2,106,152	2,408,162	9,780,310	4,507,465	10	100	90
Oct. 31, 1872	149.6	1.9	17.2	—	57	26	9	430	Pitts'b'g, Washington & Dalton..Pa.& Md.	11,598,236	687,192	83,196	.....	1,960,682	4,780,000	3,463,204		14.0		(In operat	ion only t	hree mon	ths.)	—	50	.....
Sept.30, 1872	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	450,000	—	.....	.....	450,000	—	—		173.8	1,703,600	781,994	980,780	1,437,392	Loss.	—	100	.....
Jun. 30, 1872	—	—	—	178.0	—	—	—	—	Plymouth, Kankaka & Pacific.Ind. & Ill.	.....	—	.....	.....	719,390	450,000	.....			(Leased	by Boston	& Albany	R.R. Co.)	27,000	6	100	.....
Oct. 31, 1871	66.0	—	2.7	24.0	7	6	3	315	Port Huron and Lake Michigan.....Mich.	3,000,000	*	(To com	pletion.)	1,200,000	1,800,000	.....			(Leased	by Pennsy	lvania Co.	)	.....	—	100	.....
Nov. 30, 1872	60.0	—	3.5	50.0	5	13	3	92	Portland and Ogdensburg....Me. & N. H.	1,945,560	161,149	97,155	29,230	1,039,095	906,000	259,132	28,859	41.0	.....	41,988	55,029	142,580	92,102	—	100	.....
Dec. 31, 1872	65.0	—	2.1	93.0	5	4	3	85	Portland and Ogdensburg.....Vermont.	1,652,000	*	.....	.....	.....	2,340,000	.....		60.0	118,100	55,592	37,856	115,484	40,361	—	100	.....
Dec. 31, 1872	27.5	—	2.8	—	2	1	1	22	Portland and Oxford Central.....Maine.	550,000	*	.....	.....	250,000	318,500	.....		—	(Earnings	used in co	nstructio	n.)		—	100	.....
Aug 31, 1872	52.5	—	3.3	—	6	10	4	113	Portland and Rochester.....Me. & N. H.	1,900,854	*	45,000	10,296	686,097	1,120,000	200,053		27.5	17,215	2,880	6,375	14,221	.....	—	100	.....
May 31, 1872	51.3	—	7.4	—	19	—	7	167	Portland, Saco and Portsmouth ....N. H.	1,500,000	*	.....	.....	1,500,000	—	—		52.5	141,640	120,009	60,790	131,561	38,078	—	100	.....
Apl. 30, 1873	111.8	—	8.0	—	9	6	4	110	Port Royal.....South Carolina.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	110.0		(Leased b	y Eastern	R.R. Co.)		10	100	127½
May 31, 1873	71.	—	4.9	39.0	—	—	—	—	Portsmouth, Gt. Falls and Conway..N. H.	2,270,000	*	.....	.....	770,000	2,000,000	.....	.....			(Operated	for benefit	of contra	ctors.)		25	.....
Sept.30, 1872	4	—	2.5	3.4	4	5	—	60	Poughkeepsie and Eastern....New York.	1,391,372	*	.....	.....	524,464	(606,200	506,079	—	41.8	53,514	(Leased b	y Eastern	R.R. Co.)		6	100	87
																				70,018	10,40	53,079	14,038	—	100	.....

Sept. 30, 1872	43.4	1.0	44.1	—	27	29	6	919	Providence and Worcester..R. I. & Mass.	1,909,636	666,568	125,566	107,861	2,000,000	500,000	224,612	84,019	47.6	507,586	1,005,257	521,866	396,997	239,926	10	100	....							
Nov. 30, 1872	13.6	—	3.1	—	3	8	3	11	Providence, Warren and Bristol.R. I. & M.	645,079	73,026	.....	.....	437,917	50,006	63,611	.....	13.6	44,096	415,776	16,367	105,555	51,456	3	100	....							
Dec. 31, 1872	21.0	—	2.0	—	1	3	2	—	Queen Anne and Kent Co.....Md.	351,000	*	32,200	.....	260,000	269,000	2,600	.....	21.0	35,850	12,560	38,231	27,437	9,989	—	50	....							
Dec. 31, 1872	41.7	—	1.4	88.8	3	2	2	45	Quincy, Alton and St. Louis.....Ill.	1,850,000	*	.....	.....	1,000,000	850,000	.....	.....	41.7	.....	.....	.....	96,000	.....	—	100	....							
May 31, 1872	97.0	—	9.7	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	155,200	102,935	1,500,000	.....	92,150	166,085	97.0	.....	31,226	64,096	359,277	154,400	—	100	....							
Jan. 31, 1873	44.0	—	3.0	66.0	4	3	3	46	Raleigh and Augusta Air-Line....N. Car.	1,184,211	89,785	.....	.....	876,000	350,000	.....	.....	44.0	.....	.....	.....	76,037	.....	—	100	....							
Sept. 30, 1872	71.0	110.0	41.5	—	39	68	19	974	Rensselaer and Saratoga.....N. Y.	7,479,628	*	.....	.....	6,000,000	1,926,000	.....	.....	181.0	861,480	664,000	556,934	1,748,915	604,224	7	100	99							
Sept. 30, 1872	140.5	55.2	16.7	—	28	17	10	272	Richmond and Danville ¶.....Virginia.	5,109,406	*	2,046,460	211,461	4,000,000	2,621,090	510,171	236,056	295.9	526,732	134,485	176,708	832,092	863,846	—	100	....							
Sept. 30, 1872	75.5	11.4	6.2	—	12	6	4	139	Richmond, Frederick and Potomac ¶..Va.	2,622,927	*	116,530	263,282	1,509,826	889,899	43,417	559,604	89.9	200,899	.....	.....	351,919	145,919	—	100	....							
Sept. 30, 1872	22.5	2.8	4.2	—	8	10	4	160	Richmond and Petersburg ¶.....Va. N.C.	1,188,213	*	85,833	30,224	847,100	326,296	93,377	37,528	46.8	107,159	118,159	42,228	160,319	45,945	—	100	....							
Sept. 30, 1872	33.3	—	2.2	26.0	3	3	2	42	Richmond and York River.....Va.	1,265,640	*	.....	.....	650,000	615,640	.....	.....	38.3	.....	(No return	s obtained.	.....	.....	—	100	....							
Sept. 30, 1872	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	.....	.....	.....	—	(Leased	by Erie R	ailway Co.	)	34,012	6	100	....							
Jun. 30, 1872	251.9	25.5	27.0	—	33	15	7	915	Rockford, Rock Island and St. Louis..Ill.	15,490,570	*	.....	.....	6,490,579	9,000,000	.....	.....	316.5	.....	.....	.....	1,067,749	243,634	—	100	....							
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	.....	.....	250,844	.....	.....	.....	20.0	.....	(No infor | mation.)	.....	.....	16	100	....							
Sept. 30, 1872	141.1	48.5	25.5	—	40	31	15	779	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	.....	.....	2,998,900	1,735,606	38,359	.....	215.2	675,016	441,909	336,440	1,150,764	282,106	7	100	76							
Jan. 31, 1873	120.0	—	26.0	—	—	—	—	—	Rutland .....Vermont.	6,787,902	—	1,256,719	.....	6,641,300	1,780,628	.....	.....	239.0	(Leased	to Central	Verm't.)	434,740	405,381	—	100	8							
Jun. 30, 1873	220.0	—	24.0	34 0	19	...	...	....	St. Joseph and Denver City..Kan. & Neb.	11,188,220	420,925	279,044	3,203	4,000,000	7,000,000	734,425	157,067	225.0	.....	.....	.....	.....	.....	—	100	....							
Dec. 31, 1872	54.0	5.0	6.1	—	9	15	6	93	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	.....	250,000	.....	.....	59.0	.....	70,265	38,592	161,771	45,953	—	100	....							
Dec. 31, 1872	189.0	19.0	29.0	—	13	9	7	553	St. Louis, Alton and Terre Haute.Illinois.	11,768,400	*	.....	238,001	4,768,400	6,700,000	218,001	.....	58.0	360,130	149,499	416,215	507,019	220,002	—	100	15							
Dec. 31, 1872	195.5	15 3	37.0	—	91	20	13	1,651	*St. Louis and Iron Mountain* ¶...Missouri.	14,553,951	1,951,989	1,088,796	153,733	10,000,000	5,461,000	.....	.....	210.8	933,393	557,575	633,574	2,146,639	687,639	3	100	50							
Dec. 31, 1872	310.0	48.0	25.0	50.0	46	26	12	1,170	St. Louis & S. Eastern...Ill., Ky. & Tenn.	11,089,000	1,725,000	3,993,000	.....	11,000,000	5,807,000	.....	.....	220.0	.....	.....	.....	522,601	169,779	—	100	....							
Dec. 31, 1872	150.0	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill	5,040,100	—	.....	.....	2,324,100	3,477,000	.....	.....	—	(Leased	by Chicag	o & Alton	R.R. Co.)	240,000	—	100	....							
Jan. 31, 1873	353.0	—	17.6	—	88	38	19	1,551	St. L., Kansas City & Northern..Mo & Ia.	28,134,445	*	2,369,16	439,708	24,000,000	6,000,000	943,028	.....	581.7	2,893,281	428,957	517,628	2,780,820	748,139	—	100	....							
Oct. 31, 1872	158.4	—	23.0	—	30	14	8	824	St. Louis, Vandalia & Terre Haute....Ill.	7,984,227	*	.....	205,201	2,377,779	5,499,000	250,548	60,101	158.4	862,806	.....	.....	1,180,273	354,082	—	100	....							
Dec. 31, 1872	261.0	175.0	16.0	251.0	30	14	9	289	*St. Paul and Pacific* (1st Div.).Minnesota.	16,188,653	*	3,723,033	229,522	1,968,600	16,197,000	589,333	.....	283.0	462,489	235,279	152,856	682,560	.....	—	100	....							
Dec. 31, 1872	121.0	—	8.0	—	13	6	4	194	St. Paul and Sioux City.....Minn.	4,550,960	*	179,795	54,019	4,000,000	.....	784,777	.....	121.0	344,883	75,461	136,127	424,398	99,668	—	100	....							
Dec. 31, 1872	116.0	—	16.0	—	21	18	9	369	Sandusky, Mansfield and Newark ..Ohio.	3,244,500	*	.....	.....	937,500	2,307,000	.....	.....	160.0	.....	178,861	153,505	574,951	37,802	—	50	....							
Dec. 31, 1872	237.0	110.0	15.4	61.0	27	19	6	342	Savannah, Albany and Gulf.....Ga.	7,592,283	*	-629,789	1,171,804	4,479,677	3,242,200	1,571,999	.....	347.0	635,300	98,234	.....	983,966	339,539	—	100	....							
Dec. 31, 1872	104.0	—	4.9	—	10	9	5	80	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	.....	.....	1,000,000	1,427,800	.....	.....	104.0	(No	statement	furnished	: very s	mall.)	—	100	....							
Feb. 28, 1873	80.0	—	8.0	—	15	7	5	203	Seaboard and Roanoke. Va. & N. Carolina.	1,488,460	*	.....	105,689	1,278,400	210,000	107,000	.....	80.0	285,679	26,309	162,832	566,619	266,335	8	100	....							
Apr. 30, 1872	237.0	—	11.9	—	39	17	9	412	*Selma, Rome and Dalton*...Ala. & Georgia.	12,980,000	*	.....	.....	3,780,000	9,230,000	large	.....	237.0	.....	.....	.....	800,000	.....	—	100	....							
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	10,000	.....	80.5	60,500	32,313	34,321	79,481	23,624	—	100	....							
Nov. 30, 1872	32.0	—	2.0	—	2	2	2	70	Shenango and Allegheny ..Pennsylvania.	890,335	78,945	20,000	.....	199,000	780,000	.....	.....	32.0	40,500	16,170	56,220	58,850	32,393	—	50	....							
Jun. 30, 1872	106.8	—	11.3	—	11	8	5	153	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,400	*	.....	.....	2,068,400	1,628,000	.....	.....	157.5	.....	.....	.....	162,405	10,344	—	100	....							
Dec 31, 1872	122.4	—	6.6	26.1	9	6	3	232	Sioux City and St. Paul.....Iowa & Minn.	4,422 132	*	568,362	.....	2,800,000	1,740,000	450,494	.....	—	(Run by c	ontractors	: no retu	rns.)	.....	—	100	....							
Sept. 30, 1872	183.0	—	9.2	—	...	...	...	...	South and North Alabama.....Ala.	7,481,764	—	.....	.....	3,458,067	4,908,000	.....	.....	131.0	.....	41,327	74,837	199,051	60,285	—	100	....							
Dec. 31, 1872	137.0	106.0	30.0	—	42	37	*	507	South Carolina ¶.....South Carolina.	9,594,328	*	2,019,176	306,086	5,819,275	4,730,346	226,736	71,474	243.0	856,737	207,344	266,707	1,401,211	545.105	—	100	....							
Sept. 30, 1872	116.0	—	5.8	—	11	7	4	401	Southern Central.....New York.	3,450,058	287,305	.....	.....	1,783,021	2,288,000	89,881	.....	116.0	302,744	161,821	178,099	307,280	104,978	—	100	....							
Sept. 30, 1872	57.0	20.0	20.0	—	19	35	7	114	South Side (L. I.).....New York.	3,166,851	648,926	.....	.....	1,000,000	2,250,000	386,782	.....	57.0	233,990	617,899	83,701	501,871	226,637	—	100	....							
Aug. 31, 1872	167.5	—	9.5	—	12	5	3	243	Southern Minnesota .....Minnesota.	9,424,953	*	.....	.....	3,825,000	4,592,000	1,007,953	.....	165.5	.....	46,349	92,861	493,438	190,021	—	100	....							
Dec. 31, 1872	170.0	—	8.5	552.0	14	23	5	248	Southern Pacific.....California.	11,500,000	*	.....	.....	8,404,800	5,750,000	.....	.....	170.5	.....	314,150	121,660	932,725	481,664	—	100	....							
Jun. 30, 1872	228.0	—	11.2	—	12	10	4	280	Springfield & Ill. So. Eastern.....Illinois.	8,176,500	*	.....	.....	4,000,000	4,480,000	140,000	.....	—	(Not in o	peration a	t date.)	.....	.....	—	100	....							
Sept. 30, 1872	81.0	—	17.0	—	16	13	3	373	Syracuse, Binghamton and N. York..N.Y.	3,906,297	*	.....	.....	2,004,000	1,670,000	129,414	.....	81.0	449,520	186,606	533,355	713,585	216,481	4	100	....							
Sept. 30, 1872	26.0	1.0	3.1	16.0	3	6	2	40	Syracuse and Chenango Valley....N. Y.	1,165,062	61,985	.....	.....	1,063,400	800,000	229,99	.....	26.0	23,548	49,219	29 914	23,199	loss.	—	100	....							
Nov. 30, 1872	79.7	26.6	30.0	—	36	21	9	782	Terre Haute and Indianapolis....Indiana.	2,807,213	*	1,583,484	191,840	1,988,150	800,000	616,344	1,173,143	99 8	.....	190,997	834,850	1,070,354	128,443	—	100	....							
Apr. 30, 1873	66.0	—	6.6	1,741	12	6	—	73	Texas and Pacific.....Texas.	4,200,000	*	.....	.....	200,000	4,000,000	.....	.....	66.0	.....	.....	.....	348,001	85,042	—	100	....							
Dec. 31, 1872	227.3	10.2	20.0	—	45	17	9	1,109	Toledo, Peoria and Warsaw.....Illinois.	12,160,000	*	.....	.....	5,700,000	3,450,000	204,794	.....	237.6	1,192,831	.....	.....	1,316,106	388,093	—	100	....							
Dec. 31, 1872	473.0	158.6	60.6	—	182	71	42	4,207	Toledo, Wabash and Western..O. I. & Ill.	34,388,000	*	.....	.....	16,000,000	18,683,000	.....	.....	955.7	5,196,661	637,050	1,349,052	6,008,978	1,578,182	—	100	491							
Sept. 30, 1872	34.9	—	9.0	—	11	12	6	252	Troy and Boston.....New York.	1,934,146	378,418	.....	.....	1,692,000	1,899,000	65,809	.....	55.3	190,545	262,76	191,122	516,563	212,097	2	100	....							
Dec. 31, 1872	1,032	—	100.0	—	151	93	36	2,409	*Union Pacific* ....Nebr. Utah Nev. & Cal.	111,948,812	*	.....	.....	36,762,300	75,179,512	.....	.....	1,032.0	.....	165,688	.....	8,862,605	4,092,032	—	100	304							
Dec. 31, 1872	165.0	—	160.0	—	242	281	38	1,762	United Companies of New Jersey..N. Jer.	22,450,328	*	13,216,919	427,838	18,980,827	17,615,608	797,681	472,455	455.9	3,905,741	7,580,795	2,536,304	8,266,726	2,261,060	10	100	118							
Apr. 30, 1872	37.0	—	4.0	91.0	6	6	1	28	Utah Central.....Utah.	1,500,000	*	.....	.....	500,000	1,000,000	.....	.....	37.0	.....	.....	.....	360,612	206,558	—	100	....							
Dec. 31, 1872	31.0	—	2.1	44.0	3	3	2	11	Utah Southern .....Utah.	1,060,000	*	.....	.....	400,000	660,000	.....	.....	31.0	.....	.....	.....	126,884	63,442	—	100	....							
Sept. 30, 1872	74.8	—	13.4	12.2	14	15	7	125	Utica and Black River.....New York.	2,200,444	258,708	.....	.....	1,754,020	775,500	.....	.....	92 2	201,688	184,533	62,064	337,299	111,209	3	100	....							
Sept. 30, 1872	98.0	22.0	14.0	—	17	15	7	62	Utica, Chenango and Susq. Valley..N. Y.	3,186 344	488,131	.....	.....	2,906,600	.....	.....	.....	120.0	228,887	246,101	173,749	424,792	32,246	6	100	....							
May 31, 1872	47.0	25.5	9.3	—	—	—	—	—	Vermont and Canada .....Vermont.	3,000,000	—	.....	.....	3,000,000	.....	.....	.....	—	(Leased	by Vermo	nt Central	R. R. Co.	at 8 p.c.)	8	100	45							
May 31, 1872	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	6,500,000	.....	.....	773.0	.....	.....	(2 yrs.	8,497,442	498,487	—	100	....							
Sept. 30, 1872	56.0	24.1	9.2	—	13	19	8	274	Vermont and Massachusetts..Mass. & Vt.	2,703,966	*	90,785	191,899	2,860,000	900,000	68 899	157,751	88.1	24 ,299	275,181	131,458	537,196	169,523	2	100	71							
Feb. 29, 1872	140.0	—	7.5	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	245,588	193,945	454,072	2,924,236	86,869	.....	140.0	181 288	82,372	49,481	408,220	102,913	—	100	....							
Dec. 31, 1872	46.0	—	2.3	—	3	*	*	50	Vineland.....New Jersey.	1,826,191	—	.....	.....	998,005	750,000	78,187	.....	—	(Leased	to N. Jer.	Southern	R. R Co.)	.....	—	100	....							
Dec. 31, 1872	18.3	—	6.0	—	—	—	—	—	Warren.....New Jersey.	3,001,400	—	.....	.....	1,800,000	1,201,400	.....	.....	—	(Leased	to D. L. &	W. R. R.)	528,749	215,353	7	100	83							
Sept. 30, 1872	44.0	—	2.0	281.0	4	6	3	65	Washington and Ohio .....Virginia.	1,435,176	128,577	128,773	.....	900,700	130,400	321,248	340,178	44.0	81,366	27,693	19,418	81,285	7,948	—	100	....							
Aug. 31, 1872	132.0	28.0	15.5	—	26	16	8	247	Western Alabama.....Alabama.	4,822,628	538,272	342,800	662,535	2,008,324	3,169,900	561,508	626,504	160.0	421,880	101,742	.....	626,504	150,534	—	100	....							
Dec. 31, 1872	183.0	—	11.0	—	59	18	12	921	Western and Atlantic.....Georgia.	(Owned b	y Sta.e	of Georgi	a & leas	ed to a co	mpany fo	r $300,00	0 a year.)	183.0	.....	.....	125,932	1,590,245	66,587	—	100	....							
Sept. 30, 1872	60.0	—	8.9	18.0	10	10	6	123	Western Maryland ¶.....Maryland.	2,366,892	*	208,500	17,069	682,893	1,800,000	109,089	.....	60.0	217,760	134,655	73,841	197,707	7,038	—	100	....							
Dec. 30, 1872	57.1	27.6	14.6	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,846,006	—	.....	.....	1,022,450	1,800,000	1,023,555	.....	—	(Leased	by Pennsy	lvania R.	R. Co.)	.....	—	53	....							
Dec. 31, 1872	60.7	—	16.2	—	18	63	8	171	West Jersey.....New Jersey.	2,285,366	*	1,466,466	178,460	1,359,700	2,298,000	16,583	.....	123.0	330,566	642,728	28,443	664,777	291,363	8	100	184							
Mar. 31, 1873	197.0	—	10.0	—	26	14	10	660	West Wisconsin.....Wisc.	8,640,000	*	.....	.....	4,000,000	4,640,000	.....	.....	165.0	.....	.....	.....	549,645	263,329	—	100	....							
Dec. 31, 1872	32.0	—	1.0	28.0	3	5	2	24	Wheeling, Pbg. & Balt.....W. Va. & Pa.	579,642	—	.....	.....	500,000	.....	79,642	.....	32.0	39,328	53,175	11,638	48,164	480	—	50	....							
Sept. 30, 1872	189.0	—	6.0	—	18	14	6	236	Wilm. Colum. and Augusta..N. C. & S. C.	3,971,781	381,117	51,244	.....	800,000	3,800,000	304,142	.....	172.0	.....	.....	.....	591,046	226,498	—	100	....							
Oct. 31, 1872	63.6	—	9.5	—	11	6	5	124	Wilmington and Reading...Pennsylvania.	2,644,078	255,151	82,892	.....	750,063	2,332,300	108,610	.....	63.6	230,554	132.365	264,572	228,773	21,667	—	50	....							
Sept. 30, 1872	162.0	19.0	9.5	—	32	31	—	324	Wilmington and Weldon ¶...N. Carolina.	3,004,044	*	61,426	296,393	1,456,200	1,619,100	77,042	299,581	181.0	519,184	124,995	.....	635,871	280,833	—	100	....							
Dec. 31, 1872	130.9	—	3.0	201.0	15	6	2	300	Wisconsin Central .....Wisconsin.	4,120,000	*	.....	.....	1,667,500	1,591,500	.....	.....	—	.....	.....	.....	131,793	63,778	—	100	....							
Sept. 30, 1872	45.7	—	11.8	—	17	11	5	411	Worcester and Nashua.....N. H.& Mass.	2,212,144	*	85,701	48,143	1,425,400	310,300	36,515	573,774	45.7	359,641	381,954	368,042	587,359	195,453	12	100	128							
									CANALS, &c.																								
May 31, 1872	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	*	258,907	.....	1,880,800	1,997,872	.....	.....	12.5	.....	.....	.....	419,222	281,718	4	50	....							
Dec. 31, 1872	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	*	.....	.....	8,229,594	8,065,800	.....	.....	184.5	.....	.....	.....	.....	.....	—	25	....							
Dec. 31, 1872	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,360	*	.....	.....	1,633,350	800,000	.....	.....	—	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	97							
Dec. 31, 1872	168.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	6,339,210	725,561	20,935,200	.....	15,000,000	13,000,000	.....	.....	108.0	.....	.....	1,869,557	86,979	loss.	10	100	116							
Dec. 31, 1872	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	*	.....	.....	5,847,400	.....	.....	.....	65.5	.....	.....	.....	957,557	385,170	10	100	....							
Dec. 31, 1872	48 0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	*	.....	.....	8,784,580	16,767,866	.....	.....	108.0	.....	.....	1,041,891	506,060	32,570	—	50	64							
Dec. 31, 1872	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,146,039	—	.....	.....	1,004,150	110.000	8,064	.....	85.0	.....	.....	2,059,994	196,149	159,121	9	50	....							
Feb. 28, 1873	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,432,474	*	.....	.....	2,200,000	1,125,129	.....	.....	103.0	.....	.....	.....	322,762	80,194	7	50	90							
Dec. 31, 1872	73.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	3,093,350	*	.....	.....	4,457,160	2,888,000	1,048,200	.....	360.0	.....	.....	967,578	556,164	loss.	—	50	4							
Dec. 31, 1872	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,547,126	2,285,578	271,467	.....	4,385,798	8,576,332	267,126	.....	108.3	(Leas.to | Ph. & R'g.)	1,200,181	649,352	634,169	1	50	10							
Dec. 31, 1872	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	*	.....	.....	2,092,706	2,757,313	165,811	.....	45.0	(Leas.to | Ph. & R'g.)	426,393	99,151	51,241	—	50	13							
Dec. 31, 1872	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	*	.....	.....	2,907,850	300,000	35,000	.....	84.0	.....	(Leased | to Pennsylvania.)	124,969	44,862	200	—	50	....							
Dec. 31, 1872	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	3,030,344	*	.....	.....	1,100,000	748,000	296,219	.....																

PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

Companies.	Amount of stock issued.	Div'd. Rate.	Div'd. Paid.	Market Price.
Railroad Stocks:	$	p. c	p. c	p. c.
Atlantic and Great Western, pref...	10,000,000	7	....	....
Atlantic, Mississippi and Ohio, pref.	800,000	7	....	....
" " " guar.	276,200	7	....	....
Atlantic and Pacific, preferred	10,000,000	7	....	12
Atlantic and St. Lawrence,* guar...	3,994,900	4	4	....
Baltimore and Ohio,* preferred.....	3,552,800	6	5	105
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guaranteed.	250,000	5	5	....
Boston, Concord and Montreal, pref.	800,000	6	6	84½
Buffalo, New York and Erie,* guar.	950,000	7	7	....
Catawissa,* pref. and guar.....	1,169,500	7	7	85
Camden and Amboy,* guaranteed....	5,847,800	10	10	118
Camden and Atlantic, preferred.....	763,549	7	3½	80
Cayuga and Susquehanna,* guar....	589,110	9	9	....
Cedar Rapids and Missouri River, preferred and *guaranteed.....	769,600	7	7	....
Central of New Jersey,* guar.....	20,000,000	10	10	100½
Central Ohio,* preferred	411,550	6	6	80
Chemung,* guaranteed.....	380,000	6	6	....
Cheshire, preferred.....	2,153,200	7	5	70
Chicago and Alton, † preferred.....	2,425,400	...	10	104
Chicago, Iowa & Nebraska,* guar..	3,916,300	...	8	85½
Chicago and North-Western, pref...	21,289,563	7	7	68½
Cinc., Sand. and Cleveland, pref....	429,000	6	6	....
Cleveland and Mahoning,* guar.....	2,059,200	7	7	....
Cleveland and Pittsburg,* guar.....	11,236,150	7	7	84½
Cumberland Valley, 1st preferred...	241,900	8	8	....
" " 2d preferred....	243,000	8	8	....
Dayton and Michigan, pref. & guar.	922,400	8	8	....
Delaware,* guaranteed.....	1,315,390	6	6	....
Detroit and Milwaukee pref. & guar.	2,517,140	6	....	....
Dubuque and Sioux City,* guar....	5,000,000	...	3	57
Dubuque South-Western, pref.....	590,315	8	....	....
Eastern (N. H.) * † guaranteed.....	492,500	...	6	....
Elmira, Jeff. and Canad. * guar.....	500,000	5	5	....
Elmira & Williamsp't, pref.& *guar.	500,000	7	7	76
" " com.& *guar.	500,000	5	5	....
Erie Railway, preferred.....	8,536,910	7	7	68
Erie and Pittsburg,* guar.....	2,000,000	7	7	....
Evansville and Crawfordsville, pref.	100,000	....	....	....
Hannibal and St. Joseph, pref.....	2,167,700	7	7	34
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred.....	1,180,000	8	8	100
Huntington & Broad Top Min, pref.	190,750	7	...	28
Jeff., Mad. & Indianapolis,* guar....	2,000,000	7	7	....
Joliet and Chicago,* guar.....	1,500,000	7	7	95
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Little Miami, Col. and Xenia,* guar.	6,394,450	8	8	....
Louisv., Cincinnati and Lex. pref....	851,000	9	9	....
Marietta and Cincinnati, 1st pref....	3,101,650	6	....	....
" " 2d pref....	4,426,250	6	....	....
Mich. Southern, (Lake Shore) guar..	583,500	10	10	....
Mill Creek,* guaranteed.....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	10,825,777	7	7	62½
Mine Hill,* guaranteed.....	3,856,450	8	8	103
Montclair,* guaranteed.....	2,000,000	7	....	....
Morris and Essex,* guar.....	15,000,000	7	7	89
Nesquehoning Valley,* guar.....	2,000,000	10	10	100
Newark and New York,* guar.....	1,000,000	7	7	....
Newcastle and Beaver Valley,* guar.	605,000	10	10	....
New Jersey,* guaranteed.....	7,295,200	10	10	118
New London Northern,* guar.....	971,400	10	10	....
New York & Harlem,* pref. & guar.	1,500,000	8	8	121
" " *com.& guar.	8,500,000	8	8	119
Niagara Br. & Canandaigua,* guar..	1,000,000	6	6	....
North Eastern (S. C.), preferred.....	105,000	8	8	....
Northern New Jersey,* guar.....	1,000,000	8	8	....
Norwich and Worcester,* guar.....	2,823,400	10	10	127½
Ogdensburg & Lake Champ.,* guar..	3,077,000	7	7	55½
" " pf.& *guar.	2,000,000	8	8	95
Ohio and Mississippi, preferred.....	4,030,000	7	7	58½
Oswego and Syracuse,* guar.....	1,144,460	9	9	....
Panama,* guaranteed.....	7,000,000	12	12	100
Paterson and Hudson,* guar.....	630,000	—	8½	....
Pemberton and Hightstown,* guar..	342,000	6	6	....
Peoria and Bureau Valley,* guar....	1,200,000	8	8	....
Philadelphia and Erie, preferred....	2,400,000	...	....	....
Phila., Germant'n & Norrist'n,*guar.	2,231,900	12	12	165
Philadelphia and Reading, † pref....	1,561,687	—	10	....
Philadelphia and Trenton,* guar....	1,259,100	10	10	118
Pittsburg, Ft. Wayne & Chic.,*guar.	22,214,285	7	7	90
Pittsfield and North Adams,* guar.	460 000	5	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	10	10	127½
Rochester & Genesee Valley,* guar.	557,500	....	....	....
Rutland,* preferred and guaranteed.	4,300,000	7	7	45
St. Louis, Alton & Terre Haute,*guar.	2,468,400	7	...	34
St. Louis, Jacksonv. & Ch., pf.*& guar.	1,054,100	7	—	....
St. Louis, Kansas City & Nor., pref..	12,000,000	...	—	31
Schuylkill Valley,* guaranteed.....	576,000	5	5	....
Shamokin V. & Pottsville,* guar....	869,450	6	6	....
Toledo, Peoria & Warsaw, 1st pref..	1,700,000	7	—	....
" " 2d pref..	1,000,000	7	—	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	71½
Warren,* guaranteed.....	1,800,000	7	7	....
Canal Stocks.				
Delaware Division,* guar.....	1,633,350	8	8	....
Delaware and Raritan,* guar.....	5,847,500	10	10	....
Morris, preferred and * guaranteed..	1,175,000	10	10	118
" com. and * guar.....	1,699,000	4	4	45
Schuylkill Navigation preferred....	2,808,977	6	6	24½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2¼; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton	45 — @	— —
Gartsherrie.....	— — @	47 50
Glengarnock.....	42 — @	42 —
Eglinton.....	41 — @	42 —
Pig, American, No. 1.....	34 — @	35 —
Pig, American, No. 2.....	30 — @	33 —
Pig, American, Forge.....	27 — @	30 —
Bar, Refined, English and American.....	— — @	— —
Bar, Swedes, assorted sizes.....(gold).	— — @	137 50
	—Store Prices.—	
Bar, Swedes, ordinary sizes	162 50 @	— —
Bar, Swedes, Plow sizes.....	172 50 @	— —
Bar, Refined, ¾ to 2 in. rd. & sq. 1 to 6 inch x ¾ to 1 in.....	— — @	75 —
Bar Refined, 1½ to 6 by ¼ & 5-16 in.....	— — @	80 —
Bar Refined, 1 & 1¼ by ¼ & 5-16.....	— — @	80 —
Large Rounds, 2¼@2½ to 3¾ @4 in.....	80 — @	100 —
Scroll.....	100 — @	135 —
Ovals and Half-round.....	100 — @	115 —
Band, 1 to 6 in. by 3-16 to No. 12.....	95 — @	— —
Horse Shoe.....	107 50 @	110 —
Rods, ¾@1-16 inch.....	80 — @	130 —
Hoop, ¾ by No. 22 to 1 & 1¼ by 13 & 14...	110 — @	155 —
Nail Rod..... per lb.	— 9 @	— 9½
Sheet Russia, as to assortment.....(gold)	— 17 @	— 17½
Sheet, Single, D. and T. Common.....	— 4¾@	— 5¾
Sheet, Doubles and Trebles, Charcoal....	— 6¾@	— 8
Sheet Galvanized.....List 10 per ct. disc.		
Rails, English.....(gold).....per ton.	56 — @	60 —
Rails, American, at Works in Penna...c'y.	65 — @	— —
Anvils (Eagle).....per lb. currency.	— 9 @	— —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)

English, Cast, (2d and 1st quality)..per lb.	— 17 @	— 21
English Spring (2d and 1st quality).....	— 9½@	— 10½
English Blister (2d and 1st quality).....	— 14 @	— 18½
English Machinery	— — @	— 14½
English German (2d and 1st quality).....	— 12½@	— 14½
American Blister.....	— — @	— 11½
American, Cast, Tool.....	— — @	— 17
American, Cast Spring.....	— — @	— 11
American Machinery.....	— 11½@	— 12
American German Spring.....	— 9 @	— —

NAILS—Duty: Cut, 1½; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 60d. Common.....per keg.	4 25 @	4 50
8d. and 9d. "	4 50 @	4 75
6d. and 7d. "	4 75 @	5 —
4d. and 5d. "	5 — @	5 25
3d. "	6 50 @	6 75
2d. and 3d. Fine.....	8 25 @	8 50
Cut Spikes, all sizes.....	4 50 @	4 75

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Bianca.....(gold).per lb.	— — @	— 32
Straits.....(gold).	— 28½@	— 28½
English .....(gold).	— 26½@	— 26½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal...per box.	10 25 @10 50	11 50 @ 12 —
I. C. Coke.....	8 25 @ 9 25	9 37½@ 10 37½
Coke Terne	6 75 @ 8 50	7 75 @ 9 50
Charcoal Terne.....	9 25 @ 9 75	10 25 @ 11 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude 40@48 gravity (in bulk)	— 5½@	— 5½
Crude 40@47 gravity (in shipping order)...	— 10¾@	— —
Refined, Standard White (in ship'g order).	— 13½@	— 13½
Refined, S. W. (in jobbing lots).....	— 13¾@	— 14½
Refined, S W. (in tin).....	— 18½@	— 22
Naptha, Refined (65@73 gravity).....	— — @	— 8½
Residuum....(in shipping order).per gall.	— 8½@	— 9½

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.

Copper, New Sheathing, (over 12 oz.) per lb.	— — @	— 33
Copper, Bolts.....	— — @	— 35
Copper, Braziers' (over 16 oz.)	— — @	— 35
Copper, Nails	— — @	— 40
Copper, Old Sheathing, &c., mixed lots.....	— 20 @	— 23
Copper, American Ingot.....	— 24½ @	— 24½
Copper, English Pig.....	— — @	— —
Yellow Metal, New Sheathing & Bronze...	— — @	— 26
Yellow Metal, Bolts.....	— — @	— 32
Yellow Metal, Nails, Sheathing & Slating ..	— — @	— 26

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.

Spanish Ordinary.....(gold) per 100 lb.	6 75 @	6 87½
German Ordinary.....(gold)	6 75 @	6 87½
English .....(gold)	6 87½@	7 —
Bar.....	— — @	9 25
Pipe.....	— — @	10 50
Sheet.....	— — @	10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe	16c. pr. lb.	
Tatham's improved Tin-Lined Lead Pipe.....	16½c.	

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Liverpool Gas Cannel.....	— — @	14 —
Liverpool House Cannel.....	— — @	20 —
Anthracite (by cargo) ....per ton of 2,000 lb.	5 50 @	6 50

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

	Th. 18.	F. 19.	Sat. 20.	M. 22.	Tu. 23.	W. 24
Boston, Hart. & Erie....	2½	....	3	3	2½	3½
Canton Co.....	....	....	....	....	....	....
Central Pacific 6s.....	96½	95½	....	96½	....	96
Central of N. Jersey.....	100	100½	100½	100½	....	....
Chicago & Alton.....102	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M.....	104	....	....	....	....	....
" S. F.....	....	....	....	....	....	....
" Inc. bds.....	....	....	....	....	....	....
Chicago, Burl. & Q.....	94½	....	....	....	....	....
" 8s, 1883 110	....	....	....	....	....	....
Chic. & Northwestern . 55½	54	55½	54½	54½	55	....
" pref..... 69½	67½	68½	68½	68½	68½	....
" 1st M.....	....	100	99½	....	....	....
" S. F.....	....	....	....	....	....	....
" Consol.....	....	....	88	....	....	....
Chic., Rock Isl. & Pac.. 98½	96	98	98½	98½	98½	....
Chi., R. I. & Pa. 7s, 1896.105	....	105	....	....	....	....
Clev., Col., C. and Ind.....	73	73	72½	....	....	....
Clev. & Pittsburg guar.. 84½	84½	....	84	....	84½	....
" 2 M..... 92	....	....	....	....	....	....
" 3 M.....	....	....	....	....	....	....
" 4 M.....	....	....	....	....	....	....
Clev. and Toledo.....	....	....	....	....	....	....
" S. F. 7s.....	....	....	....	....	....	....
Col., Chi., & Ind. C..... 27½	26½	27½	26½	26½	26½	....
" 1 M..... 85	...	84	84½	....	....	....
" 2 M..... 66	....	....	....	....	....	....
Del. & Hudson Canal	115	115½	116	....	....	....
Del. Lack. & Western..102	100½	100½	101½	....	102½	....
" 1 M. 7s.....	....	104½	....	....	....	....
" 2 M 7s.....	....	....	100	....	....	....
Erie Railway..... 45	....	....	44½	....	....	....
" pref.....	....	....	68	....	....	....
" 1 M. 7s, 1897.....	....	....	....	....	....	....
" 2 M. 7s, 1879.....	....	....	....	....	....	....
" 3 M. 7s, 1883.....	....	....	....	....	....	....
" 4 M. 7s, 1880.....	....	....	....	....	....	....
" 5 M. 7s, 1888.....	....	....	....	....	....	....
" 7s, con. gold.....	....	....	....	....	....	....
Great Western 2d mort.....	....	79	....	....	....	....
Hannibal & St. Joseph. 26½	26	26½	26	26	....	....
" pref..... 34½	35	34	....	....	....	....
" 8s, conv. 78½	....	....	....	....	....	78½
Hudson River.....	....	....	....	....	....	....
" 2 M. S. F.....	....	....	101	....	....	....
" 3 M 7s, 1875.....	....	....	....	....	....	....
" 7s	....	101½	....	....	....	....
Illinois Central	....	....	....	....	....	....
Lake Shore & Mich. S'th. 75½	74½	75½	74½	74½	75	....
Marietta & Cin. 1st pref.....	....	....	....	....	....	....
" 2d pref.....	....	....	....	....	....	....
Michigan Central..... 75½	....	75½	....	....	75½	....
" S. F. 8s, 1882.	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F. 100½	....	....	....	....	....	....
" 2 M.....	....	....	....	95	95	....
Mariposa Mining Co.....	....	....	....	....	....	....
" pref.....	....	....	....	....	....	....
Milw. and St. Paul..... 39½	39½	40½	39½	39½	40	....
" pref..... 63½	62½	62½	62½	62½	62½	....
" 1st mort.....	....	....	....	....	....	....
" 2d mort.....	....	....	....	....	....	....
" 8s.....	107	....	108	....	....	....
" 7 3-10s con.....	....	93	....	94	....	....
" 7s, gold..... 84½	....	84	....	....	....	....
Missouri 6s..... 93½	92½	....	92½	....	....	....
" H. & St. J. 1s.....	....	....	....	....	....	....
Morris and Essex..... 89	....	89	....	....	....	....
" 1st mort.....	....	104	103	....	....	....
" 2d mort.....100	....	....	99½	99½	100	....
N. Y. Cen. & Hud. Riv. 95½	95½	95½	95½	95½	95½	....
" 7s, S. F. 1876.....	....	....	....	....	....	....
" 6s, S. F. 1883.....	....	....	91	....	....	....
" 6s, S. F. 1887.....	....	88½	....	....	....	88½
N. York and Harlem...122	121½	121s	119	....	....	....
" pref.....	....	....	....	....	....	....
" 1 M. 7s, 1873.....	....	....	....	....	....	....
N. York N. Hav. & Hart. 122	....	122	122	122	122	....
N. Carolina 6s, old..... 25	....	....	24	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss..... 30½	29½	30	29½	29	29½	....
" pref.....	....	....	....	....	....	....
" 2d M.....	....	....	78	....	....	....
Pacific Mail S. S. Co.... 38½	36½	37½	36½	36½	37	....
Panama 96½	95	96	100	100	100	....
Pitts., Ft. W. & Chi. gtd. ...	....	....	89½	90	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M.....	....	....	100	....	....	....
" 3 M.....	....	....	....	....	....	....
Quicksilver Mining Co.....	....	....	....	....	....	....
St. L., Alton & T. H.... 10½	12	13½	15	15½	15	....
" pref.....	....	....	32	....	34	....
" 1 M.....	....	....	....	....	....	....
" 2 M. pref.....	....	....	....	....	....	....
" Income bds.....	....	....	70	....	....	....
Tennessee 6s, old..... 81½	81	....	80½	....	....	....
" new.....	81	80½	80½	81	....	....
Tol., Wab. & Western.. 50½	48½	50½	48	48½	49½	....
" pref.....	....	....	....	....	....	....
" 1 M.....	....	....	....	....	....	....
" 2 M..... 86½	....	....	86½	....	86	....
" Equipment.....	....	....	....	....	....	....
" St. Lou. Div. 87	....	....	86	....	85½	....
Union Pacific..... 30½	29½	30½	29½	30½	30½	....
" 1st mort... 84½	85	84½	84½	84½	....	....
" L. Gt. 7s... 77	75	75	75	74½	....	....
" Inc. 10s.... 73½	73	....	71	70½	....	....
Virginia 6s, old.....	....	....	....	....	....	....
" new.....	....	....	....	....	....	....
" consol.....	....	....	....	....	....	....
" def. cert.....	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

	Th.18.	F.19.	Sat.20.	M.22.	Tu.23.	W.24
FEDERAL STOCKS:—						
U. S. 6s, 1874, reg.	....	....	....	....	....	....
U. S. 6s, 1874, coup.	....	....	....	....	....	....
U. S. 5s, 10-40s, reg.	112	....	110½	111	....	....
U. S. 5s, 10-40s, coup.	111⅞	....	....	....	....	....
U. S. 5s, 1881, reg.	....	....	....	....	....	....
U. S. 5s, 1881, coup.	113	....	....	110½	111	....
U. S. 6s, 1881, reg.	116½	115	....	....	115½	....
U. S. 6s, 1881, coup.	....	....	....	118⅛	....	....
U. S. 6s, 5-20s, reg. '62	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862.	116½	114	....	112	113	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864.	116	115	114	114½	....	....
U. S. 6s, 5-20s, reg. '65.	116	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865.	....	....	114	114½	114⅞	....
U. S. 6s, 5-20s, r. n. '65.	....	114⅛	....	112⅛	....	112½
U. S. 6s, 5-20s, c. n '65.	118⅛	116⅛	116⅛	117⅛	117	
U. S. 6s, 5-20s, reg. '67.	....	114	....	112⅛	....	....
U. S. 6s, 5-20s, c. 1867.	119½	117⅛	117⅛	117⅛	117⅛	117⅛
U. S. 6s, 5-20s, reg. '68.	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68.	....	118⅛	....	117	....	....
U. S. 6s, Pac.RR issue.	113½	112⅞	112½	....	112½	112⅝

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

	W.17.	Th.18.	F.19.	Sat.20.	M.22	Tu.23
Catawissa preferred	42½	42⅛	....	42⅛	....	42½
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	92	92	92	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 7s	97	....	....	....	....	....
Lehigh Navigation	36	36½	42	41⅝	40⅝	42
" 6s, 1884	....	91	....	90	....	....
" Gold L.	87½	88½	90	91	90½	90½
" R. R. L.	....	90	....	....	90	....
" Conv. '77	....	....	....	....	....	....
Lehigh Valley R. R.	58½	58½	58½	58½	58½	57½
" 6s new coup.	....	....	....	....	....	....
" 6s new reg.	....	....	....	....	95	....
Little Schuylkill R.R.	47	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	51½	....	....	....	....	....
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	46½	....	....	....	....	....
" 6s, 1885	....	....	....	....	....	....
" 7s	100	....	101	....	....	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	30	30
Oil Creek & Alleg. Riv.	15	15½	15⅞	18	19½	19½
" 7s	....	....	....	....	61½	....
Pennsylvania R. R.	46	45½	45½	45½	46½	46⅜
" 1st M.	....	....	....	....	....	101
" 2d M.	97½	97½	....	....	....	97½
" Gen. mort.	....	....	....	....	....	90½
" " reg.	....	....	92	....	....	91½
Penn. State 6s. 1st series.	....	....	....	....	....	....
" 6s, 2d series.	....	....	107	....	....	....
" 6s, 3d series.	110	....	....	109	109	....
Philadelphia City, 6s	....	95	95	....	95	95½
" new	100⅛	100⅛	100⅛	101	101	100⅛
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	55½	55½	55½	55⅛	56	55⅞
Philadelphia and Erie	18½	20	22	24½	24½	24
" 6s	....	....	....	....	....	....
" 7s	....	88½	....	....	....	90
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	12½	12⅛	....	12½	....	....
" 6s, 1882	....	....	....	....	....	71
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey.	118	....	....	....	....	....
Hestonville, (Horse)	19½	20	20½	20⅜	22½	23
Chestnut & Wal.	....	55½	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	59	....	....	....	....
Spruce and Pine	....	29	....	....	....	....
13th and 15th sts.	....	21½	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 23.

	W.17.	Th.18	F.19	Sat.20.	M.22	Tu.23
Baltimore City 6s, 1875.	95½	....	....	....	96	96
" 1886	....	....	....	....	....	....
" 1890	....	....	96	....	96½	....
" 1884	....	....	....	....	....	....
" 1900	....	....	....	....	....	....
Balt and Ohio.	....	....	....	....	157½	158½
" bonds, 1875.	....	....	....	....	....	....
" " 1880.	....	....	....	....	....	....
" " 1885.	....	....	....	....	....	....
Marietta & Cin. 1st M.	....	102	....	....	101½	102½
" 2d M.	88½	88	88	....	88	....
" 3d M. 8s	....	81	....	....	81	81
Northern Central.	....	....	....	....	....	....
" bonds, 1885.	....	....	....	....	....	....
" " 1900.	....	....	84	....	....	....
Pittsb. & Connellsv. 7s.	91½	91½	....	....	....	....
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol.	50½	50½	50	....	50	....
" Defer. Certif.	....	10	....	....	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 24.

	Th.18.	F.19.	Sat.20.	M.22	Tu.23.	W.24
Boston and Albany	....	....	136	136	136	....
Boston and Lowell	....	102	....	....	....	....
Boston and Maine	106½	107	107	107½	107½	....
Boston and Providence	....	148	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
" 7s	27½	27⅛	27½	28½	28	....
Cheshire, pref.	....	....	....	....	....	....
Chi., Burl. & Quincy	....	....	....	95½	....	....
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	89	88½	88½	88½	88½	....
Fitchburg	....	....	....	125	125	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	75	75	74	75½	76	....
Northern, N. H.	....	....	....	....	....	....
Ogdens. & Lake Champ.	....	....	....	....	....	....
" pref.	95	....	....	....	....	....
Old Colony	113½	....	110½	....	....	....
Ph., Wil. & Baltimore	....	53	....	52½	53	....
Portl'd, Saco & Ports.	....	....	....	127½	....	....
Union Pacific	....	....	....	....	....	....
" 6s	....	....	....	81½	81⅝	....
" Land Grant 7s	75	....	....	73	72½	....
" Income 10s	70	....	....	69½	68⅝	....
Vermont & Canada	....	45	....	....	....	....
Vermont & Mass.	....	....	....	....	....	....
South Boston (Horse)	....	....	....	....	....	....
Cambridge	100	100	....	....	....	....
Metropolitan	49½	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co.	....	....	....	....	....	....
Copper Falls	22½	....	....	22½	....	....
Franklin	....	....	3½	....	....	....
National	....	....	....	....	....	....
Quincy	39	....	....	38½	....	....

London Stock Exchange.

	—Closing Prices.— Dec. 5.	Nov. 28.
Atlantic & Gt. W. 1st mort., $1,000	70 — 72	70 — 72
Do. 2d mort., $1,000	53 — 55	56 — 56
Do. Con. mort. B'nds Bisch's Cert.	25½ — 20½	25 — 26
Do. Reorg. Scrip	95 —100	95 —100
Do. Leas. Lines, Rental Bonds	88 — 90	87 — 89
Detroit & Milwaukee 1st mort. Bonds	65 — 70	65 — 70
Do. 2d do.	65 — 70	65 — 70
Erie shares 100 dol. all paid	38 — 38½	37½ — 37⅝
Do. 6 per cent Convertible Bonds	94 — 96	92 — 94
Cons. Mort. amount autho. to be issued for conv. of existing bonds	— —	— —
Illinois Central $100 shares all paid	82 — 84	82 — 84
Do. Redemption mort. bonds 6 p.c.	99 —101	99 —101
Illinois & St. Louis Bridge 1st mort.	97 — 99	97 — 99
Marietta and Cincinnati Rail. Bonds	82 — 86	83 — 86
Michigan Central 8s 1882, conv.	80 — 90	80 — 90
Panama 2d mort.	68½ — 69½	73 — 75
Panama General mort.	96 — 98	96 — 98
Pennsylvania. 2d mort.	97 — 99	97 — 99
Do. General mort.	97½ — 98½	97 — 98
Do. $50 shares	37½ — 38½	38 — 39
Philadelphia and Erie 1st mort.	96 — 98	96 — 98
Do. with option to be paid in Phila.	97 — 98	97 — 99

American Railroad Journal.

Saturday, December 27, 1873.

Stock Exchange and Money Market.

There has been more activity in the Money line since our last. The speculative demand has been more urgent. The inquiry from mercantile sources has also been comparatively brisk. Rates have been quoted firmer, with 7 per cent currency to gold as the ruling price on call; and 8@12 per cent per annum as the governing range on the best grades of commercial paper. Toward the close the offerings of funds were on a more liberal scale, and the tendency of rates was in favor of borrowers. The City banks were gaining strength gradually, increasing their average of gold last week to $22,651,100, as against $22,481,200 the preceding week; and their greenback average to $44,567,700, as against $41,579,100, on the previous return. Their deposits stood at 194⅛ millions, giving an increase of over four millions. The loan item was 257⅛ millions, against 254⅛ millions on the former exhibit. The circulation was 27⅛ millions, against 27⅛ millions the week before.

The cash balances in the Treasury Department, at Washington, on Tuesday were as follows: Currency, $948,647; special deposits of legal tenders for redemption of certificates of deposit, $82,545,000; coin, $86,451,029; including coin certificates outstanding, $31,083,500; outstanding legal tenders, $376,194,962.

The U. S. Sub-Treasury, last week, enlarged its currency balance $3,993,310, and its coin reserve $804,328. Its currency balance at the close of the week was $23,072,699; and its coin reserve $51,156,028.

The Gold speculation has shown more animation since our last. The operators for lower figures have had the advantage, and the price has been depressed materially. The demand from all sources has been much less confident. The extremes of the price have been 110@111⅞, closing at 110⅛ as against 111⅞ on Wednesday of the preceding week. The specie outflow, last week, was $415,941. The imports of specie at this port last week were $118,068; and since Jan. 1, have been $18,638,756 as against $5,518,870 same time last year.

The customs demand for Gold last week averaged $264,885 a day. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1873, has been $117,950,955, against $142,107,313 during the same time in 1872. Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1873, $63,001,175, against $74,013,194 during the same time in 1872. The export drain of specie since January 1, 1873, has been $47,859,004 against $69,928,718 during the same portion of 1872.

Foreign Exchange has been in much less request, and quoted lower in price, closing tamely. Bankers' sixty day bills on London closed on Wednesday at 108@108¼; sight bills on London, at 109⅛@109⅜. The week's exports of Domestic Produce have been to the currency value of about 5½ millions.

Government securities have been quoted lower, influenced, mainly, by the decline in Gold. At the modified prices, the demand, has been quite active, chiefly on investment account, the market closing steadily.

U. S. sixes of 1881 closed on Wednesday of this week at 119¼@120; U. S. Five-Twenties of 1862, 113@113½; U. S. Five-Twenties of 1864 at 114½@115; U. S. Five-Twenties of 1865 114⅞@115½; U. S. Five-Twenties of 1865 consolidated 117@117½; U. S. Five-Twenties of 1867, 117⅛@118⅛; U. S. Five-Twenties of 1868, 117¼@117¾; U. S. Ten-forties at 111@111½; U. S. Fives of 1881 (Funding Loan) 111@111⅛; Six per cent. currency Sixes from 112¼@112¾.

A less active movement has been noted in Railway and Miscellaneous securities, and prices have been depressed and lower, closing weak.

State and Railway bonds have been more sought after, and quoted firmer. Central Pacific first mortgage six per cents closed firmly at 96¼@96½.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to $5,008,951, as compared with $6,912 075 same week last year. The exports of domestic produce are $5,548,847, as against $4,734,886 last year. The exports of Gold and Silver, $415,941, as against $488,293 last year. The customs in Gold deposited during the week in the New York Office of the Treasury amounted to

$1,589,310, comparing with $1,475,000 same week last November.

The outstanding amount of U. S. legal tender notes on Wednesday was 376 millions.

General business has been moderately active. Breadstuffs, Cotton and Provisions, have been in fair demand, but at variable prices, closing in favor of sellers. Wool has been in fair demand and held with firmness. Hemp, Tobacco, Seed and Hops, in less request. Hides, Leather, and Skins have been more inquired for and held rather higher. Groceries have been quoted dearer, especially Teas, Coffee, and Molasses, on a livelier trade. Metals have been attracting more attention, and have been quoted rather stronger, as to values. Among the more important transactions were sales of 3,000 tons American Iron Rails. Naval Stores, and Petroleum, quiet, closing less firmly. The dry goods trade has been more satisfactory in the line of domestic fabrics, holders of which have been more confident in their views as to values. At the Live Stock markets, there has been more activity on a comparatively steady basis as to prices. The Ocean freight market has has been somewhat brisker, with rates favoring shipowners.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—St. Louis, Kansas City and Northern pref., 31; Atlantic and Pacific pref., 13; Rensselaer and Saratoga R. R., 99; New Jersey Southern R. R. 6½; St. Louis and Iron Mt. R. R., 50; do., 1st mort., 94; do. 2d mort., 74¾; Rome, Watertown and Ogdensburg R. R. 76; Louisville and Nashville R. R., 51; Pacific R. R. of Mo., 28; North Missouri 1st mort., 84; Kansas Pacific 7s, 65; Long Dock bonds, 93; Clev., Painesv. and Ash. 7s, new, 90; do. old, 99¼; Chicago and Northwestern consol. gold bonds, 79⅞ Ohio and Miss. consol., S. F., 90¼; Milwaukee and St. Paul 1st mort. LaC. div., 91; Central of New Jersey 1st mort., 104½; do. 2d mort, 100; Toledo, Peoria and Warsaw 1st mort., W. D., 70; do. E. D. 69; Canada Southern 1st mort., 59⅝; Boston, Hartford and Erie 1st mort., 27½; Pacific R. R. 7s, guar. by Mo., 99; Lake Shore div. bonds, 91; Delaware and Hudson Canal reg. 7s, 1891, 102; Albany and Susq. 1st mort., 103½; Michigan Central 7s, 92; Toledo, Wabash and Western 7s, consol., 75; Clev., Col., Cin. and Ind. 1s, mort., 99½; Lake Shore and Michigan Southern consol. coupon 90; Del., Lack. and Western 7s, conv., 96; Western Union Telegraph, 72⅜; do. 7s, 91½; Am. Exp., 55; Wells Fargo Exp., 72½; Consol. Coal of Md., 49½; South Carolina 6s, new, Jan. and July, 11½; N. Y. State 7s, B. L. reg. 103.

Philadelphia.—Lehigh Valley 7s, 104; Pittsburg, Cincinnati and St. Louis 7s, 70; Allegheny Valley 7 3-10s, 90; Huntington and Broad Top Mt. pref. 14; do. 7s, consol. 58; do. 2d mort., 90; Camden and Atlantic 2d mort., 91¼; Harrisburg and Lancaster 6s, 94; Belvidere Delaware 3d mort., 77; Northern Pacific 7-30s, 30; Philadelphia and Reading 6s, 1844-'80, 97; do. Gen'l mort., 7s, coupon, 97; do. reg., 101½; Pennsylvania Canal 6s, 65; West Jersey 7s, 101; Texas Pacific L. G. 7s, 15; Susq. Canal 6s, 71; Chesapeake and Delaware Canal 6s, 88; Pennsylvania div. scrip, 92½; Catawissa R. R., 17¾; do. new pref., 35; Germantown Passenger R. R., 35. The latest quotations are: City 6s, 95@95¼; do. free of tax, 100¾@101; Pennsylvania State 6s, 1st series, 100@100; do. 2d series, 106½@107; do. 3d series, 109@10; Philadelphia and Reading 55¾@56; do. Gen'l mort. 7s, coup., 97@97¾; do. reg., 101¼@101½; do. mort. 6s, 1880, 97@98; do. 7s, new, conv., 101@102; United New Jersey R. R. and Canal Co., 116@118; Camden and Amboy mort. 6s, 1889, 92@92½; do. 1883, 86@91; do. 1889, 83@87; Pennsylvania R. R., 46½@46⅝; do. div scrip, 92½@92½; do. 1st mort., 100¾@101; do. 2d mort., 97@97½; do. General mort. coupon, 90@91; do. reg., 92@92; Little Schuylkill R. R., 46½@47½; Morris Canal, 45@52; do. pref. 120@122; do. 6s, 80@—; Susquehanna Canal, 5@8; do. 6s, 69@75; Schuylkill Nav., 6@7; do. pref., 12⅛@12½; do. 6s, 1882, 70@71; do. 1872, 77½@81; Elmira and Williamsport pref., 36@40; do. 7s, 1873, 96@97; do. 5s, 50@60; Lehigh Coal and Navigation, 42@42⅛; do. 6s, 1884, 89@91; do. R. R. Loan, 89½@90½; do. Gold Loan, 90¼@90¾; North Pennsylvania, 46@48; do. 6s, 99@—; do., 7s, 100@100; do. Chattle 10s, 105@106; Philadelphia and Erie, 24@24¼; do. 6s, 87@90; Minehill, 50@51½; Catawissa, 16½@17½; do. pref., 42@42½; do. 7s, 1900, 97@99½; Lehigh Valley, 57¼@57½; do. 6s, new coupon, 94@95; do. reg., 95@95½; do. 7s, 103½@104; Fifth and Sixth streets, (horse,) 52@55 Second and Third, 58@59; Thirteenth and Fifteenth, 20@22; Spruce and Pine, 28@29; Green and Coates 43@—; Chestnut and Walnut, 56@—; Hestonville, 22½@23; Germantown, 34½@35.

Boston.—Atchison, Topeka and Santa Fe 1st mort., 51; Burlington and Missouri River R. R. in Iowa, 92; do. 8s, in Nebraska, 92; Vermont Central 1st mort., 20; Eastern R. R. 7s, 1882, 94⅞; do. 1887, 98; Old Colony 6s, 1876, 97; Boston and Maine 7s, 1892, 101; South Shore R. R. 6s, 1880, 93; Framingham and Lowell 7s, 89½; Rutland pref., 45; do. scrip. No. 4, 80; Burlington and Missouri R. R., Creston Branch, 90; Cincinnati, Sandusky and Cleveland R. R., 97⅛; do. 7s, 1890, 71½; Summit Branch, 35; Chicago, Iowa and Nebraska R. R., 85¼; Connecticut and Passumpsic Rivers R. R. pref., 79¾; Norwich and Worcester R. R., 127½; Worcester and Nashua R. R., 128; Boston Water Power Co., 11⅝; Cary Imp., 7⅛; Rhode Island 6s, 97¾; Boston 6s, 1880, currency, 97½; do., 1874, 98¼; Roxbury 5s, 1878, 92¾; Salem 6s, 1891, 92; St. Louis 6s, 85; Allouez Mining Co., 1⅝; Calumet and Hecla, 136½; International, 20c.; Petherick, 1⅛; Pewabic, 7.

Baltimore.—Orange, Alex. and Manassas 7s, 80; Wilmington, Columbia and Augusta bonds, 72; Northern Central 6s, 1900, gold, 92; Orange and Alexandria 3d mort., 8s, 80; Northern Pacific 7-30s, 30; Central Ohio R. R., 38½; do. 1st mort., 86¾; Virginia consols, coupons, 82½. The latest quotations are: Wilmington, Columbia and Augusta bonds, 70@72; Pittsburg and Connellsville 7s, 1898, 91½@94; Baltimore and Ohio, 158¼@158½; do. 6s, 1875, 96⅛@100; do., 1880, 96@—; do., 1885, 95@95; Parkersburg Branch, 9@11; Northern Central, 28@30; do. 6s, 1885, 88@90; do. 1900, 84@90; do., 6s, 1900 gold, 91¾@92: N. W. Va. 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 102⅛@—; do., 2d mort., 7s, 87¾@88¼; do., 3d mort., 8s, 80¾@81½; Central Ohio, 35@—; do. pref., 30@40; do. 1st mort., 86¾@87½; Western Md. 1st mort. 6s, 1890, 80@86; do. 1st mort. guar., 94@95; do. 2d mort. guar., 95½@96; do. 3d mort., guar., 94@96½; do. 2d mort. pref., 60@70; do., 2d mort. guar. by Washington Co., 80@85; Richmond and Danville 1st mort., 69@70; Orange and Alexandria 1st mort. 6s, 80@92; do., 2d mort. 6s, 78@82½; do., 3d mort. 8s, 75@80; do., 4th mort. 8s, 75@78; Orange, Alex. and Manassas 7s, 80@82; Virginia and Tennessee 1st mort. 6s, 95@—; do., 2d mort. 6s, 71⅛@75; do. 8s, 82@85; Baltimore 6s, 1875, 96@96; do., 1884, 94@95; do. 1886, 96½@98; do. 1890, 96¼@96½; do., 1893, 95@97; do. 1893, exempt, 100@100; do., 1900, exempt, 100@—; do. 1900, new, 95½@96; do. 1902, 96½@98; Memphis City 6s, 40@47; Maryland Defense Loan, 1883, 102¾@104; Virginia 6s, old, 30@35; do. coupon old, 32@33; do. consol. 6s, 50@50⅛; do. coupons, 82@82½; West Virginia, 10@10½; City Passenger R. R., 18@19¼; George's Creek Coal, 124½@135.

Heating and Lighting Railroad Cars.

Throughout our entire Railroad system there can be found no features of more importance to the safety and comfort of passengers than those by which the cars are both lighted and warmed. It is but a few days ago that a terrific disaster was barely averted in a crowded train on one of our main lines, through the careless use of common matches, by one of the employees. The use of matches for lighting, and of stove fires for heating purposes, can and ought to be totally abolished on every passenger train in the country. Human nature instinctively recoils with a deeper shudder at the idea of death by burning than from any other method. Yet there is still in the minds of us all, too fresh a recollection of more than one horrible holocaust, by fire, upon our railroads. We are quite certain that those who control our roads are alive to the importance of this subject; for it is certainly moderate to say that during the last six months we have received fully one hundred inquries from railroad officials for the safest and most efficient means of either lighting or heating their passenger cars.

We have recently acquired information on both these points of great importance to railroad interests, no less than to the travelling public, which we intend to lay before them in an early future number of the Journal.

☞ A dispatch from Portland, Oregon, states that the Pacific division, 115 miles in length, of the Northern Pacific Railroad was finished on the 17th inst. This completes the rail connection between the Columbia river and Tacoma, the Puget Sound terminus. With the exception of the eastern section of the road, there is none other likely to be so soon remunerative as this division. The country through which it runs is of unequaled natural wealth, and there is being built up on the Columbia river and the shores of Puget Sound a large population, who must soon furnish employment for the road.

☞ At the annual meeting of the Warwick Valley Railroad Company, held on the 20th inst., Grinnell Burt was re-elected president. The annual statement fixed the receipts for last year at $50,000, and the expenditures $38,395. A semi-annual dividend of 3 1-20 per cent was declared.

MESSRS. FISK & HATCH.

THEIR RESUMPTION OF BUSINESS.

We recently had the very great satisfaction of making the announcement that Messrs. FISK & HATCH, Bankers, had so nearly adjusted their affairs on a most equitable and honorable basis that their resumption might be looked for at an early day. We are now enabled to say that this eminently respectable and deserving firm, which had been temporarily embarrassed by the financial panic of September, having completed arrangements, has formally resumed business, with a record unstained by a single discreditable act or utterance; with resources well conserved and equal to the bright prospect which now opens before it, and with the very best wishes of all to whom the very popular members of the firm are known—whether in business or social relations. The final announcement of the resumption of business by this great house was made on Christmass-eve, and was greeted with much enthusiasm in financial circles, as most gratifying news for these ever most welcome holiday times.

☞ The bondholders of the Chicago and Michigan Lake Shore Railroad met in Boston on the 20th inst., to consult upon measures for relieving the company from its present financial embarrassments, and appointed a committee to investigate the matter and report at a future date. A plan suggested is to convert into preferred stock four coupons, maturing between July 1, 1873, and May 1, 1875, on all the debt except $477,000 of first mortgage bonds on the line from New Buffalo to St. Joseph. This would leave two years' interest on $6,198,000 of 8 per cent bonds, floating debt $560,000, and for additional rolling stock, &c., for increased business $250,000—a total of $1,800,000 of 8 per cent preferred stock. It is thought that under this plan the road would, after two years' time, be able to pay the interest on its bonds from the net earnings.

☞ The treasurer of the Northern Pacific Railroad Company gives notice that the company will fund into five-year seven per cent coupon bonds, convertible into first mortgage bonds at par, and exchangeable for the lands of the company at twenty-five per cent off, all interest on its bonds up to and including January 1, 1875.

☞ The Albany *Argus*, of 19th inst., says that the principal iron manufactories at Troy have resumed business. At Burden's works the puddling furnaces, sixteen in number, were lighted on Tuesday, and all the horse-shoe machines. Corning's puddling and rolling mills are running 500 hands. Griswold's iron and bessemer works are running as usual.

☞ At the meeting of the stockholders of the Chesapeake and Ohio Railroad, in Richmond, Va., Thursday, the earnings were shown to be $1,210,508 92. Expenses $879,700 01.

☞ The Illinois Central Railroad Company has declared a dividend of four per cent, payable February 2, 1874, to holders of full paid shares registered on the 15th day of January next.

☞ The Illinois Central Railroad Company advertise to pay the half-yearly interest on their 6 per cent certificates on the 2d of January 1874.

OFFICE OF THE ILLINOIS CENTRAL R. R. Co.,
NEW YORK, December 20, 1873.

A DIVIDEND OF FOUR PER CENT. HAS BEEN declared by this Company, payable on the 2d day of February next, to the holders of full-paid shares, registered at the close of the 15th day of January next, after which and until the 5th day of February the transfer books will be closed.

L. V. F. RANDOLPH,
Assistant Treasurer.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, No. 31 NASSAU ST.,
NEW YORK, Dec. 10, 1873.

INTEREST FOR SIX MONTHS TO 1ST JANUARY next, on the Seven per Cent. Certificates of this Company will be paid at this office on the 2d proximo. The transfer-books for said certificates to be closed after the 15th inst. and until the 5th proximo.

L. V. F. RANDOLPH, Assistant Treasurer.

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The American Wood Carbolizing Co.

Is organized for the purpose of Creosoting Timber for Docks, R. R. Ties, Fence-Posts, Pavements, and all other uses where Timber is exposed to the action of water or air. This Company also proposes to License R. R. Companies and others who desire to erect their own apparatus.
Drawings and specifications of apparatus, either stationary or portable, will be furnished on application.
67,112 miles of Railroad in the United States use annually over twenty-six million Ties for renewing those destroyed by decay.
The preservation of wood from decay and the attacks of marine worms, has been largely practiced in Europe for thirty years; and with such success that the use of natural wood is now the exception; and of all the various methods that have been employed, that in which creosote oil was used, has best endured the test of time.
This Company, benefiting by the thirty years' practical experience in the use of creosote oil abroad, offer to the public a system of application which is adapted to the wants of our own country, in that green wood can be rapidly and thoroughly treated, even better than dry, and the application of the oil, in connection with the use of moderate heat, be made more uniform and effective than is possible by any other means.
Experience has demonstrated that creosote or dead oil is the only substance by which wood can be treated so as to certainly resist the attacks of marine worms.
Creosoted wood exposed in Charleston Harbor was not attacked by the teredo, while natural wood attached to it was completely honey-combed.
It is confidently asserted that Railroad Ties creosoted will outlast three sets of ordinary Ties, and that creosoted Paving Blocks being beyond the reach of decay, will last as long as stone, with all the advantages of an elastic roadway, beauty and economy of construction.
The economy in the use of creosoted wood, where the term of service is trebled, is measured by adding to the wood used, the cost of the labor expended in construction, and the loss of time spent in replacing the structure, when either decay or attacks of marine worms destroy it.
The system of Seely and Pelton, employed by this Company, has been fully examined and indorsed by Gen. McClellan, Gen. Barnes, Gen. Babcock, Rob't Harris, C. B. & Q. R. R., Prof. Silliman, Capt. Eads, Gen. Cram, Gen Humphreys, Gen. Meigs, Gen. Belknap, Prof. Chandler, Gen. Gilmore, Gen. Newton, A. B. Mullet, C. H. Haswell.
It has been used by the U. S. Government upon the Dykes of the St. Clair Flats, and upon Gun Platforms for the fortifications on the Atlantic coast; upon pavements in New York and Pittsburgh, by the Deparument of Docks of the City of New York and the Board of Public Works of the District of Columbia.
Detailed information can be obtained and specimens of creosoted wood examined at the office of the Company.

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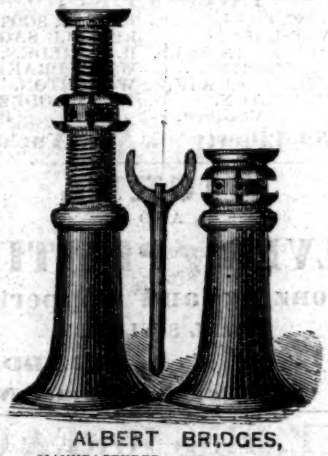
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